



SEPTEMBER 2010

Zündfolge

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



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September 2010

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Boilerplate

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KALENDER

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: 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. Club contact for this event is 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. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

October 13

Volunteer Appreciation Party: Wednesday, October 13, from 6 to 9 p.m. at Lombardi's, 695 N.W. Gilman Blvd., Issaquah 98027 (www.lombardisitalian.com). Please RSVP to Jeff Butler at jeff@hauryscollision.com.

October 28

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.

Patronize Our Advertisers!

FROM THE
EDITOR

- All contributions and correspondence with the *Zündfolge* staff need to be sent to Lucetta Lightfoot, the *Zündfolge* editor, at lucettalightfoot@msn.com. Submit all photos as 350dpi tifs at 100% size. Submit text display ads as 800dpi tifs. Items submitted for publication will not be returned.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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THE SUNRIVER FESTIVAL OF CARS, presented by Sports Car Market, continues to build on its past successes. This year, we are taking the premier Northwest sports car show and kicking it up another notch.

The Festival is open to any interesting car of any marque, so long as it has a sporting component. We treasure the vintage cars, but we also love the modern cars. But above all, it's the people who make the event memorable with their easy camaraderie and eagerness to have maximum fun.

This year's center display will feature German cars, with a broad cross section of fine examples of the best from Porsche, Mercedes Benz, BMW, Audi and others. But the Germans will be flanked by the Italians, British, Americans and the rest of the world, preserving the multi-cultural nature of the Festival. The cars are all shown "display only," so you don't need to worry about spending two weeks cleaning your car for white-glove judging.

The show features a great selection of the shiny and colorful cars we all love, staged amid spectacular mountain scenery backdrops on the Meadows Driving Range at Sunriver Resort—after all, Sunriver put "sun" in its name for a reason. Make sure you bring a camera.

The various car clubs will be organizing their own dinner events on Friday night, following a short registration

reception. Check the Festival website, www.Sunriverfestivalofcars.com.

We are very fortunate this year to have Northwest recording artist Dan Balmer and his trio as the Festival Band, and they will play contemporary jazz (with an automotive twist, no doubt) throughout the show on Saturday. The Festival Banquet on Saturday evening, probably the most fun banquet you will ever attend, will start with a wine tasting and include a short charity auction.

The Festival ends Sunday with the famous Sunday Dash. After a hosted breakfast at Caldera Springs it's a two-hour romp through the countryside ending with a grand finale lunch at Brasada Ranch. But note, the roads we travel are small, so the Dash is limited to 75 cars. It's on a first-come basis, so register as early as you can to assure your spot.

You can choose either of two registration options. The full package (\$200) includes one car in the show, full family admission to the show, and two people for the Saturday banquet, Saturday breakfast, the Dash, and the Sunday lunch. If you can't do the entire weekend, you can enter your car in the show only, including admission for two, for \$50.

Details are available at the Festival website, www.Sunriverfestivalofcars.com. Don't miss it!

The Club contact for this event is Lucetta Lightfoot. Please contact her at lucettalightfoot@msn.com.

It's Party Time!

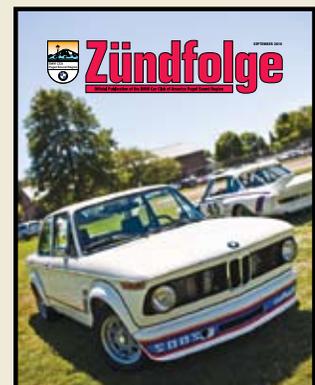
THERE IS A VOLUNTEER WORKERS PARTY at Lombardi's Neighborhood Italian in Issaquah. In appreciation of the many volunteers that continually support our Club with their gift of time and service for the benefit of others, the board of directors has unanimously approved a party to honor you!

If you have volunteered as an instructor or corner worker at a drivers education event, worked at the concours as support staff or as a judge, worked at the annual banquet, served on the *Zündfolge* staff, or any other volunteer activity, you are invited to this big bash.

The Club will host the venue and food (no host bar) at on Wednesday, October 13 at Lombardi's. The good times begin at 6 p.m. RSVP to Jeff@hauryscollision.com



Lombardi's Italian
695 N.W. Gilman Blvd.,
Issaquah, WA 98027
www.lombardisitalian.com



ON THE COVER

This month's cover features the beautifully restored, Concours winning 2002 turbo of Bryon Sandborn. For more great photos and Concours recap, see article starting on page 10.

Photo by Brad Bowen.

Photo by Chris Miller.



Michelle Miller on course in her MCoupe!

LADIES, HERE IS YOUR CHANCE TO experience time on the track first hand in a low-pressure, high-fun environment. Bremerton Sports Car Club (BSCC) is proud to bring you it's women's only autocross practice day on October 24 at Bremerton Motorsport Park. We have designed a day at the track with women in mind. Never been out before? Well this is the perfect opportunity. We will have all female instructors to guide you through the day and teach you the ins and outs of autocross. This particular event is not a competition, just a fun time in your car. Not only will you get better on the track with each run, you will also increase your skills for daily driving on the street and become a better, safer driver for it. No longer a novice? Well don't worry; we will be getting a ton of track time in while the guys work the course.

