



# Zündfolge

January/February 2015





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## Club Website

[www.bmwpugetsound.com](http://www.bmwpugetsound.com)

## Zündfolge Staff

### Editor-in-Chief

David Lightfoot

### Editorial Committee

Michelle Miller

Lance Richert

Steve Libby

[Zundfolge@bmwpugetsound.com](mailto:Zundfolge@bmwpugetsound.com)

### Display Advertising

de-Anna Martin

253-655-7041

[advertising@bmwpugetsound.com](mailto: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](mailto:bmwclub@aol.com)

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Paulette Eickman 206.283.1423.

# KALENDER

## December 30, Tuesday

**Our traditional End-of-the-Year-before-I-Start-my-Diet Lunch** at Triple XXX Drive-In in Issaquah.

## January 24, Saturday

**Meeting at Acme Tavern in Tacoma.** See the article in this issue.

## January 28, Wednesday

**Board Meeting.** All members welcome. RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## February 3, Tuesday

**Deadline** for the March/April 2015 *Zündfolge*.

## February 8, Sunday

**i Cars Tech Event at BMW Seattle.**

Learn about the amazing technology behind the BMW i Cars. There will even be test drives of the i3. See the article in this issue and be sure to RSVP.

## February 21, Saturday

**Peter Gleeson Car Collection Tour.**

Details in this issue. This will be the only print notice for this event.

## February 28, Saturday

**Instructor Clinic.** Mercer Island Community Center 9:00 a.m. to 3:00 p.m.

For more information about any event, go to our website: [www.BMWPugetSound.com](http://www.BMWPugetSound.com).



## BOARD OF DIRECTORS

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

### President

Steve Libby

425.765.9629

[president@bmwpugetsound.com](mailto:president@bmwpugetsound.com)

### Vice President & Tour Coordinator

Ed Walker

206.783.0542

[vicepresident@bmwpugetsound.com](mailto:vicepresident@bmwpugetsound.com)

### Secretary

Paul Melrose

425.641.5613

[secretary@bmwpugetsound.com](mailto:secretary@bmwpugetsound.com)

### Treasurer

Michelle Miller

253.334.9948

[treasurer@bmwpugetsound.com](mailto:treasurer@bmwpugetsound.com)

### The Gathering of the Heritage Coordinator

Brandon J. Kelly

206.512.4686

[concours@bmwpugetsound.com](mailto:concours@bmwpugetsound.com)

### Driving Events

Coordinator

Rick Gulstrom

425.644.1446

[rick@gmsarch.com](mailto:rick@gmsarch.com)

### New Media Coordinator

Colin Loh

[website@bmwpugetsound.com](mailto:website@bmwpugetsound.com)

### Special Event Coordinator

Lance Richert

425.644.8009

[sig@bmwpugetsound.com](mailto:sig@bmwpugetsound.com)

### Tech Events Coordinator

Jeff Butler

206.365.1565

[tech@bmwpugetsound.com](mailto:tech@bmwpugetsound.com)

### Track Chief Driving Instructor

Tom Olsson

206.890.8616

[cdi@bmwpugetsound.com](mailto:cdi@bmwpugetsound.com)

### Editor in Chief

David Lightfoot

206.660.6190

[zundfolge@bmwpugetsound.com](mailto:zundfolge@bmwpugetsound.com)

### CCA Pacific Region VP

Nick Owen

619.456.7654

[pacificvp@bmwcca.org](mailto:pacificvp@bmwcca.org)

### Past President

de-Anna Martin

253.655.7041

[pastpresident@bmwpugetsound.com](mailto:pastpresident@bmwpugetsound.com)

# President's Column

I WOULD LIKE TO INTRODUCE MYSELF as your new president for 2015-2016. I am Steve Libby, a mild mannered microbiologist at the University of Washington by day and an instructor-coach when there is a track day. For those who may have seen the speedy 318is "TRAKCAR" or gotten an exhilarating ride, you may know me already.

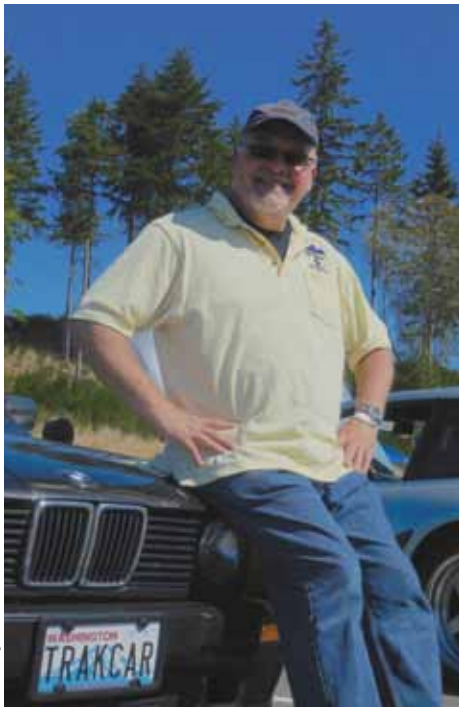


Photo by Jon Jacobsen.

I moved here from North Carolina in 2003 after having been on the faculty of North Carolina State University. While in North Carolina, I learned how to drive on a racetrack at Virginia International Raceways. It is a fantastic racetrack, one that you all should drive if you get a chance. It was after my very first track day that I decided that my ultimate goal was to become an instructor, one that was eventually realized. I have been involved in the operation of the chapter and serve as both a contributor and editor for the *Zündfolge*. I will continue to write the Motorsport Column and cover various events. Another member and I have a friendly competition to see who can have the most *Zündfolge* cover shots!

