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March/April 2016



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KALENDER

March 23, Wednesday

Board Meeting. All members welcome.
RSVP to president@bmwpugetsound.com.

April 5, Tuesday

Deadline for the May/June *Zündfolge*.

April 9, Saturday

Sport Driving Tech Session at 425 Motorsports in Bellevue. Learn about our track program and the required safety gear.

April 16, Saturday

Car Care Tech Session at Griot's Garage. Learn how to care for your BMW from the best in the business at their beautiful corporate headquarters.

April 27, Wednesday

Board Meeting. All members welcome.
RSVP to president@bmwpugetsound.com.

May 15, Sunday

Centennial Party. During 2016, BMW fans worldwide will be celebrating the 100th anniversary of the founding of BMW. Our local chapter party will be held at America's Car Museum in Tacoma. Plan to be there or wait another 100 years.

May 29, Sunday

Burgers and BMWs at the Triple X Drive-in in Issaquah.

June 26, Sunday

E30 Picnic at the LeMay Museum in Tacoma. Join the biggest E30 event in the world.

August 17-19, Friday-Sunday

Monterey Car Weekend with a big presence by BMW. There is a rumor that the Pebble Beach Concours d'Elegance will feature the entire BMW Art Car Collection!

August 23-28, Tuesday-Sunday

Oktoberfest on the Monterey Peninsula.

For more information about any event, go to our website: www.BMWPugetSound.com.

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Please limit phone calls to these volunteers to between the hours of 9:00 am and 9:00 pm

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President's Column

THIS IS A BIG YEAR FOR BMW and as president I intend to make sure the Club has a great year, too. May 15 is the day to celebrate the 100th birthday of BMW as a company at America's Car Museum in Tacoma. I'm asking all BMW owners to come out and join the celebration. See the accompanying article for details.

This Club was founded by a group of BMW enthusiasts who wanted to form a group of like-minded individuals, drive their BMWs on the track, engage in social events, and enjoy driving. Driving is something that I absolutely love to do. I shudder at the thought of driverless cars ambling down roads with their inhabitants prosaically peering out the window. It may come to this in the future. But until that day, I plan on planting my right foot into the throttle at every opportunity! The BMW is the Ultimate Driving Machine and you all should go out and enjoy it.

Does this mean that everyone in the Club should descend upon the two racetracks we have in the Puget Sound Region? Well, that would be fun, just

not practical. Is there a way to enjoy your car; yes there is. We have five track days this year (see the Motorsport Column); we have a great line up of tours; we have many major venues to gather (E30 Picnic, Burgers & BMWs, M Car Day, Deutsche Marque, 100th Anniversary); and we have tech events throughout the year.

The British philosopher, John Stuart Mill*, was paraphrased by the authors of Star Trek, "the needs of the many outweigh the one or the few." I mention this quote as a means for you all to understand what drives the dedicated members of the board; service to the Puget Sound BMW community. We encourage you all to take advantage of the events for the coming year. I started out in the Club attending driving events, volunteering at Car Control Clinics, becoming an instructor, and then editing and writing for the *Zündfolge*. The transition to being a board member felt natural. If you feel that dedicating a few hours of your

time to volunteer at our events is worth your time, please let me know.

Thank you,

*Steve Libby, President, Instructor
Puget Sound Chapter BMW CCA*



**Mill, John Stuart (1863). Utilitarianism (1 ed.). London: Parker, Son & Bourn, West Strand.*

Saturday, April 9

Sport Driving & Safety Gear Tech Session

JOIN US ON SATURDAY, APRIL 9 from 9:30 am to noon for a sport driving tech session at 425 Motorsports in Bellevue. 425 Motorsports is a retail store that specializes in automotive driving and racing equipment.

The first portion of the event will be geared towards our outstanding driving programs at Pacific Raceways and The Ridge Motorsports in Shelton. Participation in these events is a great way to become a better driver and to understand and enjoy the features of your BMW in a safe, controlled environment. Driving Events Coordinator Mitch Delabarre will explain the advanced HPDE program and

Jeff Butler will explain the Car Control Clinics. For those already planning to attend these programs this year, we'll have information about how to choose your helmet and other safety gear.

The second portion will feature tutorials and information on choosing the right racing equipment and safety gear. 425 Motorsports will be offering a special 10% discount for Club members for equipment purchased the day of the event.

Food and beverages will be provided to mitigate your morning hunger/thirst. RSVP so we can have enough food and beverages.

Jeff Butler

425 Motorsports | 14405 NE 20th St | Bellevue



ON THE COVER

The Number 100 M6 with beautiful lattice-work livery to help celebrate BMW's centennial year.

Photo by BMW NA.



Griot's Garage Car Care Tech Session

Saturday, April 16

JOIN FELLOW BMW CLUB MEMBERS for a car care tech session at the beautiful Griot's Garage flagship store in Tacoma on Saturday, April 16 at 11:00 am. The experts at Griot's will perform a live demonstration, focusing both on how to rejuvenate tired and neglected paint, as well as how to keep flawless paint protected from the elements. It doesn't

end there, however; from cleaning an engine bay to restoring faded trim, this will be a perfect opportunity to learn how to clean up your BMW in preparation for the Club's upcoming BMW Centennial Party in May at LeMay—America's Car Museum.

Once you learn how to shine up your BMW, take a self-guided tour through

the indoor auto display area, where you will see a collection of beautiful and rare cars from various eras. This is always one of the more popular events of the year, so please join us! Note: Products may be purchased from the Griot's Garage retail store during regular Saturday business hours, and on this day only, those in attendance will receive 15% off any items purchased. This will be a great way to stock up for the year!

This event is free to attend, and all Club members and their guests are encouraged to join. Also, I am seeking volunteers who will lend their BMW to be demonstrated on during the tech session. Dirty, neglected paint not a problem! Send your RSVP to me at the email address below.

