



AUGUST 2010

Zündfolge

Official Publication of the BMW Car Club of America Puget Sound Region



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Boilerplate

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KALENDER

July 25

Concours d'Elegance: at Cedar River Park in Renton. Please send emails to Michelle at wearthemillers@clearwire.net.

July 29

Board Meeting: starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

August 1

BMW Club Hospitality Tent: at ICSCC Car Tender Challenge, Pacific Raceways, Kent.

August 3

Deadline for the September Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

August 4

BMW Club Wednesday night at the drags: Come join the fun! To RSVP or ask questions contact Jeff Butler at jeff@hauryscollision.com. See the July *Zündfolge* for more details.

August 22

M-Car Day: at Griot's Garage in Tacoma.

August 25

Board Meeting: starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

August 31

Deadline for the October Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

September 10-12

Walla Walla Wine Tour: see details in this issue or contact Dane Martin at bmw@pc-resource.com or 206-274-5274.

September 17, 18 & 19

Sunriver Car Event: Plan now for a weekend filled with many wonderful cars. German cars are featured this year. Contact Lucetta Lightfoot at lucettalightfoot@msn.com.

September 30

Board Meeting: starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

October 5

Deadline for the combined Nov/Dec Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

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M-Car Day at Griot's Garage

August 22



Photos by Brad Bowen.

LAST YEAR'S M-CAR DAY was a lot of fun, so we're doing it again! Let's have a special M-Car Day to celebrate all of the wonderful BMW M Cars that have thrilled us over the years. Mark Sunday, August 22 for a very special day of camaraderie to celebrate all things rated M. Our hosts will be Griot's Garage at their new facility in Tacoma near the Tacoma Mall with additional support from Haury's Lake City Collision.

Griot's Garage are picking up the tab for a great barbeque lunch! Yes, lunch will be FREE to each M-Car owner in attendance and one of their guests! In order to qualify for the free lunch, we need an RSVP from you no later than Tuesday, August 17. Your RSVP will allow us to provide the BBQ caterer an accurate number of meals to prepare. Additional lunches may be purchased by those that do not RSVP by the deadline.

When you RSVP, please provide me with your name, year and type of M Car, number of guests, and your city. You can RSVP to me at: Lance@Richertnet.com.

We'll park the M-cars by E-chassis type, so owners can compare notes on common maintenance issues and modifications. We'll also have a section for regular chassis that have had M Power engine transplants. Please plan to roll in between 10:30-11 a.m. The

BBQ lunch will be served around noon time. Later at 1:30 p.m. we'll have some special presentations and a raffle for some great prizes.

During the day, Griot's Garage will open their facility for special tech sessions on the care and feeding of your M-car. Also, Jeff Butler, owner of Haury's Lake City Collision, will have their Ultimate Loaner Car 2008 M3 on hand for you to take for a test drive around the neighborhood.

Griot's Garage will provide a free Car Care Product sample to all those attending plus there will be special discounts in their on-site store. Don't miss this fun and informative day for M-Cars!

Club members without an M Car are also welcome to attend the event to enjoy the day. There will be additional parking for non-M BMWs.

This event is free to attend, but for planning purposes, please RSVP by email to me.

*Lance Richert, '88 M3
Lance@Richertnet.com
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www.griotsgarage.com



ON THE COVER
On this month's cover dozens of E30s tour through the back roads of Pierce County after the E30 Picnic. To read about this great event and view more E30 photos see the feature starting on page eight.

Photo by Brad Bowen.

Photo by Dane Martin.



THERE ARE ONLY A FEW DAYS LEFT to register for this year's wine tour in Walla Walla on September 10–12! Registration closes on July 30, so register now!

The three day weekend will be a first class experience with hotel accommodations, meals, and of course winery tours and tastings, including a premier winery event on a private ranch.

Browse www.bmwpugetsound.com and click on the wine tour registration link for more event information.

The registration fee is \$150 per person and covers all meals on Saturday and Sunday along with tasting fees at all

scheduled wineries. After your reservation has been accepted, you will be directed to reserve a hotel room for two nights at the Marcus Whitman Hotel. Rooms will be available at a reduced rate of \$119 per night for a standard room or \$139 for the executive tower, depending on your preference.

The registration fee is non-refundable, but I will be accepting waitlist registrations if you need to give up your spot. If you have questions contact Dane Martin at bmw@pc-resource.com or 206-274-5274 (evenings or leave a message).



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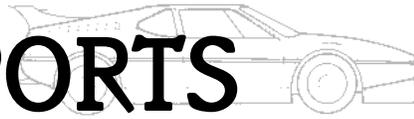


The Ultimate
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MOTOR SPORTS



2010 Driving Events Calendar

Two More Chances to Play

WE'VE HAD THREE OUT OF FIVE of our 2010 track events. Our next event of the year will be August 12, a Thursday. The last two events are going to be on a Thursday, so don't miss the chance to come out and join the fun.



Photos by Rick Gulstrom.

I would like to thank Byron Sanborn from Vintage Racing Motors of Redmond. Byron helped us at the Car Control Clinic in the morning. In the afternoon, we were able to see and hear a 1963 Lola and a 3.5L BMW CSL Group 5 Race Car. A few lucky people got to ride in these fabulous cars!

The Car Control Clinics have been close to selling out every event, so don't delay if you want to attend the next CCC. I suspect it is going to be oversubscribed. The price will be the same, \$125. Still, \$125 is a great deal for the instruction you get and the fun you'll have. There will again be a discount for those who take the CCC August 12 for the last HPDS event in September.

As a reminder, the CCC activities include slalom, emergency braking, collision avoidance, autocross and wet skid pad. You'll have close instruction throughout all the drills. You'll also have a chance at lunchtime to drive the big track (slowly) and later to get rides with the instructors around the big track (not so slowly). You'll love it.

The High Performance Driving Schools have also been very popular, although not complete sell outs. The next HPDS is on Thursday, August 12 and the day should be full of sunshine. We're expecting a big turnout, so don't delay on your registration. Go to www.MotorsportReg.com. The price for the HPDS is \$235 with a \$36 discount for those members that drove in one of our CCC this season.

As ever, there will be instruction for everyone and you will have an excellent chance to improve your high performance driving skills. Two more chances in 2010 to be on track with the Club so plan on joining us for what promises to be a super day!

Rick Gulstrom
Driving Events Coordinator
rick@gmsarch.com

BMW CCA PSR Events

August

12 Driving School & Car Control Clinic at PR

September

16 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

August

9 BMW ACA School in Portland

15 BMW CCBC Driver's Challenge/Pitt Meadows

18 PCA School at Pacific Raceways

September

1 ALFA School at Pacific Raceways

3 PCA School at Pacific Raceways

3 BSCC Lapping Day in Bremerton

4 PCA Skills Day in Bremerton

23 ALFA Lapping Day in Bremerton

26 BMW CCBC Driver's Challenge/Pitt Meadows

30 PCA School at Pacific Raceways

October

4 BMW CCBC School at Mission, BC

8 BSCC Lapping Day in Bremerton

16 PCA Skills Day in Bremerton

23 ALFA Novice School in Bremerton

31 PCA Skills Day in Bremerton

31 BMW CCBC Driver's Challenge/Pitt Meadows

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Dyno Day Recap

THE ENGINES were revving, the rollers spinning and the burgers grilling on June 5 as Club members gathered at Carb Connection in Kirkland for the annual BMW Club dyno event. We had a great time putting our cars to the test, soaking up the sun and enjoying some great food and company.