We will be relying very heavily on getting current information to all members by using the ATS, Around the Sound, an electronic notification system. It is important that you make sure that BMW CCA National has your correct email address, as this is what we use to distribute information via ATS. Some members have told us that their ATS messages wind up in the spam folder. Check your email setting for ATS notification. In the coming years, we will be changing the format and content of the

*Zündfolge*. Our plan is to use the ATS as the primary mechanism to announce events and provide BMW-related articles. 2016 is an important year, as it will mark the 100th year of BMW operation as a company. We will be planning special events during 2016 to celebrate the BMW marque centennial.

The future strength of the Puget Sound Chapter depends on member participation at all levels, not only track days, but taking advantage of the events advertised in the ATS.

We value constructive input from all members. If you have suggestions on how to make the Club better, please let me know. Better yet, participate in the process. Come to a board meeting and meet the members who devote their time to keep the Chapter going. Remember, the board is comprised of a group of volunteers, all with full-time jobs. The events that you see advertised in the *Zündfolge* and ATS are the result of a board member taking the time to organize and facilitate the event. So, check your ATS messages and the *Zündfolge* for coming events!

Happy Holidays and Best Wishes for 2015!

Steve Libby  
President and Instructor

## Thank you de-Anna!



Photo by Jeff Butler.

ON NOVEMBER 19, DE-ANNA MARTIN PRESIDED over her last Puget Sound Chapter of the BMW CCA board meeting.

Her last meeting as President was held at the Bellevue Brew-house. The board presented her with a nice three-bottle wine set from Château Ste. Michelle for her tireless efforts. de-Anna instituted new changes in the way electronic communication is organized within the Chapter and the ATS (Around the Sound). We thank her for the countless hours working for the Chapter. de-Anna will remain on the board as Past-President and play an active role in the Membership position.



**ON THE COVER:**  
The BMW Vision Future Luxury concept car probably gives us a peek into the next 7 Series.

BMW Press

Saturday, January 24

## BMW CCA Puget Sound Region Mid-Winter Social

JOIN CLUB MEMBERS for a social get-together on Saturday, January 24 at the Acme Tavern in Tacoma from 2:00 pm to 5:00 pm. The social is open to all members and their guests, 21 years of age and over. This is a great time for members in the South Puget Sound area to meet and greet. The Acme serves sixteen draft beers and cocktails. Light appetizers will be provided by the Club. The Acme has a large projector screen, which will allow us to view BMW-themed videos. If you have a favorite video to share bring it with you—the more the merrier. There is plenty of parking on the street. RSVP to treasurer@bmwpugetsound.com so we can plan accordingly.



**Acme Tavern**  
1310 Tacoma Ave S  
Tacoma, WA 98402

### DIRECTIONS TO THE ACME TAVERN:

#### From North via I-5:

- Take exit 133 for I-705 N/SR-7 S toward City Center.
- Keep right to continue toward I-705 N.
- Keep left; follow signs for Interstate 705 N/City Center. Continue onto I-705 N.
- Take the A St exit on the left toward City Center.
- Keep left at the fork; follow signs for S.15 Street/Pacific Avenue.
- Cross over Pacific Ave continue onto S 15th St.
- Turn right onto Tacoma Ave S.

*Acme Tavern will be on the left.*

#### From South via I-5:

- Take exit 132 for S 38th St.
- Keep left; follow signs for Washington 16 W/Gig Harbor/Bremerton.
- Keep right at the fork; follow signs for Interstate 705 N/SR-7 S.
- Keep left; follow signs for City Center. Continue onto I-705 N.
- Take the A St exit on the left toward City Center.
- Keep left at the fork; follow signs for S.15 St/Pacific Avenue.
- Cross over Pacific Ave continue onto S 15th St.
- Turn right onto Tacoma Ave S

*Acme Tavern will be on the left.*

#### Bremerton/Port Orchard/Gig Harbor via SR-16:

- Take the Sprague Ave exit.
- Turn left onto S Sprague Ave.
- Turn right onto S 19th St.
- Turn left onto Tacoma Ave S.

*Acme Tavern will be on the left.*

## End of Year Club Lunch at the Triple XXX Root Beer Drive In!

Tuesday, December 30 – 11:45-ish

JOIN FELLOW CLUB MEMBERS for an informal lunch at the auto friendly Triple XXX Drive-In just off I-90 in Issaquah. The restaurant is full of auto memorabilia. We'll gather in their "back room" to eat. Eat healthy the day before, so you can indulge in one of their many burger offerings! We'll have some raffle prizes, including some \$50 Chevron Gas Cards to give away! A great way to close out the year. *Note: They don't take credit cards. Cash or personal checks only!*

Lance Richert  
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Driver of #35 PRO3





# i Car Tech Session at BMW Seattle

Sunday, February 8

JOIN US AT BMW SEATTLE on Sunday, February 8 (10 am to noon), for a special members-only insider look at the new i3 technology! The service department's factory-trained technicians will provide an in-depth overview of this exciting new all-electric model. Although not yet confirmed at the time of writing, rumor has it there may also be a presentation of the stunning new i8.

Test drives of the i3 will be available at the event. You must sign up in advance as space is limited! Be sure to bring a valid driver's license and proof of insurance.