Karl Freese, karlfreese@gmail.com



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100th Birthday Party Celebration at America's Car Museum

Sunday, May 15

COME AND CELEBRATE the 100th anniversary of BMW as a company. The official birthday will be in March of this year. We will take over the display field at American's Car Museum (ACM) on Sunday, May 15. Our goal will be to fill the display field with BMW cars and motorcycles. Cars will be parked on the grass in the center of the field and around the edges. We will hold this event rain or shine! We plan on starting to park cars by 9:00 am. At 1:30 pm, we will serve birthday cake from the world's largest Roundel-decorated cake!

Our goal this year is to have as many people drive to this event and park their BMWs on the display field. We will be soliciting members who have special cars and park them around the edges of

the field in a class-specific manner. The big display field is for you, the members of the Club to simply park your cars and hang out with other BMW drivers. There will be no judging; we just want as many BMWs and their owners to come out for a big birthday party.

There will be food trucks available for lunch. ACM is discounting admission to the museum for all participants. We plan on having a special commemorative hat made for this event as part of the admission price. Watch future ATS emails for news and additional information!

9:00 am to 2:00 pm
America's Car Museum
2702 East D Street
Tacoma, WA 98421



Porsche GT1 "Show and Tell"

FOR THOSE OF YOU WHO ARE PORSCHE FANS as well as BMW fans, the local Porsche Club has invited us to a special event on April 30 and May 1, from 9:00 am to 5:00 pm each day. The event is about the Porsche GT1 and one of these cars will be on hand. Presenters will include Andy Pilgrim, driver, Tony Callas, crew chief and GT1 expert and Randy Leffingwell, Porsche author and biographer.

The admission charge is \$48 per person. The event benefits the Lake Washington Institute of Technology. The event location is Cantrell Motorsports, 1655 139th Place NE, Bellevue.

Registration starts March 15. You must register and pay in advance to attend. To register go to www.motorsportreg.com. If you have questions, contact John Mueller at TechEd@pnwr.org or 425-836-3963.

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Burgers & BMWs

Sunday, May 29

YOUR PUGET SOUND REGION BMW Car Club will hold the Seventh Annual Burgers & BMWs gathering at the Issaquah Triple X Root Beer Drive-In on Sunday, May 29. This event has become very popular and we routinely have over 200 Bimmers for the event! How cool is that?

Wander among a variety of old, new, stock and modified Bimmers but most importantly, share your enthusiasm with fellow Bimmerphiles. All BMWs, new and old, clean or dirty are welcomed. We anticipate BMWs from seven decades! The event begins at 10:00 am. If you were there last year, we were shoe-horning cars in every available space in the Triple X Drive-In. Due to the frenetic nature of parking a tsunami of BMWs we can't save spots for late comers. If you want to park with friends, coordinate to arrive as a group. Burgers & BMWs will run until the last BMW leaves for home.

No Club Membership is required; you just show up with your Bimmer. So tell all your BMW friends to come out and enjoy the show. Bring some extra cash for lunch, the Triple-X Drive-in only takes cash!

The cost is a \$5 donation for a space in the upper premier lot, free in the overflow lots. Donations support Life Enrichment Options in Issaquah. This is a great cause and helps out a special set of folks.

Lance Richert, lance@richertnet.com



Photo by Steve Libby.

Sunday, May 8

Issaquah Spring Electric Car Show

BMW i3 and i8 owners are invited to the Annual Spring Electric Car show at the Triple-X Drive-in in Issaquah. This is an eclectic show for both homemade and factory electric cars. Have a burger and fries with fellow electric car owners. The event runs from 9:00 am to 2:00 pm on Sunday, May 8.

Lance Richert, lance@richertnet.com



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Happy 2016!

WINTER IS (ALMOST) PAST, spring is right around the corner and that means it is time to start thinking about the upcoming track season. We have locked in the days for the 2016 track season. We will have four dates at Pacific Raceways and one at The Ridge in Shelton.

2016 Track Days (all Fridays)

May 20 Pacific Raceways

June 17 Pacific Raceways

July 8 Pacific Raceways

August 12 Pacific Raceways

September 23 The Ridge

Car Control Clinics (CCC) will run concurrently with the High Performance Driving Education (HPDE) at Pacific Raceways. Participants of the CCC are encouraged to get a ride with an instructor later in the day. Remember, once you complete a Car Control Clinic, you are eligible to enroll in our HPDE. We will run a HPDE only at The Ridge as the current configuration of the paddock cannot accommodate a Car Control Clinic.

We get a lot of questions throughout the year about the High Performance Driving Education and Car Control Clinics. The following list is an introduction to performance driving as the Puget Sound BMW CCA runs it. The most important aspect of high performance driving is to have fun!

What is HPDE?

It is High Performance Driving Education. We especially want to emphasize the “education” aspect of this event and all our driving events. HPDE events are held at a racetrack—Pacific Raceways in Covington or The Ridge Motorsports Complex in Shelton. Driving on the race track is always done with instruction. Our instructor corps is comprised of people who have proved themselves to be competent, safe drivers, who have been trained by senior instructors, and continue their training throughout

the year by driving, coaching, and attending instructors’ clinics. In essence, the instructors are teachers and the drivers are students of the art of high performance driving. This is an important aspect of HPDE as many drivers are new to this kind of driving. In order to safely navigate around the racetrack, new drivers are fitted with a communicator so that a real-time dialog can occur between student and instructor. We use terms like “turn in, track out, brake now, apex, unwind the wheel” as educational tools to direct the student on the racetrack. Until you are signed off to be a solo driver, there will always be an instructor in the passenger seat. We use the word “coach and coaching” to describe the method of our instruction. No one likes to be told what to do and our instructors work diligently to coach and not tell drivers what or how to drive. Sure, a new person to the track will require more direct instruction. But as drivers progress, our instructors use more of a coaching method to fine-tune drivers’ skills.

We would like to emphasize strongly that this is not racing. No timing devices of any kind are allowed during the events.

