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Quarter 2, 2017



April 15 Museum of Flight • April 29 First Tour of the Year • May 28 Burgers & BMWs

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Club Website

www.bmwpugetsound.com

Zündfolge Staff

Editor-in-Chief

David Lightfoot

Editorial Committee

Steve Libby

Lance Richert

Staff Photographer

Christian Bouchez

Zundfolge@bmwpugetsound.com

Display Advertising

David Lightfoot

206-660-6190

advertising@bmwpugetsound.com

National Office

BMW CCA National Office

1-800-878-9292

640 South Main Street, #201

Greenville, SC 29601

Phone: 864-250-0022

Fax: 864-250-0038

Email: bmwclub@aol.com

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Paulette Eickman 206.283.1423.

KALENDER

April 15, Saturday

General Meeting at Museum of Flight.

Do your taxes or visit the Museum of Flight? Seems like an easy choice. More in this issue.

April 26, Wednesday

Board Meeting.

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

April 29, Saturday

Cascade Foothills Tour. This is our first tour of the season, come see what it's all about.

May 24, Wednesday

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

May 28, Sunday

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

June 25, Sunday

E30 Picnic at the LeMay Family Foundation. The biggest E30 show in the world.

June 28, Wednesday

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

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

Membership Information Assistance

To clear up some of the issues we have been having with getting your *Zündfolge* magazine to you, please check your membership settings. Here are step-by-step instructions.

1. Go to bmwcca.org and log in to your account.
2. Click on "Manage Account" at the top of the page. (See options on the left of the page.)
3. Click on "Email Preferences & Demographics."
 - Go to "Communication Options."
 - Find the first line "Receive Chapter Newsletter via*."
 - Check the preferences on how to receive *Zündfolge* by selecting either "email" or "U.S. Mail."

You can change other preferences from this page also, such as if you want other BMW-related event information emailed to you. When done, click on the "Update" button at the bottom of the page.

Please check your "My Profile" page to make sure your correct email is listed. We use this email when we send Around-The-Sound. I am hoping that we will solve this problem by the next issue of *Zündfolge*. If anything, this will give you an opportunity to update your membership settings. Thank you for taking the time to check.

*Steve Libby, Associate Editor of Zündfolge
Driving Events Coordinator, Senior Instructor*

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Ed Walker

president@bmwpugetsound.com

Vice President

Cheuk-Hung Ng

vicepresident@bmwpugetsound.com

Secretary

Paul Melrose

secretary@bmwpugetsound.com

Treasurer

Tom Olsson

treasurer@bmwpugetsound.com

BMW Summer Show

Steve Libby

425.765.9629

slibby57@gmail.com

Driving Events

Coordinator

Steve Libby

425.765.9629

slibby57@gmail.com

Chief Driving Instructor

Mitch Delabarre

509.670.1688

mdelaba@gmail.com

Tour Coordinator

Ed Walker

tours@bmwpugetsound.com

Membership Chairman

Cheuk-Hung Ng

membership@bmwpugetsound.com

Online Media

Coordinator

Colin Loh

website@bmwpugetsound.com

Special Event Coordinator

Lance Richert

425.644.8009

sig@bmwpugetsound.com

Tech Events Coordinator

Jeff Butler

206.365.1565

tech@bmwpugetsound.com

Editor in Chief

David Lightfoot

206.660.6190

zundfolge@bmwpugetsound.com

CCA Pacific Region VP

Jeff Cowan

pacificvp@bmwcca.org

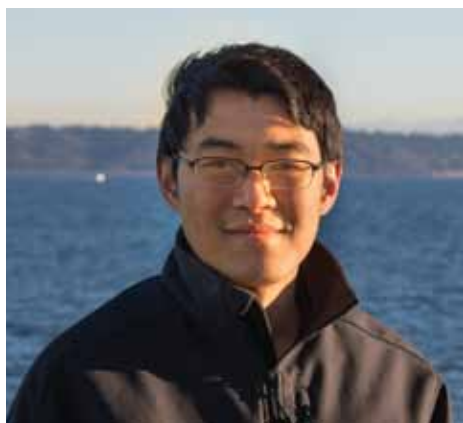
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Steve Libby

425.765.9629

pastpresident@bmwpugetsound.com

(Vice) President's Column



I WOULD LIKE TO INTRODUCE MYSELF as the Vice President and Membership Coordinator for the BMW CCA Puget Sound Region Chapter in 2017. My name is Cheuk-Hung Ng, and I've been a car enthusiast for as long as I can remember. I grew up here in the Seattle area and now work as an engineer. My first BMW was an E30, and I bought it as a relatively cheap fun-to-drive car

that could also double as a daily driver. Since then, I've been captivated by these cars' fun-to-drive factor.

Looking forward this year, the Club will be making some changes as Ed Walker, the chapter President, outlined at the beginning of the year. These changes include a push to digitize and update how information and announcements get published to our membership. As the chapter's *Zündfolge* magazine becomes less frequent over the next couple of years, we will be increasing our online and social media presence, and we will be exploring the most effective ways for the community to gather, connect and share.

At the same time, our Club counts among our membership many talented writers, photographers, videographers, and artists, and we want to feature and showcase some of this work to the broader community. Please don't hesitate to reach out to me if you are interested.

Our goal is to continue to grow our Club and membership participation in new ways that reflect the diversity of our membership and the diversity around us.