Club members were able to put their modifications to a real world test as they put the wheels to rollers. We had a great variety of BMWs and even a Porsche in attendance. The 135 and 335s showed up in force and the effects of different ECUs and modifications were seen throughout

the day. Three generations of M3s with assorted modifications were there and we even saw a couple superchargers. The parking lot was full with spectators stopping in throughout the day to see what kind of numbers folks were putting down.

Thanks to Club members Steve Questad for putting together a great meal and bringing out his new grill, Dane Martin for keeping up registration and getting back reports on the numbers and our other volunteers. Thank you Carb Connection for hosting us again and the discounted dyno fees.

Michelle Miller

DYNO DAY RESULTS

Car	HP	TQ	Mods (if listed)
2008 335i	405	422	Vishnu V4, DCI, Meth Kit; AR Catless DP; Helix FMIC; Trick 101
1995 M3	355	285	RMS stage 2, TRM tune
2008 M3	353	265	Filter, HFC, x-pipe exhaust
2008 M3	341	253	Filter, Dinan Mufflers
2007 335i	340	367	Proceed V3, Vishnu dual cone intake
2007 335i	329	360	Dinan Stage 2 ECU, Dinan, CAI, AA Exhaust
2002 M5	328	322	None
2010 135	327	356	Dinan Stage 2 ECU
2002 M5	325	312	None
2006 M6	316	274	Exhaust, CAI, Block off plates, filters
2004 M3	277	241	intake, header, section 1&2, exhaust
2007 335	270	278	Dinan Stage 2 ECU, CF CAI
1999 323i	257	213	ESS Supercharger, headers, exhaust
2008 535xi	242	263	None
1995 M3	234	216	Shricks Cams, header back exhaust, chip, 3.5 euro HFM, Euro Airbox
1996 318ti	228	218	S52 OBDI
1997 M3	226	218	CAI, Chip, M50 intake, Cat back, power pulleys
1989 325is	142	143	A few
Porsche 911 turbo	438	453	ECU tuning

For conversion to flywheel horsepower, use 18%.



Photos by Michelle Miller.

9th Annual E30 Picnic = E30 Fun

Photos by Karl Agee.



Preregistered E30s patiently wait in line.

THOSE IN ATTENDANCE saw plenty of E30s at the E30 Picnic... 202 to be exact! The picnic has grown to be the largest E30-specific gathering in the world. Call Ripley's! The weekend started on Saturday with a multi-session tech event at Griot's Garage. Saturday evening many owners descended on James Crivellone's house for an evening of simulator racing.

Sunday was the big day and the rain stayed away as droves of E30s descended on our new site for the E30 Picnic at the LeMay Museum's East Lawn. The site was gorgeous with lush green lawn and towering trees lining the perimeter. The E30 owners in attendance were a diverse group. Though many owners were in their twenties and thirties, enthusiastic owners up to sixty years old were in attendance. Caravans of E30s traveled from Oregon, California, British Columbia and Alberta. BMW CCA Regional VP, Jeff Cowen, flew in and promised that next year he would drive his E30 M3 to the picnic! *Roundel* Editor, Satch Carlson, brought his Bad Dog E30 back for another visit.



The "Bad Dog" at Griot's Garage.

The mix of E30s at the picnic was comprehensive. Every year and color were represented. Two-door and four-door, rear drive, all wheel drive and a rare Touring model. More and more E30s are seeing M50 and S50 transplants as evidenced by the engine-swapped E30s on display! The mix included twenty-four of BMW's homologation E30 M3s including Bill Buchanan's beautiful Bastos tribute car. Though most PRO3 cars were in Mission, BC racing, two not racing were on display.

Raffle prizes were generously provided by

AKG Motorsport
Auburn Foreign Car
Bavarian Autosport and
Beyern Wheels
BimmerWorld
BMA Auto Parts
BMW Seattle
European Plates
Griot's Garage
Ground Control Suspensions
Pacific Motorsports
Turner Motorsports

In particular, donations of a full "E30 Picnic Ice Cream Orange" adjustable suspension from Ground Control and a full set of four 17" Beyern Wheels from Bavarian Autosport raised the profile of the raffle this year.

The E30 Picnic along with help from the Puget Sound Region BMW Club was able to donate over \$2,000 to the LeMay Museum. The 10th Annual E30 Picnic Weekend will again be in June, date to be decided. Watch the official web site www.E30Picnic.com for details. E30 Picnic Contact is Lance Richert at Lance@Richertnet.com.

THE FOLLOWING ARE BRIEF REFLECTIONS FROM OTHER EVENTS DURING THE WEEKEND.

E30 Tech Day on Saturday

E30s flooded Griot's Garage once again for the third annual E30 Tech Day. Although, this time, Griot's Garage welcomed them into their new garage (if you haven't seen this place yet, GO!). *Roundel* Editor-In-Chief Satch Carlson kicked off the day with some great Q&A about everything BMW. From there, E30 owners soaked up information about performance driving and racing from PRO3 driver Wes Hill. The Griot's Garage crew taught proper car care. And E30 know-it-all James Crivellone finished the afternoon with a great session on E30 maintenance. By the time the day was done, no E30 question was left unanswered.

Throughout the afternoon E30 owners were able to talk cars with some real automotive royalty. In addition to Satch being there, BMW CCA Pacific Region VP, Jeff Cowan and Griot's Garage founder Richard Griot were also seen chatting with anyone and everyone. Another fantastic E30 Tech Day! I'm already looking forward to next year.

Derek Wescott, Tech Day Chair

Saturday Night E30 Simulator Racing

As another E30 Picnic comes to a close I reflect on my eighth year in attendance, from a small gathering of forty cars, to topping 200+ it is amazing how much the E30 picnic has grown. As I think about what has changed, I keep coming to the same conclusion. In 2003 I went to see the cars; however in 2010 I went for the people.

Through R3V Limited and the BMW CCA I have met some fantastic people, many of which I have kept in constant contact with throughout the years, and this Saturday gathering really proved

how large and dedicated this community is. While we still admire the incredible dedication that goes into these cars, we now find ourselves simply standing around them, talking about many other topics as the evening progresses.

This year also turned out to be bigger than ever, with over one hundred attendees we had a fantastic turnout that at this rate may even rival the picnic itself in the next few years! Once again local beers were provided to all who joined, and were properly consumed before the following day. This year we even had an E30 owner from Southern California sit down on the simulator and run himself straight to the top of the charts. Congrats Nate!

Also in attendance were several BMW CCA VIPs, such as Satch Carlson, Pacific Region VP Jeff Cowan, and PSR Club President Mike Ellis. Satch and Jeff put in a few laps on the simulator and judging from the smiles I think they had as much fun playing it as I had building it! Next year we will get them running top laps I'm sure.

With 2011 only a year away, I can only imagine what the tenth anniversary of the picnic will bring. However until then keep wrenching, keep upgrading, and most importantly ... keep in touch.

James Crivellone, Owner R3V Limited.com

E30 Parade to Nisqually Valley

New venue, new tour. Our E30 Parade (tour) this year following the E30 Picnic took us south through the towns of Roy, McKenna, Yelm to the junction of Old Nisqually Rd and I-5. There were fewer cars than last year but still well attended with thirty-five cars, a much more manageable number. We stopped and regrouped twice because of traffic signals. The first stop was alongside Fort Lewis near the East Gate on SR 507 and second in front of the Red Wind Casino on SR 510. It was a very relaxed drive, as far as I could tell no one got lost. One of the Oregon folks commented that the drive after the picnic was his highlight of the weekend activities. An unexpected pleasure was being greeted at the end of the tour by a BMW family cheering us as we arrived. Thanks to all for attending, see you next year!