There are many other venues in the Puget Sound area for true racing, but our HDPE events are not one of them.

What do run groups mean and what are the A, B, C and D groups?

A run group is the group that you get assigned to based on prior experience.

A-group is the most advanced—solo drivers with a great deal of experience who can handle a car, at speed, under all weather conditions. The instructor corps comes from this group.

B-group—talented drivers who have mastered many of the finer points of high performance driving who improve with coaching from instructors and who spend time honing their skills.

C-group—those that have had probably one year plus driving experience and are comfortable on-track, who begin the process of mastering high performance driving. These drivers usually have an instructor coaching them during the day. Many drivers enjoy driving in the group and do not wish to advance; this is perfectly fine. They have paid to drive on the track for the day. Think of the times you have learned something difficult or challenging. It did not happen without



Photo by Michael Lake.

some effort. Thus, challenging drivers is a method we use.

D-group—those who are new to the track and to HPDE events. As instructors, we all remember the first time driving onto the track! D-group drivers have an instructor with them at all times.

The Track Events Committee has made a few changes for 2016. This year, each run group (A, B, C and D) will have a dedicated instructor assigned to it. For example, I am in charge of C-group. At the beginning and end of each run, we will meet as a group and go over aspects of the track, dissection of corners if you will. I have large, laminated printouts of all the corners of Pacific and the Ridge and use them to demonstrate the drive lines of the track. We encourage each group of drivers to communicate with each other via email before coming to the track. You can share information, learn from each other, and start building trust. We will make sure you have each others' contact information.

Do I need a BMW?

No, you can drive anything that will pass technical inspection. While a minivan or a SUV may not be the most fun, it could be done. To participate in a Puget Sound BMW CCA event, you must be a member of BMW CCA. You do not need to have a BMW VIN to belong. I'll make a confession here—I drove a 1996 Ford Ranger pickup but belonged to BMW CCA (it never saw

the track). I knew that one day, I would own a BMW. That was five BMWs ago, I still own two. We see all kinds of performance cars at a BMW event and this enthusiasm is greatly embraced. So, get your car ready for a track season and prepare to have fun driving it like it was meant to be driven.

Can I go fast on the racetrack?

This is commonly asked. The answer is yes, but with the following caveats. The reason that you decided to attend an HPDE event is to stretch your car out and see what it will do. We understand this and it's why many of us became instructors. The most important thing to understand is that speed without skill is basically worthless. The best compliment a driver can receive is "you are a really smooth driver." Learning how to control your car, how to properly position your car on the track, and being relaxed and focused, will lead to being a smooth, safe and fast driver. Both racetracks are road courses, meaning that there are many turns and corners that require skill to navigate. With practice, you can go fast and safely through corners that you might not think possible. If you own a newer BMW, you know that it comes with many safety features including ABS brakes, traction control and some with proximity sensors. According to our insurance policy, these safety features are to be left on at all times.

Will driving on the racetrack hurt my car?

You will not hurt your car unless you have an accident, which is as true for driving on the street. Will you use up some brake pads and wear down some tires, sure. Otherwise, your car will be just fine and you will have fun. Hey, you can get some of that built up carbon off the valves!

What about insurance?

We cannot advise on insurance matters. Lockton Motorsports provides specific coverage for the track. When you register for a HPDE event on MotorsportReg.com, there will be a link to this company's website. You may want to consider buying this one-day coverage. It is very rare to have a car be taken home on a flatbed truck due to an accident, and we intend to keep it that way.

What kind of helmet and other equipment do I need?

We require a helmet that has a SNELL 2005 or newer rating. At the end of 2016 SNELL 2005 helmets will no longer be allowed at all BWM CCA events. Motorcycle helmets with this rating are acceptable. Driving gloves are comfortable, but not necessary. Driving shoes similarly add to the overall comfort level but are not required. As you become more skilled, you will appreciate dedicated driving shoes for

Continued on Page 10

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“heel and toe” braking. Not to mention that they look cool. As you progress in skill level and your car becomes more track-dedicated, safety equipment such as clip-in four-point harnesses, seats, a roll-bar, or a HANS device is advised. A set of dedicated track wheels is advisable if you decide to track your street car on a regular basis, as is having a set of track brake pads. Track tires are usually comprised of a softer, R-compound, that provide amazing grip on the track. This is a bit of a financial commitment. Modifications to the engine (cold air intakes, performance chips, etc.) are something that can be done once you master being “smooth.” Remember, spend the time and effort on mastering your car and fine tuning your driving skills, then think about all the other modifications to the car. Modify your brain and skills first!

Finally, will I have fun?

Yes! What could be more fun than hanging out with similarly minded gear heads for a whole day! You get to be outside, rain or shine, not at work and driving your car like it was meant to be driven. You will ride with your instructor who will demonstrate the track. We get so many comments like “this is the most fun I have had in a long time.” This means that we, as instructors, have done our jobs and made sure that you get the most out of the driving experience as possible.

All registration is done online at www.bmwpugetsound.motorsportreg.com. Set up an account if you do not have one currently. Once you register for an event you will receive information including directions to the track, what to bring, and what time to be there from our track registrar. When you register, make sure it is for the right event because on each of the four dates at Pacific Raceways we will have both a Car Control Clinic and HPDE listed. To participate in the CCC you must have a valid driver's license and be at least 16 years old (if less than 18 years old you will need a parent to sign the waiver. Go on the Club's website, under Driving Schools and look up waiver

forms) and you must be a BMW CCA Club member. To join the BMW Club go to www.bmwcca.org. The price is \$48 per year and that includes a monthly copy of *Roundel*, local discounts and copies of *Zündfolge*. For the CCC, you do not need a helmet nor is tech inspection required. Convertibles are welcome to be driven in the CCC but not the HPDE event. For the HPDE event, you will need a helmet that is Snell 2005 or newer and you must be 18 years old with a valid driver's license. Convertibles are not permitted at HPDE events. The tech inspection report is good for one year at BMW events. Your car must be inspected by a qualified ASE certified mechanic. See the BMW

Club website under Driving Schools for a list of mechanics qualified to inspect your car and complete the tech form. You are responsible for the proper operation of your car. Remember, your safety and the safety of others on the track depends on everything working properly on your car.