RSVP is requested so we can manage quantities of snacks and refreshments, but if you would like a test drive, an RSVP is required. To RSVP, email Jeff Butler at [jeff@hauryscollision.com](mailto:jeff@hauryscollision.com) and specify if you would like to sign up for a test drive.

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Photo by BMW Press.

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# Peter Gleeson Collection

Saturday, February 21

On Saturday, February 21, we will have an opportunity to visit Peter Gleeson's private car collection. It has been almost two years since our last visit and much has changed. Peter is always actively improving the collection. So while there will be a few you may have seen before, there will definitely be some interesting new additions.

Peter has quickly assembled the best BMW collection in the Pacific Northwest, perhaps the best in the Western Hemisphere. We are fortunate that Peter is local and he is very generous about sharing his love of BMWs with us.

The other thing that has changed about Peter's collection is the location. If you joined us in April 2013 at the location just off Aurora, that's not where we are going this time. The address is not going to be disclosed per Mr. Gleeson's request. If you wish to attend, you need to meet us between 9:30 and 9:45 am at the parking lot under the Alderwood Mall Cinema. This is a large multi-screen AMC Loews theater, located in the southwest corner of Alderwood Mall. At 10:00 am, the assembled group will then be guided to the event location. If you are late to the parking lot, you will not be able to attend. There will be only one departure time.

The Club will provide coffee and treats at the event. There is no charge and pre-registration is not required. However, every person attending must sign in for security reasons. We need to have a record of every person attending. The tour will last until noon.

David Lightfoot  
dlightfoot@comcast.net



Photos by Steve Libby.



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# MOTOR SPORTS



## Happy 2015!

WE HOPE YOUR HOLIDAYS WERE GREAT and all of the upgrades for your BMW appeared! If not, then there is still time to get all of the bits for the upcoming driving season. We have five events planned for 2015, four at Pacific Raceways and one at The Ridge Motorsport Park. Both High Performance Driving Education and Car Control Clinics will be held at Pacific Raceways. Only the HPDE will be held at the Ridge due to the configuration of the paddock. Last year, we had bright sunshine for all five events. Rick Gulstrom assures me that this will happen for the 2015 driving season! Here are dates

### Pacific Raceways

May 29, Friday HPDE and CCC  
June 26, Friday HPDE and CCC  
July 17, Friday HPDE and CCC  
August 14, Friday HPDE and CCC

### The Ridge

September 13, Sunday HPDE only



Photo by Steve Libby.

Remember, participation in a Car Control Clinic allows you to move up to a HPDE event! As always, registration for the events is done through Motorsportreg.com. The annual inspection form can be found on the website under "Track." Look for this section of the BMW CCA Puget Sound Region

website to change in the coming year. We will be sending out notices via ATS (Around the Sound) as the time gets closer to each event. Also, additional articles regarding car and driver preparation will be coming by ATS, so stay tuned.

The driving events listed above cannot occur without the dedication of a lot of people. The cadre of instructors donates their time to impart the same enthusiasm and love for driving to the participants. Rick Gulstrom and Tom Olsson keep the entire operation running smoothly and herd the instructors. Finally, this program could not operate in the organized manner it does without the effort of Dana Lantz, our Track Registrar. Dana is the first person you see at the gate in the morning, making sure you are checked in and ready to drive. She even gets to have some seat time during the day! Thank you Dana!

See you at the Track!

*Steve Libby, President and Instructor*

*Rick Gulstrom, Driving Events*

*Coordinator and Instructor*

*Dana Lantz, Track Registrar*

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# Driving in the Real World: New Year's Resolution: Drive Better!

FOR MANY PEOPLE, the beginning of a year often means a chance to start anew, to improve a longstanding issue of some sort. Losing weight and improving fitness are the most common resolutions, but some people decide they need to save more money, quit smoking, reduce stress, or get a better job.

Now that New Year's is almost here, what will you resolve to do? How about driving smarter?

Consider this: Driving is an activity that many of us do almost every day. And like everything that we do almost every day, we do it so much that we don't think about how we do it anymore (unless someone cuts us off or we have a near-accident). But unlike brushing your teeth or answering email, the consequences of not driving well can be annoying, dangerous or deadly.

Driving well means driving smarter. It means being careful, looking far ahead, anticipating and planning, and sharing well with others. It means being aware, paying attention, and staying focused. It means driving smoothly and steadily even through the most challenging conditions. It means knowing how to use technology to help you travel efficiently and safely—and when to ignore it.

Most of us think we drive really well. According to cognitive research studies, exactly 80 percent of us, in fact, believe we are above-average drivers. And 999 times we drive somewhere, we don't get into an accident, or even close to it. So we're good drivers, right?

But when was the last time you were out driving and something took you by surprise? A pedestrian stepping out from behind a parked car? A motorcycle in your blind spot? A vehicle



that was entering the same lane you were changing to on the highway? An invisible patch of ice on an onramp? A red stoplight on a busy downtown street that wasn't visible until you were already in the intersection? Another vehicle tailgating you?

If you were surprised or startled by any of these, it means there's room for improvement. Over 90 percent of vehicular accidents are completely avoidable. An "accident" should mean a freak happening, such as a tree falling down on your car during a windstorm. Everything else is irrelevant—and preventable.

How many of us have bad habits, both big and small? For instance, do you always stop fully behind the first line of a crosswalk? Are you lazy about turning your head before changing lanes? Do you ever start to change lanes just as you're signaling rather than before? Do you always look both ways at intersections for red light runners? Do you do a complete 360-degree check before you back out of a parking spot, not just when you are already starting to move? (And really, for maximum safety, you should be backing into your parking spots, not driving in.)