I highly encourage you to not just come to the tours, shows or track, but also to participate in the operations and organizing process. Come to board meetings and share your thoughts. Organize and facilitate the next event. Share with us feedback, suggestions or new ideas that you have. Whether you can volunteer only a few hours here and there or want to create new programs, we welcome your help. Without your help and support, this chapter would not be able to continue to grow and evolve to reflect what you, the members, want and are interested in.

I hope to meet and hear from you at a future Club event. Until then, see you on the road!

*Cheuk-Hung Ng, Vice President
and Membership Coordinator*

10:00 am–1:00 pm | Saturday, April 15

Museum of Flight Gathering

COME TO THE MUSEUM OF FLIGHT on April 15 rather than doing your taxes! We are going to have a mini-car show at the Museum of Flight, starting at 9:00 am. We will gather in the large parking lot behind the new hanger built to house the first 747 and the SST. Then, about 9:45 am, I will be collecting cash for admission to the museum, just like we did for the Peter Gleeson event at the Americas Car Museum. We will gather in a lecture room and hear a short presentation about the history of Boeing and BMW being incorporated about one month apart, now 100 years ago. The docent will then take us to the two airplanes in the collection that have BMW power plants! After that, you are all free to

wander around the museum. Watch for upcoming ATS announcements regarding the particulars of the gathering. RSVP to me at slibby57@gmail.com. See you all soon

*Steve Libby
Associate Editor of Zündfolge
Driving Events Coordinator*



ON THE COVER

Thor Johnson's ex-Schnitzer 3.0SCL, as seen at our meeting at VRM. Note the motorsports stripes include orange rather than red. The red came from factory sponsor Texaco, who was not a sponsor for Schnitzer.

Photo by Christian Bouchez.



Photo by Ed Walker.



Hurricane Ridge

COMING SOON TO A TWISTY ROAD NEAR YOU—Open Road Tours 2017! You already love the feel of the wheel in your hands. Too bad you're going zero mph, stuck in traffic. But wait, spring is just around the corner. Are you ready to get out and find some back roads? Okay, let's drive!

Winter is almost over, and our 2017 tours season is about to begin. Let's take in some stunning scenery, curvy roads, and some great destinations. Join members for our first road tour of the year, Saturday, April 29. Rain or shine, we'll meet at Eastside Bavarian, at 6010 221st Pl SE, Issaquah. Inside their facility, we'll have doughnuts before a short drivers' meeting. Be there by 8:00 am, and we'll be on the road by 8:30. We'll head out into the Cascade foothills for a half-day tour, ending for lunch around noon. We'll aim for an out of the way destination for lunch. Our exact route is still being planned, but we'll venture not too far, somewhere in the Cascade foothills. Check the webpage and Around the Sound for more specifics.

Later this year we'll be heading out over the mountains, out to the peninsula, the Gorge, and up north to Canada. These will be longer tours, as the days get longer and warmer. Stay tuned for dates and places.

Typical road tours will have 25 to 30 cars, from roadsters to M cars to classics to X5s, whatever you love to drive. All tours are driven on public paved roads, minding local traffic laws. We focus on having fun, camaraderie, and enjoying parts of our region you may not be familiar with, and doing so safely.

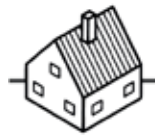
We encourage you to attend one of our Car Control Clinics, held five or six times a year. They are a great way to find out what your car can do in a safe controlled environment—and find out what you and your car's limits are. All the things you never learned in driver's training.

The only requirement for our road tours is being a BMW CCA member, at least one person in the car. Come solo or bring the whole family. We promise good scenery and a chance to make new friends.

Stay tuned for details in Around the Sound, or our website (www.bmwpugetsound.com/). You can always reach me at president@bmwpugetsound.com.

Ed Walker

President and Road Tours Coordinator



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Driver of #35 PRO3



Would You Like to Get More Involved?

IT WILL COME AS NO SURPRISE that our chapter runs as well as it does due to the efforts of a few dedicated volunteers. And while we've got a good group, we could use more help, for a variety of reasons. First, more hands make certain that no one does too much and gets burned out.

Second, we're making some changes, particularly in our transition from print to electronic communication, that require new skills. If you have expertise in creating videos or working on websites, we'd like your help. And finally, it is always good to get fresh ideas via the input of new people getting involved.

We think you will find your involvement in the chapter is rewarding. It is a good group of people on the Board and that makes all the difference. To get involved or to see what it might entail, come to a Board meeting; they are open to all members. Or talk to any Board member at an event. We can tell you the expectations and the amount of time it takes. We need your help!

David Lightfoot



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Photo by Christian Bouchez.

YOUR PUGET SOUND REGION BMW Car Club will hold the Eighth Annual Burgers & BMWs gathering at the Issaquah Triple X Root Beer Drive-In on Sunday, May 28.

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, E30 Picnic Chairman
lancerichert@gmail.com
Cell: 425-443-2188*

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16th Annual E30 Picnic Weekend!

June 24–25



Photos by Christian Bouchez.

E30 Tech Session

Sponsored by R3V Limited
Saturday, June 24, 1:00–4:00 pm
Griot's Garage
3333 South 38th St, Tacoma 98409
www.GriotsGarage.com

Covering various E30 related topics
in one-hour blocks all afternoon.
Sponsored by R3V Limited.



E30 Picnic

Sunday, June 25, 10:00 am–3:00 pm
LeMay Collection at Marymount
325 – 152nd Street East, Tacoma 98445
www.LeMayMarymount.org

Sunday will be the traditional E30 Show & Shine starting at 10:00 am. The E30 Picnic has evolved into the largest gathering of E30s on earth. We are planning on 200+ E30s that day, so be sure to be part of the fun! All E30s are invited, from garage queens to daily drivers (like mine!).