For now, keep you and your bimmer warm and look forward to that May day when we'll return to the track. Then we'll be able to drive our Ultimate Driving Machines in the manner they were intended to be driven.

See you at the track.

Steve Libby, President
Puget Sound Region BMW CCA
Instructor

Mitch Delabarre Our New Driving Events Coordinator

WE WOULD LIKE TO THANK RICK GULSTROM for his many years of service as a board member and the Driving Events Coordinator (DEC) for the Puget Sound BMW CCA. Rick tells us that we will see the Dakar Yellow M3 on the track this year to be sure. We are very fortunate to have Mitch Delabarre, who will take over the reins this year. The DEC is the face of the track program. Any issues with drivers, lunches, car numbers, and keeping things moving on time will be Mitch's job.

On May 20 our first track day, come over and introduce yourself to Mitch! Welcome aboard!

Steve Libby, President and Instructor

Mitch's Driving Biography



I attended my first HPDE in 2002 with a brand new Mini Cooper S. It didn't take long before the hook was set and I was back for more. After many modifications to the MCS, I graduated to an E46 M3 with an assortment of Dinan bits. Because the E46 was more appropriately a “garage queen” than a track car, it went to a new appreciative owner. My current passion is an E36 M3 dedicated track car.

I began instructing for IEBMW and BMW CCA PSR about two years after my first HPDE. Since that time I have also instructed with the PNW PCA. I enjoy working with students and accomplishing that “lightbulb moment” when the student understands what we teach and can't stop smiling and talking about it. I view my new role as DEC as the next step in my contribution toward the success of BMW CCA PSR's track program.

Challenge and Be Challenged—New Time/Speed/Distance Road Rallies Coming this Summer!

By Evan Kohout

GETTING FROM POINT A TO POINT B. That, in essence, is the goal of any rally event. In stage or professional rally events along with rallycross and autocross, the goal is to get to the finish in the shortest amount of time. However in a Time/Speed/Distance rally, sometimes called a Regularity Rally, the main goal is to be on time. Test your vehicle and your navigational skills with these fun and adventurous events. Similar to the tour events already scheduled, the Club will be sponsoring one or two, possibly three TSD rally events this year. These will take place on public roads, on routes that have been previously determined. The specifics of the route will be made available on the morning of each event at the drivers' meeting.

Just like the driving tours, there are no special skills needed to participate, but there are some things you need to bring. First and foremost, each team must consist of two people, a driver and a navigator. The navigator will usually deal directly with the route book and staying on course, where the driver is primarily focused on driving and maintaining speed. So find a friend, preferably someone you get along with and will not bite your head off if either of you make a mistake. With your navigator, all you need then is a clipboard and a stopwatch (or digital wristwatch). All speeds throughout the event will be below posted speed limits for the area and will abide by all local, state and federal laws. This is a big one and it's important to note that these events are NOT races, going too fast will lose you points (consequently, going too slow will also lose you points).

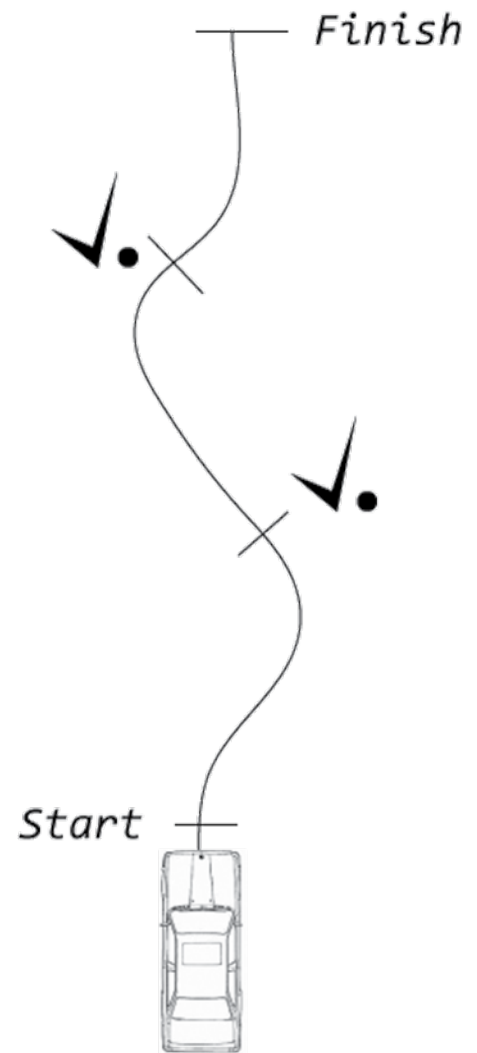
Directions are provided in a route book, accompanied by small directional pictures, called 'tulips' next to each instruction. This book provides the critical piece that your navigator will use to get you through the course. Being 'on time' might seem simple at first, but it becomes a delicate trial of coordination, navigation and driving prowess to follow the instructions correctly and not lose points. Scoring is done at the end of the

rally once all the teams have made it to the finish. Checkpoint captains then provide all scoring cards from each team to the rally master to calculate final scores.

T, S and D

A speed and a mileage delta are usually provided with each instruction. You start out following an Average Speed which dictates your initial speed entering the course. You may go faster or slower during that leg but during the entirety of that leg, the average of your speed must work out to be that which is indicated in the route book. Average speed might seem tricky but it's not that hard to maintain if you have a semi-accurate speedometer and a navigator who is following the route book. If you maintain your speed correctly, your current odometer reading should match up with the mileage delta on the next leg of the course.