Driving smarter also means being completely honest with yourself about your abilities, personality, intent, and execution. Most of us aren't.

The rewards of driving smarter are huge. Safety is the obvious benefit; no one wants to be in a crash or risk being injured or killed. Or worse yet, do that to someone else. But aside from that, driving smarter means you'll be less frustrated and scared by traffic and others around you. That means you'll be less stressed, and you'll likely even save some time, because you know how to drive more efficiently. And when you drive smarter to your destination, you'll have that secret inner satisfaction of having executed a job well done in a world that you yourself have made that less risky.

It's not just for behind the wheel, either. The mental and physical skills to drive smarter directly improve just about everything else you do—looking far ahead, being aware of what's going on around you, and focusing not on the mistake that just happened, but how to avoid repeating it in the future.

So try it—take a refresher course from a good driving school, join an auto club that offers car control clinics (*we do—Editor*), research the Web for driving techniques (including this blog), or get one-on-one training with a professional driving instructor. Or take a single bad driving habit you have, and work deliberately on replacing it with a better one.

Driving well, really well, takes practice. Lots of it. But most of us drive everyday. What a great opportunity to get better throughout the year.

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## The PRO3 Line



### End of Year Awards!

WE ARE ROUGHLY IN THE MIDWAY POINT between the end of the 2014 ICSCC PRO3 season and the start of the 2015 season, but that doesn't mean there's no racing happening!

As I write this, several northwest race teams are traveling south to Thunderhill Raceway to participate in the 25-Hours of Thunderhill; still the longest endurance race in North America. Our Northwest teams have historically performed very well at this event and we expect that same streak to continue. Although there will be fewer PRO3-prepped cars in this event, the grid will be spotted throughout with PRO3 drivers manning the wheel of a few Spec E46 cars as well as Eric Bloise's ETA E30. We wish all of our fellow drivers the best of luck and know they will represent us well!

Those of us left behind to prepare for the upcoming season have some work to do! With the season ended, there's plenty of maintenance and rebuilding to happen throughout the PRO3 ranks. For the majority, it's merely changing the fluids and putting the car up for the winter. For a few other racers, though, this offseason is busy with repairing severe body damage and in some cases, replacing an entire car. That's never a good thing, but our drivers do tackle such endeavors with the attitude that such a dramatic change is also the best time to make improvements to the car.

There is also the matter of some end-of-season business items to manage. PRO3, through the efforts of Lance Richert, has a very active sponsorship program of both national and local vendors who have chosen to help support PRO3 through a contingency sponsorship program.

Our title sponsor is BMW Northwest out of Tacoma ([www.bmwnorthwest.com](http://www.bmwnorthwest.com)). You may have spotted their windshield banner proudly displayed on just about every PRO3 car on the grid as this was

their second year of sponsoring our class. BMW Northwest took an interest in PRO3 beyond just helping us drivers. Chris Busch, General Manager, went a step further and built his own PRO3 car. He completed two of his three Novice races this season and is looking forward to finishing his third race in April when the season starts up again. Although his participation as a racer is separate from his position as a sponsor, we are pleased to have the chance to race with one of our supporters!

BMW Northwest worked with our group to come up with the best formula to reward our drivers for their racing and promotion of the dealership. The top 10 finishers for the season all earned a \$500 check. Now, who doesn't appreciate that kind of support! BMW Northwest then offered up an additional twenty checks of \$250 each to be given out to the remaining, eligible PRO3 drivers through random drawing. Believe me, this is a very welcomed prize to receive in Club racing!

On Sunday, November 16, about a dozen PRO3 drivers attended the live drawing at the newly-remodeled dealership in Tacoma to see who would take home the prizes. We sincerely thank BMW Northwest for their continued support!

Toyo Tires remains an important sponsor of the PRO3 class through a staggered award program of Toyo Bucks. These certificates ranging in amounts of \$85 to \$600 (depending on number of cars entered) are awarded to two drivers per PRO3 race through a random drawing. The Toyo Bucks may be redeemed at Toyo Tire dealers for RA1s or RR race tires (the PRO3 spec tire). When you're constantly buying new tires, every bit helps to offset that cost!

Vendor-sponsors including Griot's Garage, Bimmerworld, and 425 Motorsports participate throughout the season by donating gift cards to the participants of selected races. These

prizes are awarded by a raffle drawing, whereby a driver must at least take the green flag of a PRO3 race to be eligible for the drawing. This has worked very well over the years to help "spread the wealth," so to speak, throughout the entire grid. The last place finisher (or even the DNF) has an equal chance of winning as the top five finishers.

Accurate Engines of Lynnwood was once again onboard with PRO3 as a primary sponsor with the very generous donation of a complete PRO3-legal engine rebuild of an M20B25. Given the value of this prize (roughly \$5,000) we chose to take into account a driver's participation over the course of the season rather than a one-time shot. Each PRO3 race entry generates one entry into the drawing. At the end of the season, we fill out our entry forms and tally up how many races we entered and that identifies how many engine raffle entries we earned. Congratulations to Bob Mearns (PRO3 #161 and Race Steward) for being the lucky devil who won the engine this year!

Other sponsors of our class—ProFormance Racing School, Project X Graphics, and Carb Connection—are considered performance partners and help our drivers throughout the year with specials geared towards PRO3 drivers and car owners. We appreciate everything these companies do for us and would like everyone to support them in return!