Mike Ellis, Tour Leader, Topless Red



Photo by Karl Agee.

Many E30s at Griot's Garage for the Saturday Tech Session.

E is for Enthusiast

I just returned from my first E30 Picnic ... or really, the largest E30 gathering in the West! I've read about this event for years and was finally able to attend. I am now kicking myself for waiting this long to go. The experience was everything any BMW enthusiast could dream of, let alone the lucky few who own these beauties.

The Northwest is in a particularly lucky position to have the home of Griot's Garage in their backyard and even luckier that Griot's new top-notch facility could be host for the Saturday tech session. There is no better way to build up the excitement for Sunday's main event than starting with a meet and greet tech session where we all learned how to properly detail a car from the experts who make the stuff. They actually trust this stuff on their cars before they sell it to you so you know you're getting good advice. But the fun was only beginning—it was a mere simmer that would build to a rolling boil as the weekend wore on.

Saturday, Mr. r3vlimited.com himself, James Crivellone hosted an evening BBQ at his place and ultimately shut the road down due to the massive E30 attack. The locals know James' passion for the E30 is a bit more out there as compared to the rest of us. For example, take his awesome, custom built E30 driving simulator—complete with E30 sport seat, E30 steering wheel and dash with working tach, and E30 pedal box and shifter to control the game. Few get the chance to experience these virtual laps and I'm thankful I was one of them. This is not your average dude. And we love him for that.

I'm not sure when the party broke up but I'm sure there was enough time to do a midnight mist-and-wipe on the cars before arriving at the stunning LeMay Auto Museum Sunday for the big show. Clearly, everyone got the message because at 10 a.m. sharp, 200 E30s rolled in ... all at once. It took a good hour to get everyone into position. Lance Reichert, our man with the plan, and his Puget Sound Region Chapter team put this event together with flawless execution. No E30 was turned away and everyone had a place to park on the grass, surrounded by beautiful trees and the towering LeMay structure. Docents provided tours of the collection inside which was stunning on many levels ... it is a collection not to be missed. But the real action was outside. There were E30s modded from this way 'til Sunday like I have never seen before. It really was the ultimate BMW enthusiast experience. To see the passion and hear from the owners how much blood, sweat, and tears were put into these machines was awe-inspiring.

These are not average cars. These are not average gearheads. These are all E30 fanatics, proudly showing off their uniquely customized rides. I'm sure many came away more motivated than ever to make their cars better for next year. In this venue, there is no competition. Everyone is equal, everyone is unique, everyone is accepted and everyone is smiling and having a great time. Isn't that what our great Club is all about? See you next year, only next time I'm driving my E30 M3 from California!

Jeff Cowan

Pacific Region Vice President, BMW CCA

E30 Picnic 2010 or I Want That Orange Coil Over

QUITE POSSIBLY the best E30 Picnic to date occurred at the end of June at the LeMay Museum/Marymount Academy grounds in Spanaway.

This is only my third E30 Picnic and I have worked all three. Helping park cars, set up tents, tables, chairs, or whatever organizer Lance Richert needs done at the time. Despite the hard work of all involved, it is worth it!

Lance decided to move the picnic to another venue as last year we had somewhere around 240 cars at the XXX Root Beer Restaurant in Issaquah. The event just got too big to handle there. So a natural location was the LeMay Museum grounds near Tacoma. Lots of big thick grass lawns to park cars, long driveways to stage cars for parking without risking lines out into a busy main street, lots and lots of beautiful trees for shade and beautiful and historic buildings for the setting. The LeMay Museum is always an attraction in itself with several hundred interesting and unique and classic cars on display. And other automobile memorabilia as well! I would categorize the LeMay Museum collection as just not “automobilia” but also “Americana” as the collection includes all kinds of objects of American culture from pinball machines to model cars to trains to motorcycles to farm implements and construction equipment. I could go on and on!

The LeMay Museum is located on the grounds of the Marymount Academy in Spanaway, near Tacoma. Founded by an order of Dominican Sisters nearly one hundred years ago, the Sisters established a military school for boys (similar in some ways to today’s “boot camps”) that Harold and Nancy LeMay eventually bought “for shelf space” for his collection of cars and other items. As the story I heard goes, Harold made his fortune in the trash collection and hauling business. Early on he would drive a truck up and down alleys in Tacoma picking up trash where he would occasionally come across an old derelict car. If it looked interesting (or, maybe not) he would ask the owner if he could take it off his hands. If he agreed he arranged to pick it up and took it to his shop or, later on, one of his



Photo by Karl Agee.

A DeLorean was among the many cars in the LeMay collection.

warehouses. Yes, warehouses plural. The LeMay collection now has over 3,000 vehicles in its collection! He eventually set up a shop with mechanics who did mechanical restoration of these vehicles. He pledged to keep the buildings intact, and they are maintained and used to this day. Banquets, parties, and weddings are some of the functions held on the grounds. The Museum is currently building a new facility in Tacoma adjacent to the Tacoma Dome. It is the largest collection of automobiles and other “automobilia” in the world. It’s worth a visit just to see the museum! Where else on the planet can you see a Cord and a Tucker parked right next to each other? With a BMW Isetta nearby? Amazing!



Photo by Karl Agee.

A BMW Isetta 300 was spotted on a sturdy shelf.

Quick one-hour tours of Marymount and the Museum were available for a donation. The tour of Marymount was

special as it included a visit to the chapel which is usually off limits even to docents. The chapel has beautiful statuary and frescoes on the chapel walls and ceilings.

For those considering a visit to Seattle, another place with a unique collection you won’t find elsewhere is Boeing’s Museum of Flight.

On the grounds behind the school you can see other “stuff” that Harold collected. One of the items I noticed were several of the original Chrysler Mini vans. Now, why collect these? The Chrysler mini-van was one of those defining products in the auto industry. Not only did it help save Chrysler from oblivion but it also defined a new market segment—the Mini Van. There are several of these cars on the grounds, probably to be restored some day or to be used as parts cars.

An amazing turnout considering the change of weekend for the event and the change of venue. We got cars as far away as Calgary, Alberta (that’s in Canada near the Arctic Circle for those who don’t know). Many cars from California and Oregon made their way up I-5 as did *Roundel* Magazine Editor, Satch Carlson and his wife, who drove their “purpose-built” E30 iX Dinan-turbo-charged rally car “Bad Dog” from Portland, Oregon where it is caged until the next rally. I would say “caged” is a

good word for it. According to Satch, with boost-tiddling it will do about 650 bhp. In a corner. On a gravel road! Wow! He says it's easier that way rather than keeping it in his "mondo-condo" in San Diego where they don't have room for or even allow cars! Portland is also closer to many of his Pacific Northwest rally venues. It stays with his rally navigator in Portland.

Last year BMW CCA West Region VP Steve Johnson attended. This year, new West Region VP Jeff Cowan came up but didn't drive his E30 M3 due to time constraints.

Featured cars this year included crowd and concours-favorite Keith Fornier with his 1987 M3. Quite a story as Keith's research indicated this car is the 7th E30 M3 imported into North America and the first one sold in Washington State. His dealer-showroom-floor correct restoration is always impressive and gives other E30 M3 owners something to aspire to! Scott Hieronymous brought his E30 PRO3 "Street Stocker." He gave a talk on how it went from a street driver to a race car, instead of from junkyard find or shell to purpose-built racer. Other cars were there as well and the owners gave a short talk on their cars.