The most important part of any TSD rally is to have fun and not fight with your navigator! So come enjoy the roads and the scenery, bring a little competitive spirit and a friend along for one of these events. We will plan to have these during the day, typically starting in the morning with a drivers' meeting one hour in advance with the event lasting several hours usually. Keep an eye out for news about these new rallies in *Zündfolge*, Around the Sound and also on the bmwpugetsound.com calendar page.



The PRO3 Line



IT'S THE SAME STORY EVERY SEASON. By October, the racecar has been shoved into the enclosed trailer and along with it, goes the aspirations and 'to-do' list items for next season. I know I'm not alone with procrastinating on racecar prep. I take my queues from the Hill brothers whose motto is, "There's plenty of time! The race isn't until Saturday!"

I think I intended to rebuild the engine. Or was it replace the entire braking system? Maybe it was a complete rewire of the car where I had imagined a clean and organized wiring harness complete with relays and fused switches, all neatly labeled. What's it matter at this point? The season is straight around the corner, and if I were to admit my failures, I'd swear the oil in the car is the same oil with which I ended last season!

I'd actually be embarrassed if I were the only racer in the PRO3 bunch who procrastinated as long as this. My saving grace (hey, I'm stretching here) is that there are many others in the same exact spot as me right now.

How do I know? Ask any of the shop stewards we patronize to save our race season from instant failure! Hank Moore, Kevin Doyle, John Parker, Robb Newby, Jerold Lowe...right now, their shops are booked with last minute racers like me who called them up asking for the impossible—on a budget too! Tires? I need tires? And brake pads...someone must have a set of Hawks lying about! "Backordered" becomes a regular line item on BimmerWorld orders and not because they keep limited stock on hand, but because every E30 class of racing across the country is filled with people just like me who waited until the last possible minute to place an order.

Actually, with my track record, I think I wait until just beyond the last possible minute!

Admittedly, I'm a bit surprised that we haven't thrown many of our shop owners into the crazy house by our efforts; but then if you know the likes of Kevin Doyle, he's a bit off his nut to begin with. Come to think of it, you have to be off your nut a bit to own a race support shop. Like they say, "How do you make a small fortune in club racing? Start with a large one."

Then there's the hands-on racer. The guys and gals who are doing this themselves. And proudly sporting the dirty hands and scarred knuckles to prove it! (And they'll show you, whether you asked or not...) These intrepid warriors of the home shop do battle on their terms and have the abandoned spouse and empty bank account to prove for their efforts. Been there...doing that. They are no different in procrastinating. Admit it: you try to do as many of the honey-do items as you possibly can for as many weekends as you can just prior to the race season starting. That's how you fill the "Spousal Points Bank Account." You know you'll need those points come August, when the family is left in the driveway, sadly waving as you leave for the eighth weekend of the season. "We had a dad once; I remember him, vaguely."

Sometimes the family comes with us when we race. If only to make sure this whole thing isn't some elaborate ruse meant to throw off the family as we live a double life. After all, most of us never actually come home with anything to prove our racing prowess: no trophy or prize money; just a

rambling story about "I got a great start, then blew it on the final lap..."

In all reality, our families are our biggest fans. They come out to cheer us on in most weather conditions and at most tracks. I say "most" because even my PRO3-seasoned wife has her limits. Have you seen the picture of the race crew wearing survival suits at The Ridge a couple of years ago? Yeah, Melanie chose to skip that wet one.

If anything, this month's piece is really a subtle reminder that you probably should start thinking about the racecar and calling your favorite shop and finding www.bimmerworld.com to start making things happen. The 2016 ICSCC race schedule is now posted and is live at www.icsc.com for you to start planning your season. There's plenty of racing to be had on the schedule, and we've been invited to partake in three other, non-ICSCC events this year as well. The SOVREN Historics, The Rose Cup Races in Portland, and even the Big BMW 100th Anniversary race/Octoberfest at Laguna Seca have all been added to our already busy schedule.

So, yes, the season is upon us, and there's plenty of racing to be had!

I better go change my oil.
Maybe tomorrow.

*Michael Olsen is a BMW CCA
Club member and drives the
Spirit Halloween Superstores PRO3 car #130
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www.pro3-racing.com*

Z3/Z4 Coupe SIG Reforms

THE NORTHWEST COUPE GROUP LIVES AGAIN! You might have been waking up nights wondering where it went and now it's back. David Ward (Olympia) and Geoff Griswold (Bainbridge Island) met at the last Griot's M Car Day and discovered that David has Geoff's original 2000 Coupe, which he has kept in pristine condition, and I now have a 2002 Coupe that came from Nova Scotia. So, we began looking for the original 'Coupe Group' with no success and that led to a lot of scurrying around and presto!, a new Group was formed. We have about 50 members at this point.

Of course, to put our stamp on it, we changed the name to the PNW Coupe Gruppe. Secondly, we embarked on a project to clean up the data so that we have a complete and useful database. We also tried to contact as many coupe owners by simple telepathy. So, if you did not receive our telepathic message, please contact either of us at coupegruppe@gmail.com and let us



know that you'd like to be included in our group and receive Gruppe emails from time to time. We intend to help coordinate drives throughout the Northwest and beyond (Dorkfest?) and to help with equipment and car purchases and sales. We're already looking at a visit to the Ridge accompanied by a campout on the water near Shelton and we have a Glacier Park tour in mind with the Coupe Cartel group. More on both of these

events soon. Watch for announcements about group activities in the ATS.

Geoff Griswold

Note: We welcome the PNW Coupe Gruppe to the Club and hope more Coupe owners will get involved. For you other potential SIG groups, please consider organizing. The Club will help you get the word out and provide financial support for an event.

Steve Libby, President

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Driving in the Real World: Driving Miss Nelly

by Mi Ae Lipe

MOST OF YOU KNOW that I'm the proud owner of a 2009 E90 335i. But you probably don't know that I just published a major cookbook. And I'm going on book tour to promote it—for about 22 weeks, all around the country, covering around 50,000 miles—every year for the next three years.