All of PRO3 wishes to thank everyone who has come out to watch us race, help turn a wrench, or just watch with interest this season and we look forward to putting on a good show next year!

*Michael Olsen is a BMW CCA*

*Club member and drives the*

*Spirit Halloween Superstores PRO3 car #130 in local ICSCC competition racing*

*rickshaw\_racing@yahoo.com*

*[www.pro3-racing.com](http://www.pro3-racing.com)*



# Free 2015 PRO3 Calendars

THE BMW PRO3 GROUP is again providing free PRO3 wall calendars locally to Puget Sound Region Club members, a \$12 value to the rest of the country. To get your free copy, visit one of the following listed businesses that have agreed to serve as distribution points for the calendar. Use your favorite search engine to get their business addresses. Distribution is already under way!



Enjoy twelve colorful months of BMW PRO3 action racing at tracks around the Pacific Northwest, this year with additional rainy racing! Additional support has been provided by the Puget Sound BMW Club, 425 Motorsports, DynaSport, Accurate Engines and Haury's Lake City Collision.

This high quality calendar features PRO3 images shot through the lens of local photographers and designed by Club member Matt Ferbach. For those that own the 2014 calendar, this one is ten times better!

Calendars are also available for sale for \$12 each, visit [www.PRO3-Racing.com](http://www.PRO3-Racing.com) for ordering details.

*Lance Richert, PRO3 #35, [Lance@Richernet.com](mailto:Lance@Richernet.com)*

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## BMW Vision Future Luxury



THE BMW VISION FUTURE LUXURY furnishes a long-term outlook on the perception of modern luxury for the BMW brand. It stands for a forward-looking fusion of exclusivity and innovation, for a driving experience that is at once emotional and exclusive. All this is conveyed through the outstanding exterior and interior design of the BMW Vision Future Luxury along with its innovative technology, a pioneering lightweight engineering concept and a seamlessly integrated user interface and driving experience that caters optimally to the needs of all occupants.

“Innovative technology and modern luxury have always been an important part of BMW’s brand DNA,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “We use visionary concept vehicles like the BMW Vision Future Luxury to show where we may be going with these themes in the future, and to give us new inspiration and motivation. The BMW Vision Future Luxury—with its innovative technologies and with meticulous precision and quality in every detail—takes our thinking on modern luxury a logical stage further.”

### Heralding a new approach—the design.

“The design of the BMW Vision Future Luxury is the messenger of our philosophy of modern luxury, one in which innovative technologies play a key and vital role. These innovations deliver a new, multifaceted luxury



experience that spans intelligent lightweight engineering, innovative interior design and a radically new user interface design,” says Karim Habib, Head of BMW Design, summing up the design approach to the BMW Vision Future Luxury.



This approach is particularly tangible in the interior. Throughout, the design expresses both form and function of the innovative technologies. For example, the intelligent lightweight engineering concept of the BMW Vision Future Luxury is expressed in the design principle of subtractive modelling. That is to say, the specific geometry and functions of an individual component are created from one and the same layered composite structure, comprising many different levels and materials. An initial base layer of fine carbon fabric is followed by a functional level featuring user interface components, control and display interfaces and lighting functions, which in turn is followed by a further structural, load-bearing layer of aluminum for additional strength. Finally, the top layers comprise wood, then leather, to create a warm and comfortable ambience. In a given area of the interior, the multi-layer structure is “milled down” to the appropriate depth depending on what surface material and what function is

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required. Since the interior geometry is therefore always pared down to essentials, this cuts total weight substantially. This treatment also makes for virtually seamless transitions and very elegant, fluid surfaces.

The unrivalled characteristics of carbon as a material—both individually and in combination with its surrounding materials—are optimally utilized in this rigorous lightweight design concept. The carbon underlying layer is visible in the doors, under the seats and especially in the innovative, pared-down B-pillar. A full B-pillar as used in the past is dispensed with. The carbon construction allows the seat frames to be integrated

into the load-bearing structure. There are also connections to the door sills and center console, which means only a very small and unobtrusive B-pillar is required. The BMW Vision Future Luxury's wide-opening coach doors would not have been possible without this new carbon B-pillar solution.

#### **New-style user interface design and exclusive BMW ConnectedDrive services.**

In the driver's and front passenger's area, precisely defined lines and surfaces create a sense of exclusive dynamism. The design of the instrument panel closely complements the design of the displays themselves. The driver is surrounded by a wrap-around cluster of three intermeshing displays, creating the typical BMW driver-centric cockpit. The three-dimensional display technology means that at the visual level the instrument panel styling appears to carry over into the displays themselves. In other words, to the eye the interior space seems to continue into the solid structures of the instrument panel, generating an impression of unprecedented depth and spaciousness.

a special emotional appeal that would be beyond the capabilities of a computer. The effect is further enhanced by the Liquid Platinum Bronze exterior paintwork, which generates a warm, shimmering effect. An exclusive flourish at the side of the vehicle is the side mirror, which appears to grow organically out of the chrome window trim. Designed as a visual continuation of the chrome trim, its slender stalk is attached to the mirror from below, giving it a graceful and effortless appearance, almost as if it were hovering in mid-air.