Lush green grass carpeted the ground for the E30s.

Photo by Karl Agee.

Ok, how about the Raffle Items? One reason Lance went to pre-registering participants was to show vendors they were getting a large turnout from a large slice of the west. This year despite the down economy Bavarian Autosport donated a set of wheels and Ground Control donated a powder-coated custom-colored coil-over kit for an E30. So desperate for that kit was one fellow who spent \$500 on raffle tickets—yes, he dropped all of them into the jar for the

coil-over kit. Did he win? Well, you had to be there to find out. That's a \$1,500 (or so) value for the cost of showing up. Other cool raffle items included two E30 Art Car models donated by BMW Seattle, several gift certificates for BMW Service work from Auburn Foreign Car, several tee-shirts, hats, and other items.

The proceeds from the raffle went to the LeMay Museum for their programs. The raffle brought in about \$1,000 for the Museum. Thank You.

After the show was over and prizes distributed, some drivers went on a tour of the surrounding countryside, then home from there.

I heard not a discouraging word about the picnic or the facilities from anyone. Things went very smoothly from parking to the food vendor to the Museum tours to the grass underfoot to the trees overhead. Even the weatherman got kudos for the perfect car-show weather of high overcast, mild temperatures, light breezes and no rain. A very successful and fun show it was.

I think Lance would want to thank all involved in helping to put on this year's Picnic. Steve Questead, Chris and Michelle Miller, Jim Millet, Stephen Hughes-Jelen, Ryan Hieronymous, the LeMay Museum Staff, Griot's Garage for donating raffle items and helping to sponsor the picnic and the fine vendors for their raffle donations.

Karl Agee

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E30 Picnic 2010

Photo by Brad Bowen.



E30s at the Saturday night gathering for E30 simulator racing.

Photo by Brad Bowen.



Wes Hill talks about the E30 PRO3 racecar.



A beautiful day for the Saturday E30 Tech Session.

Photo by Brad Bowen.

Photo by Curtis Creager.



A field of E30s.



Owners of the Featured E30s were on hand to present their car to the participants.

Photo by Curtis Creager.

Photo by Brad Bowen.



An "Art Car" E30?



Bill Buchanan's beautiful "Bastos" E30.

Photo by Brad Bowen.



The Milham Family is a true enthusiastic BMW E30 family!

Photo by Curtis Creager.



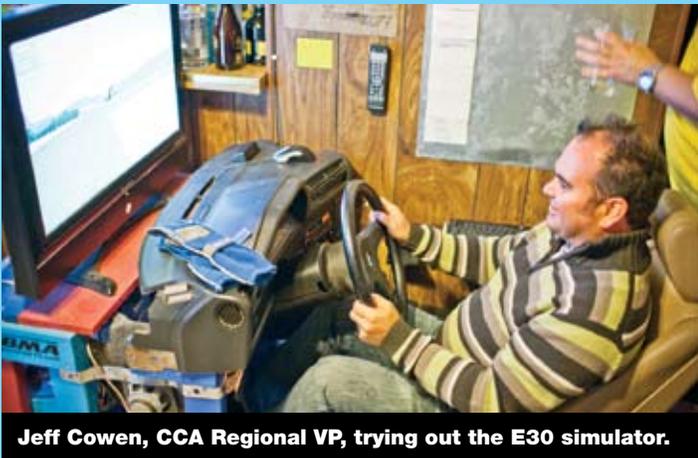
BBQ2U provided great BBQ food for lunch.

Photo by Curtis Creager.



Some happy raffle winners!

Photo by Curtis Creager.



Jeff Cowen, CCA Regional VP, trying out the E30 simulator.

Photo by Brad Bowen.



Satch shares particulars about "Bad Dog."

Photo by Karl Agee.



An overview photo of the E30 event with the LeMay Museum Marymount building on the far right.

Photo by Curtis Creager.

E30 Tech Session or I'll Take Some Speed Shine with That



Photo by Mike Ellis.



Photo by Karl Agee.

THE KICKOFF of the big E30 Picnic weekend was the Saturday Tech Session at Griot's Garage in Tacoma. Since they built their new facility, the Car Care School doesn't have a vehicle lift so we couldn't do any "undercar" demonstrations, such as changing brake pads, demonstrating an engine swap or the finer points of performance exhaust systems. So Wes Hill (aka, one of the Godfather's of the PRO3 Spec) brought in one of his E30 PRO3 race cars for a demo and talk on why use the E30 as a race car, what is required, and what the spec calls for in general terms.

We also saw car demos by the Griot's Garage staff. Kyle showed us how to clay a weathered hood and bring it back to life using Griot's polishes and buffers. New people always are interested in making their cars look good and the Griot's staff always do a great demo.

Griot's new Car Care School facility has two large bays, tons of windows for

light, and the floor is heated as well! Lots of room for folks to gather around a car without fear of scratching it.

Satch Carlson and his wife were there with the "Bad Dog" E30 rally car. They drove up from Portland where it is kept caged up under the watchful eyes of his rally navigator. Satch also answered questions about membership in national BMW CCA Club.

The cars—well, I counted forty-five E30s in the lot. The Bad Dog, Keith Fornier's Green E30, Mike Ellis with his "Topless Red," and Bill Buchanan's "Bastos" E30 M3 DTM replica were some of the featured cars.

Afterwards some of the crowd went to James Crivellone's house for the usual Saturday night festivities focused around his E30 racing simulator. But they had to be in bed early to find their way to the LeMay Museum for the E30 Picnic bright and early the next morning.

Karl Agee



Photo by Karl Agee.

(Left to right) Jeff Gowen, BMW CCA Regional Vice President, Richard Griot, owner of Griot's Garage, Mike Ellis, President of BMW CCA Puget Sound Region and Satch Carlson, Roundel Editor.

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The Epic Drive

BEFORE I MOVED to Seattle in 2007, I lived in Eastern Washington for fifteen years. During that time I discovered the Palouse, a region of eastern Washington of gently rolling hills with rich soil where wheat, peas and lentils are grown. The Palouse is centered around Colfax but extends north to Spokane, to north and east of Pasco, and into Idaho. The Snake River is a central feature. Like a main artery, it provides life-giving water for transportation, recreation, power, and water to farms and towns on the Palouse.

For many years I did landscape photography on the Palouse. The gentle landscape, the green and brown patchwork patterns of agriculture and painterly light make beautiful, calming images. The roads wind around the landscape like the map maker didn't know what a straight line was! We are very fortunate that Washington State has such good roads. The mild weather and light traffic on the Palouse help, along with good road building and maintenance programs.

Oh, Those Roads

I brought my BMW to eastern Washington while I did a short project at Hanford. Over Memorial Day Sunday, the weather was very good and I decided to take a drive to visit my old favorite roads. I

planned a day trip to drive through the Palouse, then down along Hells Canyon to the Grande Rhonde River Valley, then to Joseph, Oregon and Lake Wallowa. Then back to the Tri-Cities all in one day!

I don't like to drive fast. I like to enjoy the sights, watch hawks wheel in the sky, watch the deer and consider how inviting a particular old weathered barn looks in a camera viewfinder. But today.