Considering that my beloved Bimmer just hit over 100K, half of her trunk space is taken up by a donut tire (thanks to BMW's absurd run-flat tire policy), and her reliability isn't a sure thing anymore, all magic 8-ball signs pointed to a new vehicle in my future. Which one?

Unlike the 335i, this new ride needed to be total utility on wheels. It had to be spacious enough to haul fifteen boxes of books and for me to still bed down in the back on occasion, plus have decent horsepower and AWD for struggling up, say, Idaho mountain passes in blizzards with those 600 pounds of books. Given the mileage I'd be driving, a crazy-long warranty was in order. And oh yes, decent fuel economy. Not too much to ask, right?

I quickly settled on a station wagon. And that's how Nelly, a 2016 Subaru Outback, came into my world, delivered on a torrentially rainy day at a Seattle dealer in early December. She got her name when her cold engine surged one morning in my parking garage. Instinctively I murmured "Whoa, Nelly," and it just fit. Nelly is the trusty, reliable bay mare who is always there for you and will never let you down. I can't quite say the same of the 335i, which has had some spectacular on-road fuel injector and water pump failures. (She too has a nickname—PB&J—for she's the hue of deep raspberry jam on the outside, with peanut-butter-colored leather inside.)

What I didn't expect was just what kind of driver I'd become once I slid into Nelly's left front seat. Obviously, I didn't expect an Outback to drive the same way as a Bimmer. For starters, Nelly has an automatic (actually a continuously variable) transmission, whereas PB has a manual 6-speed. Both cars have six very capable cylinders under their hoods, but Nelly's Boxster boasts 256 horses, while PB's inline pumps 300 ponies, with twin turbos for even more



ass-kicking off the line. Both cars have AWD, albeit very differently engineered.

Right away some things became obvious. This Subaru is no WRX, and her seats are flatter and wider than Texas road-kill, designed for people three times my width. I never realized before what a sloppy sitter I've become in my tired middle age. With no side bolsters to hold me in place, I slump, slouch, and flop about like a limp baby in a high chair. My side mirrors are painstakingly adjusted, but I wouldn't know it the way I end up leaning sometimes.

I've also had to get used to a pronounced floaty feeling—a sensation that I'm not quite connected to the car, or anything for that matter (the seats not holding me in place don't help). The steering is not as loose as those 1980s Cadillacs you could steer lock to lock with a single finger, but it ain't anything from Bavaria, either. Isolation lurks in everything, a refined muffledness. The engine is nicely zippy but a bit lurchy, and the lack of a transmission shift only adds to the willing suspension of everything. While the brakes are adequate, they don't inspire terrific confidence, either.

When they're sitting side by side, PB looks like a low-rider next to Nelly's hulking stance. Since their introduction in 1994, Outbacks have been growing taller, and these days they have nearly nine inches of ground clearance. I love the

possibility of perhaps not shredding the underside if I should encounter a surprise deer carcass on the Montana interstate at night, and her height is really handy for those massive Seattle potholes and the lakes within them when it rains hard. I do appreciate the extra visibility and thus feeling of invincibility; if Nelly and I face west on a clear day, I can just about see out to the Pacific. With her clearance and AWD, maybe we could cross it too, if I outfit her with water skis and drive fast enough.

The biggest difference between the two, however, is the presence of a large touch-screen in the Subaru. Here you can access the navigation and audio systems, vehicle information, cover art in your iPod, the weather forecast in Flagstaff, and even how your Apple stocks are doing. I'm no stranger to nice cars, but Nelly sports way more gadgetry than



Subaru touch screen

any vehicle I've ever owned. By and large Subaru has done a good job with their user interface and voice-actuated systems, but heaps of things can still be fiddled with when the car is moving.

But never fear, because she also comes equipped with a slew of driver-assist technologies. I can set my cruise to maintain a specific following distance, even down to speeds of 25 mph (very nice in urban traffic, actually). Nelly will beep if she starts drifting out of her lane without a turn signal, if she senses I'm about to hit something or another vehicle is alongside me, or if I don't move when the vehicle ahead goes forward. She can even steer me gently back into my lane if I nod off behind the wheel and apply emergency braking to prevent a collision. If in spite of all this I do manage to get into a pickle, her SOS feature can automatically call in the cavalry if I don't respond within ten seconds.

By contrast, the BMW is blissfully analog. No Sirius radio, no driver assist

tech, no screens. Not even an automatic transmission, for God's sake. If I need to use GPS, I just bring up Google Maps on my iPhone and listen to the audio instructions over the car speakers. PB's seat securely surrounds my lazy body in just the right places, holding me in place like a confident lover. And without a doubt she's the most athletic, finely balanced car I've ever driven, her steering meaty and hefty, going exactly where you point her. Acceleration is instant—she's raring to go when you are, no questions asked.

At the same time, if you need to de-accelerate, she's exquisitely attuned to that too. Just let up on the throttle, and she responds instantly without fuss and repeated taps of the brake pedal. If you need to stop—even suddenly—she's got you covered there too. Her surefootedness makes her first and foremost a driver's car, giving the person behind the steering wheel tremendous feedback and confidence on what's happening with the road surface and her path on it. And her response to your inputs rewards you with seductive pleasure, whether you're just going around the block or across the country. If you're a BMW owner, you know exactly what self-fulfilling loop I'm talking about.

For the first several weeks I drove Nelly, I felt paradoxically much less safe. Of course, getting to know a new car's quirks takes a while. But as I slouched in my seat, that floaty, muffled feeling persisted. Normally a very confident driver, I became tentative as I maneuvered Nelly's huge bulk through traffic. There was that damn screen, which I found myself looking at like a little TV (and away from the road) simply because it was there. And when I touched it and something didn't work as expected, my driving swiftly deteriorated as I fought my desire to figure out the problem while still in motion.