#### **BMW EfficientDynamics: honed aerodynamics and intelligent lightweight engineering.**

The exterior design perfectly showcases the advanced aerodynamics and innovative lightweight engineering of the BMW Vision Future Luxury. The coupé-style roofline and sloping boot lid, for example, significantly reduce drag. Underlying the tautly sculpted exterior surfaces, equally refined solutions provide optimal channeling of the airflow. They include the Air Breather system at the rear of the front wheel arch, a C-pillar with internal air channeling, and openings in the rear apron which vent air from the wheel arches. An elegant carbon strip in the door sill area alludes discreetly to the innovative lightweight engineering concept based on aluminum and carbon. Both these lightweight materials are used in the vehicle in exactly the right places to achieve maximum effect—both individually and in tandem.

*BMW Press Release*



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# BMW Spotter's Guide

By David Lightfoot

## Overview

SO IT'S COME TO THIS THEN. BMW model proliferation has become so great that even those of us who consider ourselves BMW enthusiasts can't keep track of all the vehicles on offer from Munich. I've heard that dealerships don't have enough room to stock one of each model. This doesn't even count all the engine and transmission variations or the X Line, M Line, quasi-M Line, whatever... But out there, out among your 'normal' friends, you are considered the BMW authority. You are supposed to know what the elves in Munich are offering. You should be able to spout E/F numbers without hesitation because you are the BMW Guy or Gal.

Not to worry. We've got your backs. Herewith is a Spotter's Guide to all the BMWs currently offered and what we are likely to see offered in the near future. Keep this handy and your reputation will remain intact.

## Model Designations

BMW's model naming strategy recently changed. Odd-numbered model ranges—1, 3, 5, 7—are supposed to designate sedans and tourings (station wagons in BMW-speak). Even numbered model ranges—2, 4, 6—are supposed to be for coupes, convertibles and sportier cars. Of course, no sooner had BMW laid down this new scheme than they started breaking their own rules.

So we have the 4 Series Gran Coupe, which has four doors. Likewise, we have the 6 Series Gran Coupe. And the new Active Tourer, a small, sporty minivan, which should be part of the 1 Series range, is called a 2 Series.

The second two digits in the model names have long since ceased to indicate the displacement of the engine. Those digits are hierarchical—the power goes up from a 320 to a 328 to a 335 to an M3. For example, the 320 and 328 are both 2.0-liter fours. The 335 and M3 are both 3.0-liter sixes. But there are four tiers of horsepower, performance and, of course, price. It seems that these days displacement is of less importance than software, turbochargers, smoke and mirrors.

I've been a keen student of BMW for decades and I think the reason for the illogic in the numbering schemes has to do with an increased influence in the company by the marketers. In the effort to sell ever more cars, the marketing department's influence has grown. This leaves us with some situations that don't make sense in terms of history. For many of us, BMW's logical approach was part of the appeal and this market-driven, history-be-damned approach, isn't very appealing. Oh, well.

## Project Numbers

For long-term BMW enthusiasts, you know that we always speak in terms of the project numbers rather than model numbers. Rather than refer to a '320i' we say E21, E30, E36, E46 or whatever. Or we might say 'E21 320i.' It is really easier to understand once you get to know the project numbers. Traditionally these have been E numbers, such as E28, E53, et al. When the E numbers ran out, BMW started using F numbers and now G numbers are being used internally for vehicle development although we haven't yet seen any G numbered vehicles for sale.

## 2 Series

There are currently no 1 Series cars sold in the U.S. Europeans can still buy the 1 Series 5-door and the 3-door. Some members have complained that we can't get the 3 and 5-door 1 Series. But I've seen these cars in Europe, even drove one, and I think they are the ugliest little mutts BMW makes. I don't think they would sell well in the U.S. The third generation 1 Series will be launched in 2017. Time will tell if this Series is sold in the U.S.

The 2 Series currently consists of only one body style, the F22, sold here and all over the world. The F23 cabriolet is coming, with a fabric roof, in early 2015. The world debut was at the Paris Auto Show in October 2014. The M235i, known



**F22 2 Series Coupe**



**F22M M235i**



**F23 2 Series Convertible**



**F45 2 Series Active Tourer**

All photos this article by BMW Press.



as the F22M, has been extremely well received by the press and customers. While not yet announced officially, the M2 is coming in early 2016 and will be designated the F87.

The F45 2 Series Active Tourer is for sale in other parts of the world currently but not here in the U.S. BMW of North America marketers have been trying to figure out how to sell a minivan-like BMW with a 3-cylinder engine and front-wheel drive without diluting the brand. It seems they couldn't solve that puzzle and have announced the Active Tourer will not be sold in the U.S.

### 3 Series

The current 3 Series consists of sedans, wagons and 'Gran Turismos' or GTs. The sedan is the F30, the wagon (touring) is the F31 and the GT is the F34. The F30 was introduced in October 2011 and was first sold in the U.S. in in early 2012. The Touring and GT followed later. The GT is longer than the sedan or wagon and based on a long wheelbase version of the 3 Series that is exclusive to China. The Chinese LWB version is the F35. The current M3 sedan is known as the F80. Previous M Cars did not get their own project number but they do now. There is also an ActiveHybrid 3 which is a version of the 335i sedan with an electric motor and lithium-ion battery pack.



**F30 3 Series Sedan**



**F31 3 Series Wagon**



**F34 3 Series GT**



**F80 M3 Sedan**

### 4 Series

The 3 Series coupe has now become the 4 Series and is designated the F32. The convertible version is F33 and the Gran Coupe, a four-door with coupe-like lines, is the F36. The 4 Series Coupe debuted at the Frankfurt Show in September 2013, so it is early in the typical seven-year product cycle used by BMW. The M4 coupe is called the F82 and the M4 Convertible is the F83. There is no M version of the 4 Series Gran Coupe, at least not yet.