Register Early and Save!

Receive a discounted entry fee by registering at www.motorsportreg.com —the only place to register for the

E30 Picnic. Cost is \$12 for BMW Club members, \$15 for non-members. Early registration closes at 6:00 pm on Thursday, June 22. You can register on site the day of the show for \$20, cash only.

All Club Members Welcome!

There is no cost to visit and view the E30s. See www.E30Picnic.com for all the latest information. See you there!

*Lance Richert, E30 Picnic Chairman
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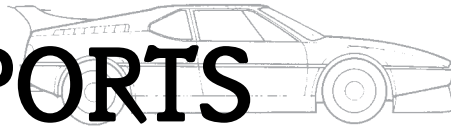


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MOTOR SPORTS



DRIVERS, IT IS TIME TO START THINKING ABOUT DRIVING! You drive your BMW around town, to work, slogging on the congested highways and thinking "Wait, I'm driving the Ultimate Driving Machine and not really getting the most from this car." I have a solution to this dilemma: come out to either Pacific Raceways or The Ridge Motorsport Park and get your car on the track! Come out to our first of the year High Performance Driving School event or take the Car Control Clinic on May 12, 2017.

I got interested in motorsports and performance driving way back in 1999, while living in Raleigh, NC. My friend and I would drive up to Virginia International Raceway and watch road racing on the weekend. He was a former Mini Cooper racer and worked for a dealership. We would buy the \$20 lunch time parade lap and drive the full course at VIR. Then, I got an E46 323i and did my first track day with the Tarheel club with James Clay (owner of Bimmerworld) as my instructor and the rest is history. James and I still keep in touch, keeping him apprised of my driving history. My goal is to inspire a driver to follow the same path as I did and become an instructor.

Why should you want to drive your BMW on the race tracks in our area? The answer is simple. Where else can you truly enjoy your Ultimate Driving Machine without worrying about getting a ticket? Where else can you drive fast in a safe environment with the opportunity of having qualified instructors coach you for an entire day?

We offer a two-step program to get you onto the track. First, participate in a Car Control Clinic. This is held on a large paved area where you will learn about vehicle dynamics and car control skills at moderate speeds. This is a prerequisite for the next step—participation in one of our High Performance Driving Education events on the race track. Granted, this isn't for everyone. But if you really want to drive your car in a faster but still safe and controlled environment,



Photo by Michael Lake.

this is where you belong. You will have one of our excellent instructors in the passenger seat at all times.

What do you need to attend our driving events? For the Car Control Clinic, you need something with four wheels, an open mind, and the desire to learn some new skills. You don't need a helmet and you only need to be 16 years of age with a valid driver's license.

For the High Performance Driving Education program, you still need something with four wheels, the same good attitude, a helmet and you must be at least 18 years of age. You don't need a BMW to participate in this program but your car needs to pass a safety inspection. You don't need special tires, track brake pads, or any racing gear. You also don't need any modifications to your stock BMW. In fact, we encourage you to come to the track before you make any modifications to your car.

You do need to come with a desire to learn new skills and drive your car like those BMW engineers built it to be driven. You can expect to use some brake pads, gas, and rubber, but it really isn't that much. You'll have a great time, get to hang out with other like-minded gearheads for the entire day, and get to drive your car fast.

The Puget Sound Region BMW CCA instructor corps is a group of people who are absolutely dedicated to sharing the excitement of performance driving. Your instructor's job is to make sure you have a fun, exciting, educational, and safe driving experience. They are there to coach you to be a performance driver. Yes, going fast is part of the equation, but being smooth and safe is also equally important. We won't ask you to do anything that is out of your comfort zone. Our goal is for you to drive your car home, with some brake dust on the wheels, and a very large grin on your face. We encourage all manner of photographic and video recording of your experience during the day. Some of the new phone apps have really good programs to monitor driving performance around the track and this can be used as an instructional tool for more advanced drivers.

So, what are you waiting for! Start thinking about the 2017 driving season! Watch for future ATS emails for articles on how to prepare your car, how to prepare yourself for driving, and what a day at the track looks and feel like.

See you on the track!

*Steve Libby, Senior Instructor
Driving Events Coordinator
Associate Editor of Zündfolge*



VRM Motorsports Recap

WE WOULD LIKE TO THANK Byron Sanborn and Thor Thorsen for taking the time to show and talk about the wonderful cars at Vintage Racing Motors on Saturday, February 25! What an amazing collection! We had over 120 Bimmer-philes show up to enjoy the collection of vintage racecars. Bryon fired up the Batmobile racecar for the crowd; we all thought that was way cool! The

smell of partially burned race fuel in the air, oh how we wished it could have been bottled! Byron talked about a number of open wheel race cars with some amazing history. It would have been something to see some of these cars on the race track in the day.

Steve Libby

Associate Editor of Zündfolge, Driving Events Coordinator



Black CSL.



Byron Sanborn talks to the Club.



The shop before the crowd arrived. That's a Bugatti Type 57 in the foreground next to an Aston Martin. On the left is a Benetton F1 car and back in the corner a black 507. In the center is a Mercedes-Benz 300SL that was the overall winner at Le Mans in 1953. The two 3.0CSL Batmobiles in the center are the real deal. And off to the right is Byron's 2002 Turbo, the first 2002 to grace the lawn at Pebble Beach.