I started out by driving from Pasco along Pasco-Kaholtus Highway. This road goes through mainly flat irrigated wheat and potato fields east of Pasco. As I picked up the pace, I drove by farm workers doing the back-breaking work of cutting asparagus. Two lanes, and a lot of straight and rolling sections with an occasional flat 90-degree right and left. Traveling north of the Snake River Valley, you eventually get up on top of a plateau-like ridge where the driving gets fun. Past a two-building hamlet called Star, I have some favorite photography spots, and while one did not disappoint, one did, as it wasn't planted this year. Some years the fields are not planted to let them rest, and let the farmers collect their Conservation Reserve Program payments.

Almost to Kahlotus is a road to Lower Monumental Dam. Driving through Burr Canyon is a drive I love!

Its mainly straight as it gently drops to the Snake River. Towering over you on both sides are rounded bare cliffs of basalt laid down over ten million years ago. Wildflowers, mainly balsamroot, color the sides of the canyon. Mule deer crossed the road in front of me. I won't say how fast I was driving, but I'm glad I have those big BMW brakes! I needed them.

My plan was to drive across the dam, which used to be possible. But the world changed (9/11/2001) and the roads across most of the dams have been closed. No problem, as there are a lot of wonderful roads on the Palouse to explore.

I drove back to the top of the canyon and then down into the sleepy but proud hamlet of Kaholtus. Farming and ranching are king here. State Route 260 traverses the area from east to west. Turning east, on the right is the mostly dry Lake Kahlotus, which is now farmed. Alfalfa is grown here. This state highway is heavily traveled by college students driving to and from Pullman and Moscow and heavily patrolled so I kept my speed legal and safe. Then right (south) at SR 261, which is another wonderful road. You can see the large grain elevator at the intersection for several miles. If you are so inclined, Palouse Falls State Park is here which is wonderful anytime of year. But not today, as the BMW doesn't do gravel roads and I still have many more miles to explore.

SR 261 gently winds up and down and around but then in two places it gets very twisty. One is at the top of the ridge before dropping to a cattle ranch. As its off-camber blind turns greet you, you'd better have good tires, suspension and your hands at 9 and 3, you'd better be on your toes and off your brakes or over the edge you go. I've driven this in winter snow in my Jeep and it really gets your attention. Then another similar set of corners goes down to a dairy farm. Wow!

... you'd better be on your toes and off your brakes or over the edge you go.

Continued on page 16



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The road takes you down to the Snake River at Lyon's Ferry, which is a lovely spot for a campground. There is a Corps of Engineers owned park there (privately and aggressively managed) and a KOA is located there as well. Native Americans thought it was a good spot for a camp, too. There is a cave nearby where human bones were found before the dam was finished and the lake flooded the cave. Those bones were over 9,000 years old and at the time of discovery were the oldest found in North America.

There is an interesting railroad trestle that traverses the river at that point. Called the Joso Bridge, you drive under it after a steep, downhill and twisty turn. It is similar in some ways to the Wilburton Trestle in Bellevue, but this one is steel and painted silver. Large rivets hold the steel in place.

But, This is About the Roads

Driving across the river you soon enter the booming metropolis of Starbuck, Washington. Howard Schultz's inspiration for the Starbuck's Coffee? Of course not! A small town of 130 or so souls, named after W.H. Starbuck, an official of the Oregon Railroad and Navigation Company. Platted in 1894 long before coffee and Seattle were synonymous! I did see a group of photographers alongside the road in town photographing a herd of longhorned cattle. These weren't the usual Texas longhorns, these looked like the South American breed with the very very long and ornate horns.

SR 261 turns into US 12 and then splits off at SR 127. There is a Department of

Transportation garage and roadside rest area. Three bikers riding BMWs were there and I stopped and chatted with them. They talked admiringly of my E39. They told me they were going to Lake Wallowa and Joseph via Walla Walla. I was going there via Clarkston. Would I see them along the way?

Years ago I took a long trip in my Jeep to Mono Lake in central California. I took a side trip to Bodie which is a big gold and silver mining ghost town. The gold they mine now is tourist dollars. The road in to Bodie from US 395 is gravel. Well, I was driving down the road to Bode when several motorcyclists came up from behind me. As I rounded one sharp curve I heard a metallic sound, then I saw a biker do a cartwheel into the sagebrush! Of course I stopped to check on him. These guys were German tourists. He took quite a spill but was ok, but the front fork on his rented BMW bike was slightly bent. Like BMW cars, the BMW bikes are tough as nails!

Back to the Roads on the Palouse

So SR 127 runs north back to Central Ferry on the Snake. I only had a general AAA Washington State map with me and it showed a squiggle of a road just south of the river. Checking it out I turned onto Meadow Creek Road which turns into Ben Day Gulch Road. Again, a winner of a road. It's now on my favorites list. Smooth, slightly curvy long undulating straight sections with fields of green wheat blowing in the wind on either side. Meadow Larks and Horned Larks. I let the car run at the speed it felt right. Powerful, stable, controlled. An amazing car. An amazing road.

Looking now at a more detailed map, there is a road that follows the south bank of the Snake from Central Ferry called Lower Deadman Road. That splits off into North Lower Deadman road and Gould City-Mayview Road to the south, which meets up with Ben Day Gulch Road, which meets up with US12 just east of Pomeroy. I don't know if Lower Deadman Road is paved or not, maybe next time I will find out!

East onto US 12 and on towards Clarkston. Over Alpowa Summit, and across the central Palouse. Meadow larks singing their hearts out on poles and wires. Horned larks flush from the road surfaces where they are picking at seeds blown down from trees. Hawks soar in the wind or watch for road kill from electrical poles. Lewis and Clark took this path on their epic journey over 200 years ago. Too bad they didn't have BMWs.

After lunch and gas in Clarkston it was south on SR 129. Just out of Asotin the road climbs up and up and up from the Snake River and onto a plateau. I passed several local Ford and Dodge diesel pick-ups. Back and forth on those switchbacks, back and forth, back and forth. Big views beckon. You can't see Hells Canyon here, but it is close.

Just past Anatone the road drops into a mixed conifer forest. Then the road gets fun again! Descending to the Grande Rhonde River requires a lower gear to keep the speed right and to stay off the brakes. More left, right, left, right fast but short turns. The views start through the trees. You can see the river to your left—a few thousand feet down! Right, left, left, stay off the brakes,



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downshift, upshift. I have the steptronic, and while not a real manual transmission, shifting is smooth and the car just eats up the road.

At the bottom of the canyon sits a restaurant that had several motorcyclists outside. I didn't stop—its on to Joseph. Still in Washington the road then climbs back out of the valley. Power is required here so I keep the transmission in fourth gear. It loves the climb.

In Oregon the road becomes SR 3. After more curvy sections, you are driving on top of a forested plateau overlooking the valley the Wallowa tribe of the Nez Perce called their winter home for centuries. There are placards at a spot overlooking the valley that tell the story of the tribe's sad escape from the US Army in 1877. Mostly flat, straight through ranch lands and mixed conifers. You arrive in Enterprise, then Joseph. The artisan bronze foundry greets you as you enter town. The town of Joseph has been tourist-ized since I came here

first in the mid-1990s. Entering town a sign proclaims "We think our little town is Heaven so please don't drive like Hell through it." Large bronze statues line the town's main street. The statue that catches my eye is large bronze rendering of a cowboy breaking a wild mustang. The four-legged kind called "Attitude Adjustment." Bronze and art galleries, gift shoppes, cafes now occupy storefronts built for banks in the early 1900s.

The backdrop of Joseph is amazing at the north end of Lake Wallowa, with the Wallowa Mountains soaring overhead. Here is the resting place of Old Chief Joseph, the father of Chief Joseph, and their ancestral homeland. Just as scenic is the drive out of Enterprise to the west on Oregon 82. You are looking over the incredibly scenic Wallowa River Valley and the mountains to the south. It's too bad I didn't bring my camera but, the web is full of pictures from this area.