**F32 4 Series Coupe**



**F33 4 Series Convertible**



**F36 4 Series Gran Coupe**

*Continued on page 16*



**F82 M4 Coupe**



**F83 M4 Convertible**

### 5 Series

The F10 5 Series sedan debuted in November 2009 as a 2010 model. It is the sixth generation of the 5 Series. The Touring version of the current 5 Series is the F11 but it is not sold in the U.S. What is sold here is the 5 Series Gran Turismo or GT. It is the F07. There is a long wheelbase version of the 5 Series, known as the F18, which is sold in China and Mexico.

The M5 version of the 5 Series sedan does not have its own project number as that practice is quite new. The F07/10/11 will be with us through the 2015 or 2016 model year. There is an ActiveHybrid 5 version that is rarely seen. The replacement 5 Series is the G30, which we will probably see in 2016. The Touring version is G31.



**F07 5 Series GT**



**F10 5 Series Sedan**



**F10M M5**



**F11 5 Series Touring**

### 6 Series

The current 6 Series consists of the F12 coupe, the F13 convertible and the F14 Gran Coupe. The coupe and convertible were first seen as 2012 models, so they are midway through their seven-year cycles. All three body styles are offered as M6s but they do not have separate project numbers.



**F12 6 Series Coupe**



**F13 6 Series Coupe**





**F14 6 Series Gran Coupe**

## 7 Series

The first of the F series of project numbers was the 7 Series, which appeared in model year 2009. The short wheelbase sedan is the F01 while the long wheelbase version is the F02. The Protection model, a lightly armored version, is the F03 while the seldom seen ActiveHybrid 7 is the F04.

The last year for this generation of 7 Series will be 2015. The G11/12 7 Series will probably be seen at the September 2015 Frankfurt Auto Show and be put on sale shortly after that as a 2016 model. As BMW's flagship, the 7 Series will introduce the use of carbon fiber parts in mainstream BMWs. The technology from the i cars will start to transfer to the traditional BMW lines. The point is, of course, weight reduction.



**F02 7 Series Sedan**

## X Vehicles

BMW has had tremendous success with its X vehicles. Americans and others just can't get enough of SUVs. Or, as BMW calls theirs, Sports Activity Vehicles. The range now spans from X1 to the announced X7, with the only gap being the lack of an X2. That gap will be plugged soon.

All the X vehicles are considered light trucks in the U.S. with the exception of the X1, which is considered a passenger car. The X1 is also the only X vehicle not built in the Spartanburg, S.C. plant. The E84 X1 will see its last year of production in 2015. The second generation X1 will appear in 2016 and will be based on the UKL architecture (see sidebar on page 19). This second generation X1 is the F48. There will be an X2 version that follows.

The current F25 is the second generation of the X3. It is built in Spartanburg and has been available since the 2011 model year. A sloping back version of the X3 is called the F26 X4. The X4 is basically the same vehicle as the X3 but a little sportier and less functional. The X4 became available last summer.

The current generation of the super successful X5 is the F15. The X5 has built this niche and is now in its third generation which debuted with model year 2014. The F16 X6 soon followed with a sloping roof line and a somewhat sportier demeanor. This is the second generation of the X6. While the X6 is often criticized as being heavy, expensive and ugly, consumers seem to disagree. The first generation X6 sold over 250,000. Sales were especially heavy in fashion-conscious areas such as California, Florida and Italy. So what do the detractors know? The X6 comes in an M version, known as the X6 M and coded F86. Just recently introduced, we'll see it and the F85 X5 M for sale in 2015.

BMW has officially announced the X7 BMW and it will be built in Spartanburg. The annual capacity for Spartanburg is being expanded to 450,000, making it BMW's largest production facility. The X7 will be BMW's biggest SAV. And this despite the X5 already being available with a third row of seating. The X7 will see the light of day in 2017. Expect something the size of an Escalade with a price well over \$100,000. Pimp Mein Bimmer.



**E84 X1**



**F25 X3**



**F15 X5**

*Continued on page 18*



**F16 X6**



**F26 X4**



**F85 X5M and F86 X6M.**

## **E89 Z4**

The beautiful but poorly selling E89 Z4 is the only Z car currently in production. Given the poor sales, let's hope that BMW doesn't give up on roadsters. A joint venture with Toyota is supposed to result in future sports cars from each company. The Z4's successor is likely to be the BMW version. Rumor has it that it will be named Z5, which should screw up BMW's naming conventions even more than they already are. Expect the new Z4/Z5 or whatever it is called in 2018.



**E89 Z4**

## **i Vehicles**

The new BMW i3 and i8 make up a new sub-brand within BMW. So far it includes only the i3 and i8 but it is sure to grow. The rumor is that the next model will be the i5, which is sort of amusing for us living on the West Coast. "I'm driving my i5 down I-5." Never mind. We'll probably see the i5 in about 2017, although it may be sooner based on the success of the i3 and i8.

The i3 can be purchased in the pure electric version or with a gas 'range extender.' The range extender version is known as the i3 Rex. I would have preferred i3 RAM—Range Anxiety Mitigator, but they're not listening to me. The i8 comes in just one version—Awesome.