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The PRO3 Line

by Jim Cissell and Bill Eckert

PRO3™

RACE SEASON IS ALMOST UPON US. If you're reading this, you probably have some interest in the Ultimate use of these machines—racing! If you've already done driver education classes—Car Control Clinic (CCC) or High Performance Driving Events (HPDE)—you know the thrill and pleasure that pushing your car can bring. Well now is the time to take that fun to the next level. In one short season you can go from track driver to licensed race driver!

So, how do you start? First, go to www.ICSCC.com. Click on the Getting Involved tab. Then click Novice Program if you want to be a driver or race official or if you want to be a volunteer worker—or both! Ten simple steps and you can

become a real racer! Volunteers should contact ICSCC President Mike Tripp. Info for all officers is on the website.

Then go to www.pro3-racing.com/pro3-drivers/. Check out the driver bios and reach out to the ones who seem most interesting to you. They're all more than willing to share their passion. *Warning:* co-authors Bill Ecker and Jim Cissell will talk your ears off!

To learn more about the sport before taking a financial leap, become a volunteer. Volunteers are the oil that makes the race machine run. You'll learn the sport inside and out—all the pieces necessary to make the show work. You'll have the very best seats in the house, and everyone is grateful to see you.



Photo by Therese Lombardi.

Start/finish gets you as close to the action as you can get.

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If you are ready to try door-to-door racing, you'll need to attend a school and then gear up (personal safety equipment). Next, you'll need to drive an actual race-car, so either buy one (several very good ones out there right now) or rent one from some of the top builders. This way you can test out different cars and find the setup that works for you.

Upcoming ICSCC Schools

March 25	Oregon Raceway Park
April 8–9	Western Speedway
April 22	The Ridge
May 5	Portland International Raceway

What Do You Get Out of It?

- *First*, more fun that you can shake a stick at. Seriously, there is nothing you can do with your clothes on that will put a bigger smile on your face than car racing. Ask anyone who's ever done it. And even if you are an "A" driver at HPDEs, moving into a race car will elevate your driving skills more than you can imagine.
- *Second*, you'll make friends that will last a lifetime. Having really gone through something together—team sports, college, the military—you'll feel closer to your fellow racers and workers than your oldest friends or closest relatives. You'll be hanging with people while they're doing what they love, who have a passion for this, and there's just nothing else like it.
- *Third*, you'll face a real challenge—probably unlike anything you've ever experienced. There's the challenge of driving a car at speed and you must discipline yourself to be the calm in the eye of the storm—smooth, precise, and in-control—while the world around you is raging with G forces. We're talking a real adrenaline rush here! Add the fact that there are more PRO3 cars than any other class and you've got a sport that is ULTRA competitive and fulfilling.
- *Fourth*, you'll have a passport to travel the world and enjoy your passion. In 2016 there were 16 Conference races over 12 weekends in WA, OR, and BC.



#04 2016 PRO3 champion Olivier Henrichot.

Photo by Doug Berger

Plus, PRO3 drivers were invited to three special events with another 15 races—the Pacific Northwest Histories, the Rose Cup at PIR, and the BMW 100th Anniversary Cup Races at Laguna Seca. If you're a turn worker with some experience under your belt you get invited to work races all over the world—Daytona, Sebring, COTA, even LeMans!

- *Fifth*, even if PRO3 doesn't land you the next Formula 1 driver seat, it could be the launching pad for a new career. Several former PRO3 racers are making a living as drivers and/or coaches. PRO3 co-founders Wes and Ken Hill, and Ted Anthony Jr and Steve Schaeffer come to mind. Steve recently took part in filming the opening sequence of The Grand Tour, starring the hosts of the original BBC Top Gear.
- *Sixth*, if you don't know how already, you'll learn to fix things. That'll come in handy. Maybe even save you money on your street machines.

For veterans and newcomers alike—it's time to get started! The first Enduro is April 23 at the Ridge—less than six weeks away! The first sprint race is May 6 at PIR and the second is May 20 at Pacific. For the complete schedule go to www.ICSCC.com.

You may have heard that amateur racing is in trouble. True—car counts are down and volunteers are harder to come by. But for you, that makes it a great time to get involved! You'll be more appreciated than ever! Like investing—you want to get in at the trough, not the peak.

Plus, the PRO3 champs for the last three years—Olivier Henrichot, Chris Hart, and Charles Hurley—all sold their cars to race Spec E46's on a national scale (or to set land speed records at Lake Mirage). So, there's never been a better chance at a podium finish! And fan favorite Randy Blaylock retired in September. Somebody has to fill his shoes. 2017 is a great time to join the greatest sport on earth. See you at the green flag!

P.S. Thanks to PRO3 driver Mark Estes for stepping up as 2017 License Director.

P.P.S. Jim Cissell posted some new PRO3 videos.

Race 13 at the Ridge
<https://youtu.be/3cKHTtQRBBc>

Season highlights
<https://youtu.be/5dol8FEU1L0>

Close Calls & Direct Hits
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Distracted Driving in Washington State in 2017:

A Case Study and How You May Be Already Paying for It by Mi Ae Lipe

BY THE TIME THIS ISSUE of *Zündfolge* hits your mailboxes, Washington State will be winding down its 2017 legislative session, and the ultimate fate of several proposed distracted driving bills will be known.

We've all heard that we shouldn't drive while using our cell phones. We see countless bad drivers around us paying more attention to their devices than the road. Perhaps you're one of them. If so, I ask you to stop. NOW. Not just because it hurts and kills people (shouldn't that be enough of a reason?), but also because I'm paying for it and likely so are you.