I noticed another funny thing. Because I was sitting up high, I was now able to see just how many people were texting or looking down at their phones while driving around me. This was happening just as much before, but

when I was sitting lower in the Bimmer and more engaged in my own driving, I couldn't observe that phenomenon so clearly. I was in no less danger than before, but seeing it from Nelly's throne sure made me feel a lot more vulnerable now—and I noticed myself becoming more hesitant and paranoid in response.

A few weeks after Nelly's arrival, I climbed into PB, and instantly I felt at home. Once I was securely strapped in, we were ready for adventure. I felt my pilot instincts shoot up the Alert-O-Meter in a joyful, ready way—toward overconfidence, even. It's funny: As a driver, my skills and observational ability had not changed, but my attitude and perception, shaped by my vehicle's environment and feedback, sure had.

It's a powerful reminder of who we can become, chameleon-like, cloaked in our vehicles.

I'm guessing that many of you reading this article own and drive multiple vehicles. Have you noticed your attitude and skills as a driver changing as you switch out in them, even subtly? And if you're confident that they don't, take another honest look—it just might surprise you.

Two months and 5,500 miles later, Nelly and I are getting along quite well indeed. I've gotten used to her slightly wallowing ways, and I know she's going to be a great road-trip car—as long as I keep PB around to remind me what it feels like to be a real driver.

Mi Ae Lipe is a freelance editor and graphic designer in Seattle, and is also a traffic safety advocate. In addition to writing a regular column in Zündfolge, she blogs on Driving in the Real World, streams daily driving news links and tips on Twitter at @DrivingReal, writes regularly for Roadio.com (an online magazine for UK driving instructors), and frequently collaborates with traffic safety organizations, NGOs, and individuals. In December 2015, she and fellow citizen advocate Mark Butcher were honored with a Target Zero Award by the Washington State Traffic Safety Commission for their outstanding work in improving young driver safety in the state.



BMW interior

BMW History: Getting into the Car Business

David Lightfoot

IT IS WELL KNOWN that BMW entered the car business in November 1928 by buying the Dixi Werkes. The Dixi was an Austin 7 built under license. Less well known is that BMW had been diligently trying to get into the car business since much earlier.



Austin Sevens were built under license as Dixis. BMW bought the Eisenach Works to get into the car business.

After the First World War, BMW wasn't permitted to build aircraft engines any longer. They built smaller engines which were used in other's motorcycles, automobiles, farm equipment and boats. In 1923, BMW got into the motorcycle business for itself, building the entire bike rather than just the engine.

In 1925, BMW poached Gotthilf Durrwachter from Daimler and assigned him to develop a passenger car. He made several approaches and a few prototypes were built but none went into production. When the Dixi Werke was acquired, Durrwachter oversaw

production and then development of BMW's first internally developed car, the 303.

The 303 was not only the first BMW-developed car but also featured the first use of the kidney grills and an inline six-cylinder engine.



The 303 was the first BMW to feature the kidney-shaped grill and an inline six-cylinder engine.

During the 1930s, BMW went on to develop a fairly robust car business. BMW and Daimler-Benz had interlocking boards and coordinated product strategy. BMW covered the bottom part of the market while Daimler covered the high-end market. But with the Great Depression, Daimler's territory was hurt and BMW continued to go up market. By the time the Second World War started, BMW's 328 was ruling the 2-liter class of sports cars while Mercedes and Auto Union raced their silver arrows in the higher classes. And BMW's 335 sedan was getting uncomfortably close to the Mercedes products.

But, it did not matter as the war intervened and all German auto manufacturers were pressed into serving the military effort. BMW was again back in the aircraft engine business. Forced labor was widely used in the BMW factories; the Dachau concentration was near the Munich factory. Airplane engine manufacture made the Munich factory the second highest priority for Allied bombers. They found their mark and BMW was in ruins by war's end.

The Eisenach automobile factory ended up in East Germany, under Russian control. Munich was under American control; lucky for us! There probably wouldn't be a BMW today otherwise. The immediate post-war products included pots and pans, other kitchen implements, bicycles and farm equipment, all made from recycled aluminum sourced from aircraft components.



This BMW bicycle was made with aluminum from melting down aero engine cylinder heads.



Franz Josef Popp was the head of BMW in the 1930s. This photo from 1935 shows him giving a plant tour to the only customer who mattered at that time.



Allied bombing raids ensured BMW was in ruins by 1945.

Allied bombers had spared the Allach plant as they had plans for it after the war (now that's confidence). It became the rebuild facility for American Army trucks and other equipment and was used in this capacity until 1952.

In 1948, the first BMW post-war motorcycle was produced. Automobile production resumed with the 1952 501. By 1955 the company produced an aluminum V-8 engine and the beautiful 507 sports car. The tiny Isetta was built under license and filled in the market niche for those moving up from a motorcycle but not yet able to afford a real car.

Still, BMW's finances were in terrible shape; the company was undercapitalized and barely profitable. They had never really recovered after the war. Management was meek and the products didn't



The 502 was BMW's first post-war car. The styling looked more like a 1930s product but the engineering was sound.

really meet what the market was looking for. By 1959, the company was broke and facing another near death experience.

Daimler-Benz made an offer for BMW with the intention of turning the BMW factory into a parts supplier. Management recommended the deal to shareholders at a meeting held December 9, 1959. At the meeting, it came to light that there were significant

advance orders for the new 700. Meanwhile, internal accounting shenanigans were turned up, including the expensing of all the 700's development costs (they should have been capitalized as an asset). A loyal dealer network also was against accepting the Daimler offer. The combination of those against the Daimler-Benz takeover kept BMW independent.

But the financial problems persisted. To the rescue came the Quandt family who bought 46 percent of the stock, which they retain to this day. The Quandts invested enough money to get BMW back on a sound financial footing, installed new management and approved the development of a new car which met the desires of the consumers of a resurgent Germany.