The highway from Enterprise to Elgin is just as scenic but the road is somewhat

crowded with campers, pickups towing boats and motor-homes. So I just took my time and didn't try to pass anyone. Not worth it. Just enjoy the drive. Well, enjoy I did when I got to Elgin and took Oregon 205 up and up and up and across the Blue Mountains. Another FUN road to let the BMW breathe. Not much traffic here either, until getting to the top and the Spout Springs/Tollgate area. Lots of new vacation developments up here since I was here last. But the road drops down to Weston, Oregon. Another scenic drive south through the Umatilla Reservation past the towns of Athena and Helix. More wheat...wheat, wheat fields of wheat.

After a stop at the Wildhorse resort for lunch, it was back to boring freeways for the hour-long drive to the Tri-Cities. I covered around 500 miles in about ten hours, and the BMW recorded about 32 mpg for the trip. Amazing. A truly epic drive.

Karl Agee

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Mission: Possible?

On June 27, PRO3 and our Conference friends completed the first-ever double race weekend held on a two-day weekend at Mission, BC. That could become rather significant in future Conference seasons as our race schedule has expanded to a total of fourteen sprint races over twelve weekends. For club racing enthusiasts, that amounts to a whole bunch of racing (not a bad thing) but also a whole bunch of dollars and time investment into a season. For our corner workers and race volunteers, that also means just as much time investment (as well as the dollars spent for travel) then add to that the other racing events our workers like to attend in the area, and well, it starts to throw some black flags in my mind about how we can sustain this level of activity.

One possible solution was presented this season with the Sports Car Club of British Columbia (SCCBC) hosting a two-race weekend on what would otherwise have been a typical single race weekend. Under normal scheduling, a two-day weekend entails each run group receiving a practice and qualify session on Saturday, then a qualify session Sunday morning with the single race on Sunday afternoon. Under the test format presented by SCCBC this weekend, the condensed schedule started with a shorter practice session qualifying followed by a qualify session,

all on Saturday morning and into the early afternoon. Each group then had a thirty-minute sprint race later Saturday afternoon. On Sunday, we had a qualify session in the morning, then a race that afternoon. Two races, one 'normal' weekend.

What is significant here is that a normal double-race weekend spans three days and maintains the typical race schedule pace and rhythm. This shortened format kept us racers on a busy schedule—especially if we ran two run groups. The condensed format was met with some skepticism, but also with much enthusiasm to see it work. From the early reports coming from those who attended (personal interviews as well as the usual after-race online chatter) it would appear the new format will work—for some weekends, but maybe not all.

I don't see this new format working at Seattle or Portland when the drag racers take over the track at 5 p.m. on Saturdays. This particular weekend, the Novice Closed Wheel race was the last off the track and that was nearly 7 p.m. So that makes for a very long Saturday for everyone, especially the workers. One reason this schedule worked at Mission is the size of the track itself. Mission is the shortest of our Conference tracks at 1.25 miles in length. It doesn't take as long between sessions to clean up the track or remove the

sometimes-errant car from the previous run group. Spokane, on the other hand, could be difficult as it is the largest of the tracks in Conference, and there is just more real estate to manage.

The biggest benefits to a double race weekend like this is that we only make one tow, one setup and one teardown, and still get two races. Having it span a normal two-day weekend vs. three helps with the family and work schedules all the better.

I would imagine there will be tweaks to the timing of the races and the schedule overall, but I certainly hope that the other Conference clubs take note of the success in Mission and employ the changes where practical in an effort to condense our expanding schedule.

Judgment Calls

I want to take a moment to highlight something else that came out of Mission. And truthfully, this happens at every race, but I felt it appropriate to tie in with this column. When we race, as drivers we're making constant judgment calls: can I pass that car safely? When should I brake for that corner? Wet tires or dry? Can those brake pads make it one more session? You get the idea.

Sometimes, though, a good judgment call is made even before the driver dons his suit and climbs in the car. Racing is as much (or more?) mental as it is physical and if a driver doesn't feel "on

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his game” before climbing into the car, well, that’s a good time for that driver to step back for a minute and assess the reality of the situation. I had that situation presented to me at Mission. Saturday’s Group 1 race was a very tight race with lots of action in hot weather. I was physically dragging after that one! So much so, that when it came time to suit up for the Group 5 race, I chose to sit that one out. I didn’t feel it was in the best interest of my fellow competitors or me if I were to head down to pre grid feeling only 75% on my game. One poor judgment call can lead to other bad calls and before you know it, sheet metal is getting bent or worse, someone is off to the hospital.

We’ve probably all been faced with such a choice. Something doesn’t feel right or maybe, as in the case of another racer that weekend who chose to sit out the Sunday Group 1 race, you don’t feel at 100% physically. Face it: we are club racers; hobbyists applying our craft on weekends with no prize money or sponsorship deals on the line.

So what’s it worth to you if you happen to skip a race? I’ve been on the receiving end of poor judgment calls and, yes, even been the cause of some events due to my lapse in good judgment so I can speak with authority on the subject: It is not worth it!

Maintain your car and maintain your driver. That includes checking all of your safety gear, replacing the consumables when necessary, and keeping an eye on the things that keep you (and other drivers around you) safe. Drink lots of fluids and make a plan before climbing into the car. Get your mind straight about what you are about to do; embrace the significance of thrashing a ton of mechanized glory around a closed track within inches of other cars going at full clip into the same turn, looking to occupy the same piece of pavement. Appreciate that you are solely responsible for your actions behind the wheel of that car and all that it is capable of if something were to go wrong. Start with that mindset, and I guarantee you that your racing experience will be fulfilling.

Because the alternative is, well, that’s just scary!

Points!

The 2010 racing season is approaching the halfway marker as of this writing and we’re already witness to a heated points battle for the top ten in PRO3. The double-points race at ORP this May really impacted the points battle, vaulting those racers who attended that event up to the top of the points heap. As the season unfolds, we’re sure to see how this impacts the battle overall as not every racer is going to make every race. There are some familiar names in the top ten as well as some that you may not recognize. Brandy Willie of Olympia, WA completed his novice requirements early this season and has been demonstrating his talents behind the wheel ever since. He is a consistent top-three finisher and as he continues to hone his skills as a road racer, watch for him to occupy that top podium spot regularly. Jeff Van Lierop (two-time PRO3 champ) is on route to capture that title for an unprecedented third time; we’ll have to see if he can hang on to the lead!

No matter what happens in the points from here on out, the battle in PRO3 is shaping up to be another cliff hanger to the end!

*Michael Olsen drives the Spirit Halloween Superstores PRO3 car #130 in local ICSCC competition racing
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**ICSCC PRO3 Points Tally
Top 10 as of June 27, 2010***

1	Jeff Van Lierop	192
2	Brandy Willie	155
3	Dan Rogers	124
4	C. Jason Vein	111
5	Michael Olsen	96
6	Caelin Gabriel	94
7	Chuck Hurley	94
8	Martin Berryman	90
9	David Beagle	86
10	Dan Gavrila	82

* Total "Gross Points"

A Journey to the Right Seat

HIS CALM VOICE came over the communicator in my right ear. “You know, Steve, we would have made the corner if you had not lifted.” I replied, picking off chunks of Virginia clay and grass from my lap and the steering wheel, “Yes, I know and I am sorry.”