Often-cited driver distractions include eating, grooming, wrangling children, talking to passengers, fussing with pets, falling asleep, reading and operating in-car technology. Of course, the big elephant in the front seat is the cell phone—specifically smartphones that allow us to access email, apps, social media, texting, cameras and the Internet.

Washington was actually the very first state to ban drivers from texting and using handheld devices in 2008, but its laws are now archaic and haven't kept up with modern smartphone technology. At press time, the current law makes it a primary offense, meaning that a driver can be ticketed for this infraction alone.

So you might wonder: Everywhere I look, drivers are holding their damn phones and talking and texting. Why aren't the cops out enforcing the law? Well, they are, handing out 2,500 to 3,000 citations monthly in Washington State. But the law is enforceable only if the device is held up to one's ear or if the driver is texting (or admits to it). If drivers tell police that they were inputting GPS directions or checking sports scores, officers can't legally write them a ticket, even if they've witnessed unsafe driving.

Proposed legislative bills HB 1371 and SB 5289 would eliminate these loopholes by forbidding holding a smartphone, tablet, or other communications device while driving, using dashboard-mounted devices that require more than the tap of a finger (to allow for minimal GPS operation), and watching videos while driving. Fines would remain at \$136 for



a first offense but jump to \$248 for a second offense, and insurers could see cellphone driving violations on driving records.

So you might be asking: What's the big deal? Why not also ban reaching for a water bottle, or fiddling with a radio? Or listening to music? The key difference with electronic technology lies in the cognitive load. We think we can multitask but we can't—our brains simply switch back and forth very quickly. Ever notice how people walking while talking on cell phones suddenly stop moving when they're in the deepest conversation? Their vision deadens and their brains can't handle the two tasks at once.

Cell phones also demand our visual and manual attention. Consider these facts: (1) Texting drivers on average take their eyes off the road for up to five seconds at a time. At 55 mph, that's traveling the length of a football field completely blind. (2) Drivers talking on the phone can miss up to 50 percent of what's in their driving environments. (3) Texting can make drivers 23 times more likely to crash. (4) It's not safe to use a device even when stopped at a traffic light; University of Utah researchers have found that drivers can take up to 27 seconds to regain full attention after sending a text. (5) Hands-free and

Bluetooth operation aren't safer—that cognitive load is still present.

What makes this technology especially dangerous is our desire to engage with it so compulsively. We're biologically wired to crave social connection and information. An incoming call or message is the proverbial tap on our shoulder, as Matt Richtel writes of the neurocognitive science in his 2014 book *A Deadly Wandering*. Ours is a perpetual reward system—answer that siren call, and our brains release dopamine, a neurotransmitter that activates our pleasure centers. Respond again, and we get another little dopamine squirt. Once habituated, our brains crave more, getting restless when deprived of stimulation for too long before its next fix.

Based on this neuroscience, I strongly believe this is why so many entreaties to not use our cell phones when driving simply don't work. It's not simply behavioral—it's about overcoming a chemical addiction of sorts (or at least a very strong biological compulsion). It's not recognizing and addressing the problem for what it is.

You might be thinking: But what if I have an emergency and need to call or message back while driving? The truth is that our biology has superbly trained us to be slaves to our technology by

creating a false sense of urgency, desire, and reward. Danger is abstract for us because most days nothing happens. We're not good at conceptualizing consequence until we're staring at its aftermath. And with death and injury, that aftermath can be incomprehensible. It's always preventable. No call, text, game, or selfie is ever worth it, period.

According to the National Highway Traffic Safety Administration (NHTSA), fatal crashes rose nationwide by 7.2 percent in 2015; experts believe that the use of smartphones is largely to blame. In that same year in Washington State, distracted driving-related deaths jumped 32 percent to 160. That's just deaths—not counting the 587 serious injuries, 14,601 minor injuries, and 30,195 property-damage-only collisions. That's more than five incidents every hour. Add in thousands more unreported incidents and near-misses, and you get the idea. And that's just in Washington State.

Several weeks ago, my insurance policy went up several hundred dollars annually. My agent said that the increase was not because of anything I'd done, but because of statewide rate hikes. Turns out that insurance companies are feeling the effects of distracted driving too. Their loss costs—payments to treat injuries, repair damaged vehicles and property, and defend insured drivers in legal actions—have jumped 16 percent over the past two years, and auto rates among Washington State's top 20 insurers increased 5.9 percent in 2016 alone. You and I pay these costs, even if we aren't at fault ourselves.

In spite of all this, distracted driving bills are challenging to pass. Many bills die or survive strictly along partisan lines. Legislators themselves don't want to give up using their own devices while driving, and like the general public, are in denial or just ignorant about the issues involved.

This was brought home to me recently when I saw the words of one Washington State legislator in a social media post. Asked why she voted against one of this session's distracted driving bills, she shot back: "This serious issue of people addicted to their iPhones is a cultural problem. We can't legislate responsibility and cultural change. It must begin with us."

What? Can't legislate responsibility? Cultural change? How about we just walk back those drunk driving and drug impairment laws too? Because our smartphones are the ultimate open container. "Us" isn't getting the job done. Neurocognitive research has proven that beyond a doubt. Yes, change has to come from us too, but legislators need to be brave enough to take a serious stand for the common good and send a strong message to the cultures they shape and protect. Otherwise, what's their purpose?