The 'i' in the model names stands for innovation. These vehicles also have, of course, project names within BMW. If the E/F/G project numbers are driving you crazy, you might want to sit down here, take a few deep breaths and pour yourself an adult beverage before proceeding. Or, this being Washington, you might get out your pipe and smoke it with your favorite legal-in-Washington substance.

Okay, feeling relaxed? The project numbers for the 'i' or innovation cars start with 'I,' that is, a capital I rather than a lowercase i, which are used for the marketing names. The i3 is the first project and is known as the I1. Really. Thus, going forward, when there is a second generation i3, will we refer back to the original as the I1 i3. Got that? It gets worse. The i8 has a project number of I12. Yep, it is the I12 i8. I2 through I11 are other projects that may or may not ever reach production. We may see some of them and there are others which will likely never see the light of day.



**I1 i3**



**I12 i8 Sports Car**



# Two Platforms to Underpin Almost All BMWs and Minis

BMW WILL SELL over two million vehicles in 2014 for the first time. The goal, set years ago, was to reach this benchmark by 2016, BMW's centenary. But the goal was reached two years early.

Why two million? First, because it is a nice round number that was within reach. Second, because the widely held belief in the automobile industry has been that no manufacturer could exist long-term without having sales of at least two millions vehicles. Less than this and the economies of scale couldn't be achieved to provide for a competitive, sustainable business.

Of course, having reached this benchmark, BMW can't stand still. Their competitors aren't standing still and there is a widespread belief that there will be a lot of consolidation amongst automakers with, perhaps, no more than a half dozen surviving. Currently there are over 50 car manufacturers worldwide and BMW is the fourteenth largest.

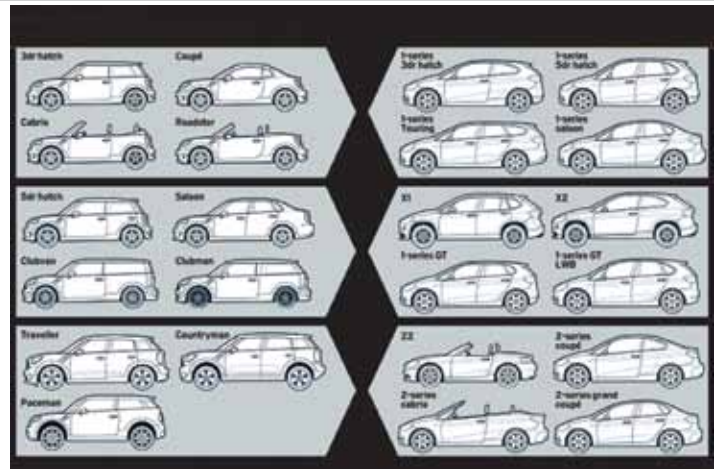
To save costs, most manufacturers are reducing the number of vehicle platforms they build. "Platform" is the term that is used since "chassis" is an archaic term in a

world filled with unibody cars. What exactly is an automotive platform? It's a shared set of design, engineering and product components that are used in a number of outwardly different vehicles. Often a platform is defined by something such as the distance from the H point (hip of the driver) to the front axle. The cost savings come from shared components and standardization of production processes.

Going forward, all BMWs and Minis will be built on one of two platforms. The first platform is called UKL and the other is called 35up.

UKL stands for "unter klasse" or entry level in English. This platform will be for smaller, front-drive vehicles. UKL-based vehicles will include all Minis and the BMW 1 Series and 2 Series. The 35up platform means "3, 5 Series and up" vehicles. This platform is for larger, rear-drive vehicles.

The one potential exception in this plan lies with the 2 Series. There will probably be a split with the 2 Series Active Tourer and Gran Turismo being front-drive and using the UKL platform while the 2 Series Coupe and Convertible could be rear-



With our schedule of only six print *Zündfolges* per year, the Club is focusing more on communication with our members through electronic means. Here are two media you don't want to miss.

#### Chapter Website

With less room for articles in *Zündfolges* each year, we have begun publishing occasional feature articles directly to the chapter website. These are articles that will never be seen in print. The second of these is titled, "23 Winter Driving Tips They Don't Tell You About" and comes from Mi Ae Lipe, a new *Zündfolge* contributor you've gotten to know through her column, "Driving in the Real World." Mi provides a very thorough, timely and sound guide to driving in winter conditions.

*David Lightfoot*  
Editor-in-Chief

#### Around The Sound E-Newsletters

In between bimonthly publication of the paper *Zündfolge*, the Club is delivering our own e-newsletter called "Around the Sound" (ATS). On average we send out two ATS per month, more in the busy summer months. They promote upcoming Club events, and provide reminders about other BMW Club related topics. The ATS occasionally augments *Zündfolge* stories with additional content like a video. So it's always worth poking around each ATS to see what your BMW Club is up to!

If you have not been receiving the ATS e-newsletters and wish to, check to make sure the BMW CCA national office has your email information up-to-date. The national office provides us with a list of current members and their contact info each month. We use those emails to make the broadcasts of Around the Sound!

*Lance Richert, Editor*  
*Around The Sound e-newsletter*  
*Lance@Richertnet.com*

Come see the latest  
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The image shows the interior of the BMW of Bellevue store. In the foreground, there are racks of clothing, including jackets and shirts, and various accessories like bags and scarves. In the background, there are glass display cases filled with small items, a counter area with a sign that says "Cashier", and a section labeled "Parts" with several BMW wheels on display. The store has a modern, clean look with white walls and track lighting.

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