James Clay, then the owner of the fledgling BimmerWorld, was my first driving instructor at Virginia International Raceway. This was my first driving school and my first BMW, a 2001 323i. (I actually was a BMW CCA member before I owned a BMW, driving around an anemic four-cylinder Ford Ranger). BMW driving school events at VIR were two-day events, lots of seat time and classroom instruction. James gave me a ride in his racecar and asked me how I liked it. I was unable to speak due to a continuous grin.

We had been driving all weekend with the DCS on. On the last day, James said, “Hey, let’s turn this off and see how differently the car will feel.” So, coming up the backstretch on the North-course, I was coming up fast on two M3s into a sweeping corner. James kept saying, “Keep on the gas and go get them.” The last thing I remember is taking my foot off the throttle and feeling the car let go. Time seemed to stand still as we spun off the track and down a gentle hill. The car was filled with clay, sticks and pieces of grass. James calmly told me to start the car and proceed to his trailer. His crew removed the seats and got the vacuum cleaner out to clean up the mess. When I replaced the 323i with a 1999 Estoril Blue M3 a month later, the fan still blew bits of grass out of the vents.

After that driving adventure, I continued to attend driving schools at VIR and then here at Pacific Raceways with the goal of becoming an instructor. As an academic, I feel that education is important and fun—teaching someone else what you know how to do well. My journey to the right seat began from the left, learning Pacific Raceways until I could see the track in my sleep. I attended PCA and BMW CCA driving events along with Don Kitch Day events, Highlander lapping days and an Alfa-Day event. I thought I was ready for the big time, being able to run in the A-group in the Porsche Club events, even though it was challenging to keep that kind of speed consistently around the course and stay ahead of fire-breathing Porsches. Or so I thought.

I was invited to attend the BMW CCA Instructor’s Clinic to see if I was ready. There was a lot of new information presented in the classroom sessions and then role-playing with

an instructor. Things were going somewhat okay, but during lunch, all of the cones were removed from the course. Now we had to talk our way around the course using reference points, like trees, tire walls, cracks in the pavement, grass, etc. We had been addicted to the cones. Cones mark the turn in, apex, and track-out point of a corner, the three constants of any corner. I certainly had come to rely on the cones rather than visual reference points to navigate through corners. My entire group of instructor candidates washed out on our check ride.

Bill Bauer gave me a chance to instruct at the PCA Bremerton Skills days, an opportunity for which I will ever be grateful. During the next year, I attended every Skills Day for the PCA and accumulated more track time, this time concentrating on honing vision skills and smoothness. I have been very fortunate to be coached by several senior instructors, Jim Millet in particular. The words “Stay out, stay out” while navigating the turns of Pacific Raceways are burned into my memory. Now, I use these words myself when instructing. After the countless laps, I have achieved what Ross Bentley calls “unconscious conscious,” the ability to drive and talk my way around the racetrack without really having to think about it. The ability to close my eyes and visualize nearly every crack, tree, dip, patch of grass and other countless reference points. At the following instructor’s clinic, I passed.

To all of my previous instructors, I thank you. To my future students, I hope to impart all that I have learned and will enjoy coaching you to become a better driver. To those considering becoming an instructor, I would encourage your own journey to the right seat.

Steve Libby



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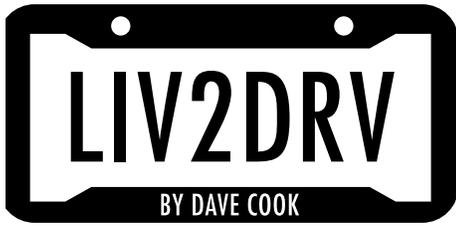


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Long Live the E38

I HAVE NOT WRITTEN ABOUT BARQUITA, my E38 740iL, in a long time. She is running very well and behaving nicely, but with 107,000 miles on the clock, I have some concerns about her well-being. The conventional BMW wisdom (or so I read) is that older seven-series BMWs need to be owned by BMW technicians. There may be a lot of truth in that theory, but I'm not a BMW technician, and I do have a twenty-seven-year-old 733 and a twelve-year-old E38 740.

Barquita had 36,000 miles under her belt before I found her, a long time ago. I have completed all the old school maintenance items, plus dealing with the obligatory cooling system issues (the radiator blew on I-5 a few years ago). I now have on the maintenance agenda the control arm bushings, ball joints and struts, you know, the regular stuff. The big concern I have is the slushbox. It has given me no issues or even symptoms but apparently some are problematic between 120,000 and 140,000.

Of course I have had it long enough to be paid for, and it is. She is still beautiful, black on black and absolutely gorgeous just after a wash. Black does not stay clean very long but when it is clean it's the best color possible.

I have a couple of niggling issues: headlights and cup holders. Both headlights have rock chips. I don't know if you are aware but BMW will not sell just the headlight front covers because they only sell the entire unit, as it is considered a

sealed headlight. If you purchase the entire headlight assembly from BMW be prepared to forego eating for a couple of months or sending your kids to college for a trimester or two. The solution is to buy the covers from Germany through eBay. I have two brand-new-in-the-box Hella covers to replace mine. The Hella covers were about \$50 per side; they are glass and are pristine. There is a full guide to replacement at www.bimmerboard.com/members/calypso750/chromeline.htm. I just haven't had the time to execute the process as yet.

The other issue is the cup holder. It broke a couple of years ago while on the way back from one of my many journeys to Reno. The dealer wants something like \$500-plus to fix it because the entire center stack has to come out in order to replace it. I took care of that by ordering the ultimate cup holder from <http://www.ultimatecupholders.com> but someday I will buy the BMW part and install it myself when I'm putting in a new iPod-compatible stereo.

So back to the automatic transmission worry: again I have had no issues but the worry wanders around in the back of my mind. I figure even if I have to replace it (at apparently about \$4,500) it will still be worth it and the ways will outweigh the means (or something like that).

There are also rock chips around the front that need some attention and I am trying to figure out whether it would be better to have the front end re-painted or if the rock chip repair gurus are for real.

Anyway, I love Barquita and have no intention of letting her go anytime soon. Maybe I have struck a chord with some E38 owners and given them some ideas or maybe you have been through some these issues already and would like to drop me a line and share your experience. In any case, long live the E38, one of the best and most beautiful cars to ever be born at the Dingolfing factory.

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August 22

NORTHWEST EUROPEAN AUTOWORKS is proud to announce the third annual Sunday at the Depot car show. The show will take place on Sunday, August 22, 2010. The event is held at the depot market square in downtown Bellingham. All proceeds raised will be donated to the local Boys and Girls Club. Sunday at the Depot is a family event that features unique European vehicles and celebrates our strong community ties. Our last event had a fantastic turnout; with exhibitor spaces filled to capacity, and thousands of spectators visiting throughout the day. The event is free to the public, features refreshments and live music, and has proven to provide a fun filled afternoon. This year, we are expecting an even greater attendance, and are excited to partner with the Boys and Girls Club! Save the date and mark your calendar: 11am-4pm Sunday, August 22, 2010 at 1100 Railroad Avenue, Bellingham, WA 98225. For more information and exhibitor registration forms, visit www.nweuropean.com.

Calling All Diesel Owners!

IN CASE YOU HAVE NOT HEARD, there is a Diesel Special Interest Group for BMW CCA PSR! We are hoping to get more members involved. Because the BMW Diesel is so unique, there are not very many owners, but the enthusiasm is amazing. What else is there to say to 425 ft/lb of torque with a thrifty 265 hp engine that consumes a gallon of fuel for every 37+ miles?