In a country that values personal freedom and individual rights above all else, one might argue that government regulation has no place here. But at stake are lives, well-being, property, and the economy. Personally I'd love the right to drive without fear of someone on their cell phone crashing into me. I'd like my children to be able to walk across the street without threat of being

killed or injured by an oblivious red light runner. Who knows, you just might too.

So, what can you do? Contact your legislators. Advocate for consistent laws, education, enforcement, cultural stigma, and swift, heavy penalties. Pledge to make cell phone use while driving as socially unacceptable as drunk driving. Make it a priority that you won't enable yourself or others to perpetuate this dangerous activity.

The single best way to overcome temptation? Shut off your phone completely and put it where you can't reach or hear it, like in the trunk. If you must use GPS, input addresses before you start moving. If you need to adjust it, wait until you're safely stopped.

And remember, you're always modeling behavior for your children as well. By the time they're driving age, they've had at least 15 years of seeing what you do behind the wheel—a little late to tell them "do as I say, not as I do."

Mi Ae Lipe lives in Seattle, Washington. In addition to writing for Zündfolge, she blogs on Driving in the Real World, Tweets daily driving news and tips at @DrivingReal, and writes a regular column on street driving for BMW CCA's Roundel magazine. She frequently collaborates with government organizations, NGOs, and individuals, and is a recipient of NHTSA's 2017 Award for Public Service for her work in traffic safety in Washington State.

Mi Ae Hits the Bigtime

Our own Mi Ae Lipe, chapter member and newish Roundel columnist, has been selected for the National Highway Traffic Safety Administration (NHTSA) Award for Public Service. Mi Ae and Mark Butcher, her fellow citizen advocate compatriot in Washington State, were selected for their dedication to making highways safer. They have contributed to the significant progress experienced in reducing traffic-related deaths, injuries and crashes.

Mi Ae and Mark have been invited to accept their awards in person on March 27 during the NHTSA Public Service Awards luncheon at the 2017 Lifesavers Conference in Charlotte, North Carolina. The NHTSA adds: "Please accept our thanks for work well done, your dedication to reducing deaths and injuries, and your commitment to keeping families safe on our roadways."

Congratulations Mi Ae and Mark!

Twelve Months with a BMW i3 in the Pacific Northwest *By Lance Richert*

AFTER DRIVING OLD BMW 3 SERIES STICK SHIFTS SINCE COLLEGE (29 years), 12 months ago I made the leap to electric propulsion and leased a BMW i3 for a daily driver. The E30 gods grumbled. I have since shed two E30s from my stable, but still retain my E30 M3, PRO3 race car and Suburban tow rig. The following are some real world observations on driving a BMW i3 in the Pacific Northwest.

I'm Hot!

First, we all know you can fix many things on an old BMW, but trying to keep the air conditioning working can be tough (and expensive). By day I work as a residential design Architect and meet with clients at their homes and later in the process, visit their job sites during construction. Two Augusts ago, during a record heat wave I was making my rounds without working A/C in one of my 250k+ mile E30s and dying in the mid-afternoon heat! I needed something



Making the job site rounds.

with reliable A/C and that prompted me to look at the i3. BMW Northwest let me take a multi-day extended test drive in a tester i3 to see if this car would really fit into my lifestyle.

Discounts Galore

I will be the first to admit that all of the rebates and discounts being floated was a big reason I even considered an electric car. BMW Club members can really



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pile additional savings up. Here's what I lined up for a total of about \$12,000 in rebates and discounts on an MSRP of \$44,745 for a 2015 i3:

- Federal Tax Credit of \$7,500, fully taken at signing if you lease.
- BMW CCA Club Rebate \$1,000
- BMW Ultimate Drive Experience \$1,000
- Additional discounts and incentives from BMW NA and BMW Northwest \$3,200

To keep my lease payment lower, I special ordered a base i3 with the only upgrades being the orange paint and the upgraded Harmon Kardon stereo system. All of the cool tech in the i3 comes with the base model (electric propulsion, single pedal driving, carbon fiber body on aluminum frame construction, plastic body panels). Most of the features I passed on were typical BMW features found in the full BMW line like Comfort Access, lane and collision avoidance features, leather interior, etc).

Pure Electric or Gas Supplement?

BMW offer a gas range extender (REX) which doubles the range. I opted against the REX and the decision was both financial and philosophical. I didn't want to add about \$40 per month to my lease payment for an option I rarely would use. Philosophically, BMW did so much work to lower the weight of the i3 to just 2,886 lbs I did not want to add 350 lbs for the REX system "just in case." The regular i3 goes 0-60 in 7.0 seconds, whilst the heavier REX version gets there in 7.9 seconds they say. BMW says sales are 50/50 for REX or no-REX i3s.

Charging

Charging in a single family house is going to be the most convenient. Puget Sound Energy offers a \$500 rebate on a Level 2 home charger installation. I bought a Bosch Level 2 charger from Amazon for about \$750. Bosch offers the same unit with a 17-foot cord or 25-foot cord. It is worth the extra money to get the 25-foot cord. The extra cord length gives you more options on where you can park the car in the garage

or driveway, and still charge. I paid a licensed electrician \$270 to install the Bosch Charger.



The i3 comes with a Level 1 charger which you plug into a regular 110 volt wall socket, but that may take too long to charge for regular use. For comparison; a Level 1 charger delivers the same approximate charging wattage as a hair dryer. A 220 volt Level 2 charger delivers about the same wattage as an electric clothes dryer and will charge the i3 from empty in about 3.5 hours.