This photo is from the December 9, 1959 annual shareholders' meeting which proved pivotal in BMW's history. The man at the desk with his hand to his head, looking at the notebook, is Erich Noll, who represented the minority shareholders. He and Friedrich Mathern, representing the dealers, were particularly vocal, turning the tide against the Daimler-Benz offer which management had recommended.

CORRECTION: Charter member David Heard pointed out that 'BMW Origins' in the last *Zündfolge* included a typo when we called BMW's first name 'Baverisch' while it should be 'Bayerisch.'

David Lightfoot, Editor-in-Chief

BMW Team RLL Reveals 100th Anniversary Livery for the BMW M6 GTLM Race Cars at the 54th Rolex 24 At Daytona

BMW TEAM RLL REVEALED two commemorative 100th anniversary liveries for the new BMW M6 GTLM race cars competing in the 2016 WeatherTech SportsCar Championship. To mark its centenary, one of the M6 machines will race with the number 25 in honor of BMW 3.0 CSL's first season racing in the U.S. in 1975 and will sport a livery that celebrates the history of BMW in motorsport. The second M6 machine will race with the number 100 and will be wrapped in a livery design that looks to the future. Both designs are centered on a newly developed signet (or icon) developed by the BMW Group for 100th anniversary communications.

Throughout its history, BMW has always been a company focused on the future and therefore it is not surprising that the theme for the centenary of the brand is: "The Next 100 Years."

The BMW Group will celebrate its rich history and promising future throughout the year officially starting with the Centenary Event in Munich, Germany on March 7th.

On the No. 25 car, each of the four segments of the signet depict images of a historically significant race car. The four cars were chosen in part due to their race success as well as their influence on future race or production cars within the BMW brand. The first car chosen was the famous No. 25 3.0 CSL that gave BMW its first major US race win at the 12 Hours of Sebring in 1975. The second is an image of the BMW M1 from 1980 and 1981. In addition to a successful racing history, the M1 is significant as the first BMW M car. The third is an image of the successful V12 LMR that won Le Mans and Sebring in 1999. The V12 LMR

was without a doubt one of the most advanced sport prototype race cars of its day and contains technology that is still advanced today. Finally, the fourth car depicted is the M3 GT from the 2011-12 season that won all possible ALMS class championship titles in 2011.

BMW explained that the No. 100 car on the other hand has a livery design that looks to the future. Beyond its distinctive design, BMW said that the lattice work element has a significance that will become clear later this year. The execution of the lattice work design is done with a new type of 3D effect, reflective vinyl applied to the white body that was very visible under the lights at the Rolex 24 at Daytona. Both cars will carry the commemorative liveries throughout the 2016 WeatherTech SportsCar Championship.

BMW NA Press Release



The #25 car, left, finished fifth in class at the 2016 Rolex 24 Hours of Daytona with drivers Bill Auberlen, Dirk Werner, Augusto Farfus and Bruno Spengler. The #100 car did not finish.

The Upper Crust



The Phantom family includes a sedan, extended wheelbase version, Coupe and Drophead Coupe.

WHILE MOST OF THE PUBLIC DON'T KNOW that Mini is a part of BMW, most Club members do. But even most Club members are unaware that Rolls-Royce is part of BMW, covering the super luxury end of the market.

In July 1998, the Rolls-Royce and Bentley marques separated. The Volkswagen Group bought Bentley and the Crewe plants while the Rolls-Royce marque was acquired by the BMW Group. BMW started with the brand

and a blank sheet of paper. A new factory was built in Goodwood, England, on the estate of the Earl of March.

The first Rolls-Royce from BMW debuted on January 1, 2003. It was named the Phantom, staying with the Rolls-Royce tradition of ethereal names. The Phantom is nineteen feet long, almost three tons, powered by a V12 and is magnificent. Your Editor-in-Chief has driven Phantoms on two occasions,

Continued on Page 20



The Wraith is the fastest of the current Rolls-Royce offerings.



The Dawn is Rolls-Royce's entry-level convertible.



The Ghost is the small sedan offered by Rolls-Royce.



The Phantom Serenity shows an example of what the Bespoke Department can do. The headliner is silk.

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The Upper Crust *Continued from Page 19*

including a memorable zero to 135 mph sprint. I can report that the Phantom handles like a huge BMW. Lord, I'd like to bring one of these to a track day.

In the intervening years, the BMW Group has filled out the Rolls-Royce line, which now comprised four distinct models. At the top is still the Phantom, now in its second generation. The Phantom family consists of 'regular,' extended wheelbase version, coupe and drophead coupe, meaning a convertible.

The Ghost is smaller than the Phantom, although still enormous by any other standard. The Ghost comes in an extended wheelbase version as well. The Ghost is exclusively a four-door sedan. What amounts to a Ghost convertible is called the Dawn. It comes in only one size and it is a beauty.

The hot rod Rolls-Royce is the Wraith. This is a fastback with extra power, making the car exceptionally

quick. Frankly, all the Rolls-Royce products are fast given their weight. They are pretty remarkable.

Also remarkable are the prices of new Rolls-Royces, which are very difficult to find. In other words, if you have to ask you can't afford one. Suffice it to say that standard Rolls-Royce models range

from \$300,000 to \$500,000. However, over half of all cars ordered are customized in some way through the factory's bespoke program. Almost anything can be done for a price.



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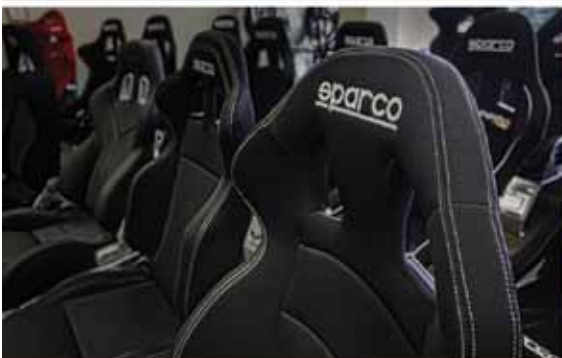
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