We will be having a Q+A session at BMW Seattle with the shop foreman. He is a very strong diesel proponent. If you are interested in joining the SIG, please contact me at bmwdiesels@googlemail.com.

Rob Barnett

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BMW's For Sale

2008 M3 Coupe: VIN# WBSWD93598PY41630, Original owner, 3,600 miles, no damage, no paint, no track, no smoke, no mods of any kind. Sticker \$72,400. Factory warranty until 7/2012. Jerez black metallic/black Novillo leather, carbon roof, DCT, Cold weather pkg, Premium pkg with carbon leather, Technology pkg, 19" wheels, PDC (rear), iPod and USB adapter, HD radio, Sirius radio, enhanced premium sound. More info, pictures, sticker copy available. \$52,500. Contact Dave Wilder at 360-299-0516 or davidwilder3@gmail.com.

2007 335i Coupe: WBAWB73507PO35589 Montego Blue Metallic/Black interior with walnut trim. 8,872 miles. Six-speed Steptronic transmission. Sport package, sport steering wheel w/paddle shifters, 18" wheels, oil cooler and 8-way power seats. Sunroof, premium sound system w/iPod adapter, park distance sensors and 3M invisible bra. Absolutely impeccable - no scratches, dings or stone chips. Never raced, rallied or tracked. Always kept in climate controlled garage. Full year left on factory warranty. \$31,950 This car smells, looks and drives brand new and is as close to brand new as a used car gets, but you can save \$18,000 over a new one. Contact Tom at 503-522-8426 or 360-305-1325 or tdlcgreen@hotmail.com.

1999 M Coupe: WBSCM9335XLC60555, arctic silver on black leather, 88,000 miles, never abused. All stock except a Cosmo Front Strut Tower Brace and Ireland Engineering Subframe Bushings. Always garaged, non-smoker. All scheduled maintenance performed, records included. Great car, lots of fun, just in time for summer. \$16,500 obo. Please contact Chris at 425-232-2148 or cchaigh@gmail.com for more info and pictures.

1999 M3: Estoril Blue with Mulberry Gray leather. Five speed manual. 75,000 miles. Excellent condition, original owner, non-smoker, always garaged, no dings or dents. New PS2s and battery. 3M rock protection film. 35% tint. Limited mods: X-brace, Rogue SSK, Stoptech rotors/SS lines, Axxis ULT pads and Supersprint cat back. Recent Inspection 2. \$12,500. Contact Bill at bmar@uw.edu or 206-685-3771.

1996 Z3 Roadster: Silver/Black Leather. Like new condition and loaded with only 111,000 careful miles. Very snappy and great fuel economy with the 1.9 liter motor. May accept E36 four door as partial trade. \$7,950 obo. Contact Starke at 206-230-0203 or email to starke@nwinsctr-mi.com.

1993 325is: Parts car for sale. Alpine white, blk. interior. Was in excellent condition prior to the accident, babied and garaged, was detailed day before the accident. \$4,500 obo. Contact Neri at 425-923-6219 or 36apsmcchord@gmail.com.

1983 633CSi With 5 Speed Manual: The car is near perfect; BMW Bronzit in color (no rust anywhere). All original beige interior leather in excellent condition. Even the cording has no wear spots or color deteriorations. Original carpet is like new. No ware, stains or dirt spots on carpet. The paint is original with outstanding gloss. Car always garaged and hand Carnauba waxed yearly for shows. No body damage. I am second owner. Tires are Dunlop SP2 225x16 on custom rims with 70% tread. I have the five original BMW factory rims and factory spare. AM/FM CD dash mounted Pioneer with Pioneer CD changer in trunk. Perimeter alarm system. 126,000 miles. I have full factory paper service manuals (600 plus pages) plus many other manuals. Engine bay very, very clean. Passed all smog. (Serious buyers only) Price \$8,500 which includes all above. Call Jerry at 253-848-2202 (Pacific Coast time) for full information and pictures or email J.D-Reichert633BMW@q.com for extensive description of car and condition.

Parts For Sale

E34 M5 Wheels: Four ATEV wheels for E34 M5. May also fit E28 or E39. Check fitment. Two are 10x17 rears and two are 8 1/2x17 fronts. Perfect condition. No rash. Have been saving hoping to own another E34. They look awesome and much better than the throwing stars. Complete with bolts and lock wrench. \$800. Contact Robert at 925-989-0722 or email a64me@yahoo.com.

Wheels: Four Revolution RMX track wheels, 16 x 8 inch, 120 mm bolt circle, 5 lug, 38 mm offset. Presently mounted with used-up Michelin Pilot Sport Cup 225/50ZR16. \$500. Call Rick Pirret at 425-577-4951 or email rpirret@verizon.net.

E36 Parts: ZKW ellipsoidal headlight set NIB \$300. Autolamps Online H1/D2S HID kit with Phillips lamps and ballast NIB \$300. Eastern Motorwerks VDO gauge kit with sunglass holder panel, senders, JTD distribution block and custom wiring harness NIB \$250. JT Design aluminum underpanel NIB \$100. JT Design front strut brace NIB \$350. Eibach E36 M3 sway bar kit NIB \$240. Scheel sport seats with black fabric unused \$350. Covercraft NOAH car cover \$50. Please email Bill at bmar@uw.edu or call 206-685-3771.

Three Series Wheels With Blizzak Tires: four genuine BMW 7 spoke wheels 7J x 16 with Bridgestone 205/55 winter tires driven one season, tread depth 11/32"-12/32". Don't know which models these will fit, but you probably do! Wheel stampings: 7J x 16 H2, IS 47, BMW 1 094 498, K5, KAG, BM 316007. Call/email for pictures. \$400 obo. Contact Dave Wilder at 360-299-0516 or davidwilder3@gmail.com.

Set of Four 17" BMW OEM Style 57 Wheels: They came off my 2002 X5. Some life left in the 235/65-17R Nokian Hakkapelitta snow tires. Great for a second set of winter tires. Located in Kirkland. \$600. Contact Brian at 801-322-1140 or bpk@bki.org.

Miscellaneous

Puget Sound Region Club Logo Merchandise for Sale: You can find the BMW CCA Puget Sound Region logo embroidered on a variety of clothing, bags, and sports gear at www.bmwpugetsound.webstore.us.com. There are also a limited amount of long sleeve and short sleeve white T-shirts with the silk screened logo available through Lynne Eskil. Just a handful of grey sweatshirts are also available. Contact Lynne at lynne.d.eskil@boeing.com for details and pricing information.

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August 31: October Issue

October 5: Nov/Dec Issue

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Inside Front Cover*	7 1/2"	10"	\$410	\$370	\$490	\$440
Inside Back Cover*	7 1/2"	10"	330	300	395	355
Page 1 (full page only)*	7 1/2"	10"	350	315	420	380
1/2 Inside Back Cover	7 1/2"	4 3/4"	210	190	250	225
2/3 Outside Back Cover (Color)	7 1/2"	7"			470	425
Full Page*	7 1/2"	9 5/8"	310	280	370	335
2/3 Page	4 7/8"	9 5/8"	250	225	300	270
1/2 Page-Vertical	4 7/8"	6 1/2"	190	170	230	205
1/2 Page-Horizontal	7 1/2"	4 3/4"	190	170	230	205
1/3 Page-Vertical	2 3/8"	9 5/8"	150	135	180	160
1/3 Page- Horizontal	7 1/2"	3 1/4"	150	135	180	160
1/3 Page	4 7/8"	4 3/4"	150	135	180	160
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