The i3 can take a Level 3 charge which is DC power and fully charges from empty in about 30 minutes. But you can't easily install DC charging in a home. You'll only find DC charging in public places where commercial buildings have much

larger electrical service. All three of the local BMW dealerships have Level 3 DC quick chargers available for public use.

Off Site Charging

There are three companies that run most of the public chargers. The most convenient way to access them is you set up an account online, and they send you a card that you wave in front of the charger to sign in. After each use, a small charge is deducted from your online account. Very similar to how the HOV "Good 2 Go" accounts work. I set up accounts with two of the three companies "just in case" but have rarely needed to charge away from home.

Charging Stations Proximity

Charging stations are going in all over the place and the i3 navigation system will find them for you. But unlike gas stations these charging stations do not have big street signs announcing their locations. Large shopping malls, city halls, community colleges, parking garages and places like Walgreens and Fred Meyers are typical places for charging. Some offer free charging! For a real world sampling of charging stations, I picked

Continued on page 16



Plugged into DC at the dealership.





Lance and his i3 fill up at Taco Time.

Charging Stations near Taco Time Locations

	within 2 miles	within 3 miles
Auburn	5	10
Bellevue Downtown	70	96
Burien	10	14
Covington	0	1
Des Moines	1	5
Factoria	14	53
Federal Way	1	1
Fife	3	3
Issaquah New	22	22
Issaquah on Gilman	22	22
Lake City	8	13
Maple Valley	0	1
Rainier Ave. South	27	95
Redmond	7	11
Renton Downtown	16	31
Sammamish	3	3
Tacoma on 38th	10	32
Totem Lake	8	17
Wallingford on 45th	15	46
West Seattle	1	11
White Center	8	20
Woodinville	15	19

local PNW favorite Taco Time to ask the factory i3 Navigation to pull up nearby charging stations within two and three miles from each Taco Time listed on the left. Compiling this list entailed consuming a lot of Tostada Salads!

Real World Range

At 12 months I have traveled just about 12,000 miles in the i3. I have a home office in South Bellevue and use the i3 for both personal use and to travel to job sites in and around King County. When storing the i3 in the garage I usually see a range of 80-90 miles when leaving and many trips see about 40 miles remaining upon arrival. If I leave the i3 outside in the winter it will show a starting range of 72 miles. If using the heater in the winter or the A/C in the summer, I don't notice much of a loss of range. There is an ECO+ mode which detunes some of the sportiness and purports to add about 10% to the range.

Operating Costs

As I primarily charge at home and am with PSE, the monthly electrical cost to run 1,000 miles per month is about \$25. We are blessed in the PNW with really great electrical rates. My lease payment is \$297 per month on a 30 month lease. I used to pay about \$175 a month in gas. So if you do the delta on the gas cost relative to electrical costs, I'm really about \$150 per month to drive the i3. The cost to insure the i3 is about the same as a 2015 garden variety 3 Series.

Not a Good Fit for Some

This car is a city car, it is not for everyone. If you need to carry more than four people, or need to make frequent trips outside of the range this car won't work very well. If you really need to row the gears of stick shift, this car is not for you.

What is Nice?

- Instant power delivery of the torquey electric motor. The i3 is said to be as quick as any M Car from 0-30mph.

- One pedal driving takes about a day to get used to. When lifting off the throttle the i3 slows automatically, capturing that energy and sending it back to the battery. Once you get the hang of it, one pedal driving is really great. The brake pads will last forever I think.
- Handles well due to low center of gravity and has a tight turning radius.
- Higher seating position is something I enjoy.
- Voluminous interior compared to physical size of car.
- Not having to stop to buy gas.
- No traditional fluid changes like in a gas powered car.
- All of the basic cabin controls, steering wheel buttons, connecting to your phone, and navigation are exactly the same as the rest of the BMW line.
- Cabin pre heating or cooling via the i3 phone app.

Free Use of BMW Service Loaner Vehicles

All i3 owners enjoy free use of BMW service loaner vehicles up to 14 days per year to make trips that an i3 can't make conveniently. Last August to road trip to Oktoberfest in Monterey I scheduled with BMW Northwest for a service loaner. They presented me with a 1-month old loaded X5 which we put 2,700 miles on over 10 days. And all they asked was I return it with the same level of gas in the tank!

Looking Ahead

For 2017 the battery range is extended about 50% to 120 miles on a full charge but the physical size of the battery stayed the same. Adding the REX gas option allows the 2017 i3 to run a reported additional 75 miles. Word is the 2018 i3s will get another range increase as battery technology continues to improve. I still have 18 months on this lease. Will I get another one? Yes!

Lance Richert
lancerichert@gmail.com

You can see more photos of Lance's i3 in action on the chapter website.

A Few More Car Events...

IF THE CHAPTER DOESN'T PROVIDE YOU WITH ENOUGH QUALITY TIME around nice cars, there are plenty of other events that might interest you. Here are a few options, both nearby and far away, and free to really expensive.

May 26-28

**Concorso e'Eleganza Villa d'Este
Villa Erba, Cernobbio, Italy**

This elegant concours d'elegance is held each year on the shore of Lake Como in northern Italy. One of the world's best car shows, the BMW Group has been the primary sponsor for years. If you'd like to attend, make your reservations now and BMW (Bring Money in Wads).

June 24

**Classic Car Club of America Grand Classic
Maloney Estate in Sequim, WA**

For the Classic Car Club of America, a Grand Classic is their big car show and includes only Grand Classics, cars from the accepted list with the newest being built in 1948. You'll be able to see some spectacular cars from the era of coach-built cars. The location is the estate of Brown Maloney. Some of you may remember a Club tour that stopped at the Maloney Estate where we saw Brown's interesting collection, including a 507 he had at the time. Cost will probably be free or close to free and it's an easy day trip from Seattle.

July 9

**Ferrari Club Concours d'Elegance
13200 Lake Kathleen Road SE, Renton, WA**

Celebrating 70 years of Ferrari. The Northwest Region of the Ferrari Club of America will have their big summer show on July 9. Time is from 10:00 am to 3:00 pm. The show is free to the viewing public.

August 2

**Crescent Beach Concours d'Elegance
Blackie Spit Park, Surrey, B.C.**

This show is held annually just over the border in South Surrey, B.C., Canada. The park is on Boundary Bay. This is a concours where one can look at both cars and marine wildlife. A pleasant way to start the Labor Day weekend. The event runs from 10:00 am to 3:00 pm on Saturday. Tickets are \$10 Canadian.

August 18-20

**Monterey Car Weekend
Monterey Peninsula, California**

The big kahuna when it comes to car events, the Monterey Weekend is actually a week-long series of incredible events culminating in the Pebble Beach Concours d'Elegance, the world's top show. Legends of the Autobahn on Friday is free. Most of the other events are very expensive and worth it.

David Lightfoot, Editor-in-Chief



Elvis's 507 on the awards ramp in front of The Lodge at Pebble Beach last August.

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30 Years of the M3

BMW celebrated 30 years of M3s by unveiling some prototypes that had not previously been revealed. First was an E30 pickup truck built by the factory in 1986 and used as a hauler for 26 years before being retired. The second prototype was a 1996 M3 Compact.

This was simply a Compact body-style stuffed with an M3 powertrain. The third was developed as a study for a potential production version. This was an M3 Touring built in 2000 on the E46 base. The final prototype unveiled was

another M3 pickup truck based on an E93 convertible body and took the place of the E30 pickup when it was retired. This M3 pickup was also the subject of an elaborate April Fool's joke BMW played on the media. (*BMW Press*)



New Models Coming

A leaked product planning guide provides some hints as to new models coming in 2017 and 2018. BMW seems to be trying to get their performance mojo back. The F82 M4 will be offered in a new CS format and will be offered in the U.S. market. Same for the coming F87 M2 Competition. The new F90 M5 is coming but manual transmissions

for the M5 are no more and the M5 will only be offered as all-wheel-drive, probably because of the amount of power that needs to be put to the ground. There will be an X4M and an X3M, to join the bigger X5M and X6M. The X7, built in South Carolina should be seen before the end of 2017 although there is no M version of this monster. At the

other end of the spectrum, the X2 will finally see the light of day, although this may be 2018.

The Z4 sports car will debut and will in fact be called the Z4, not Z5 as rumor had it. The i3 will get a sport version known as the i3 S. And probably in 2018 we'll see the new G14 8 Series and the Rolls-Royce Cullinan, the first RR SUV.

The Smallest Rolls-Royce

Rolls-Royce Motor Cars has unveiled a seminal new concept in luxury, crafted for one very special customer, St Richard's Hospital Pediatric Day Surgery Unit in the marque's home town of Chichester, West Sussex.

The appropriately-named Rolls-Royce SRH will allow children awaiting surgery to drive themselves to the operating theater, through the Pediatric Unit corridors which are lined with 'traffic signs.' The experience of 'self-drive to theatre' aims to reduce child patient stress.



BMW Centennial Books

BMW's centennial year gave us the gift of a number of books to celebrate 100 years of BMW. We were fortunate to see so many fine volumes appear in 2016, so we better enjoy them while we can. For a list of all of them, quick reviews and purchase information, see the chapter's website.



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Ludwig Willisch, Head of BMW Group Region Americas, announced that Bernhard Kuhnt will become the newest member of his executive management team in the U.S. effective March 1, 2017. Bernhard Kuhnt will be the new CEO, BMW of North America, responsible for the U.S. market. Kuhnt is no stranger to the U.S. having previously spent more than nine years in automotive sales management in the United States. Currently, he is responsible for the BMW Group importer markets, overseeing sales in more than 80 countries.

"I am delighted to welcome Bernhard Kuhnt to our Americas team," said Ludwig Willisch. "Bernhard brings many years of experience in the global automotive industry to his new role here in the United States."



Bernhard Kuhnt, new CEO of BMW of North America.

BMW Presents the BMW Motorrad Concept in Santa Monica

BMW Group Chairman of the Management Board Harald Krueger presented the fourth and final BMW Centennial Concept vehicle in Santa Monica on October 10th, 2016. The BMW Motorrad VISION NEXT 100 concept motorcycle was presented. It was shown along with the Centennial concepts shown previously and developed by BMW, Mini and Rolls-Royce.



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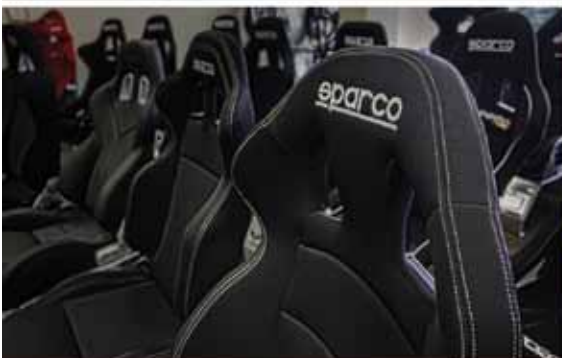
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