What is autocross? Autocross is a low to medium speed driving skill contest. Each car is separately timed



Kathy is ready to take off!

over a clearly defined forward moving course of slaloms, braking maneuvers, and obstacle avoidance. Primary emphasis is placed on driver skill along with car handling and maneuverability rather than raw power or straight-line performance. Speeds should not exceed typical highway speeds. Events occur on an unobstructed expanse of open pavement with orange safety cones defining the course. The low speed and "single car on course" aspects of the sport create a high level of safety for both car and driver.

Guys, we need you too! Want some free runs? Come out and help. We will need you to work the course, help with set-up, timing and grid so we can get lots of practice. In return you'll get free runs at lunch and the end of the day and the chance to watch women rocking it out there on the course. Been trying to get your girlfriend, wife, sister, daughter, mother, grandma, the girl at the coffee stand to join you at the track? This is

the perfect introduction to autocross for them. Talk to all the women in your life and invite them out. You never know, they might get hooked!

What You Need

A running car, with no leaks, no corded tires and a battery tie down. You do not need a racecar or modified car to participate. Vehicles range from Saturns to Volvos and BMWs to Loti. Sorry no trucks or SUVs unless you get permission from event chairs. Loaner helmets are available free of charge.

Cost

\$40 for all day. We will run two sessions and the \$40 entry fee covers both or just one if you can't stay for the whole day.

Registration

Please send an email to Michelle Miller at watchoutcones@clearwire.net with your name and vehicle information. You will get a reply with event details.

Questions

Contact Event Chairs Michelle Miller at watchoutcones@clearwire.net or Kathy Scrafford at kathyscrafford@gmail.com.

Event Format

Gates Open: 7 a.m.

Registration:

7:30-8:30 a.m. morning registration,
11:30 a.m.–12:30 p.m. afternoon registration. Cost is \$40 if you stay one session or both.

Onsite Tech: 7:45–8:45 a.m. and
11:45 a.m.–12:45 p.m.

Guided Course Walks and Ground

School: 8:45 a.m. and 12:45 p.m.

Drivers Meeting and Q&A: 9 a.m.
and 1 p.m.

Driving: 9:15 a.m.–12:15 p.m. and
1:15–3:30 p.m.

Volunteer Fun Runs: 12:15–1:15 p.m.
and 3:30 p.m.

More information can be found at www.bscc.net including a novice handbook and our 2010 rulebook. Looking forward to seeing you out at the track.

Michelle Miller
wearethemillers@clearwire.net

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MOTOR SPORTS



DEAR BMW CCA MEMBERS, Have you been aching to check out your BMW's performance and still keep your drivers license? Are you in need of your next "track fix?" Do you find your self dreaming about taking that freeway on ramp with no other cars on the road except you? Do you dream of going to the track to drive but think you need "the right car" before you do?

Come out to our High Performance Driving Education event or take the Car Control Clinic on August 12, 2010. Enjoy using your car like it's meant to be driven with some of the Northwest highest caliber driving instructors at your side.

Find more information and register at www.bmwpugetsound.motorsportreg.com and www.bmwpugetsound.com.

Car Control Clinic

Come experience the thrilling day at the track and practice the fundamentals of high performance driving skills. Run your car through the following drills: slalom course, emergency braking, collision avoidance, braking on a curve, skid pad, and handling oval. You will also get to make some laps on the race track with instructors during the lunch break of the HPDE lappers. Go out for rides on the race track with the instructors after the class. All this in a safe

environment at reasonable speeds with experienced instructors to guide the way. Get exposure to high performance driving events in your street car and become a safer driver.

Those Club members taking this CCC will get a \$36 discount on the September 16 HPDE and CCC our last track event of the 2010 year.

HPDE EVENT

(High Performance Driving Education)

Come out and enjoy a day at the track with fellow track junkies. Utilize our talented pool of instructors/driving coaches and drive your car in a safe controlled environment. Take a day off work and live a little.

The Club HPDE & CCC will take place on Thursday, August 12, 2010, at Pacific Race Ways in Kent. Lunch will be provided. Preregistration is a MUST so get your credit card and mouse clicking finger in gear today!

PRICE: HPDE is \$235, CCC is \$125

CCC students receive a voucher for a \$36 discount to the last BMW CCA HPDE event on September 16, 2010.

Rick Gulstrom, Track Event Coordinator

Jeff Butler, Tech Events Coordinator

2010 Driving Events Calendar

BMW CCA PSR Events

September

16 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

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
- 24** BSCC Ladies Autocross
- 31** PCA Skills Day in Bremerton
- 31** BMW CCBC Driver's Challenge/Pitt Meadows

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Club Elections

IT'S THAT TIME OF YEAR when we start working on the Club elections for the 2011 Board of Directors. According to our bylaws, a Nominating Committee is to be appointed by the August Board meeting. The committee for this year is Rob Barnett, Mike Ellis, David Lightfoot and Steve Questad.

The committee is soliciting members to serve on the board of directors for the 2011 calendar year. The elected positions include: President, Vice President, Secretary, Treasurer, Banquet Coordinator, Concours Coordinator, Membership Coordinator, Roster Manager, SIG Coordinator, Tech Events Coordinator and Tour Coordinator. To be eligible for president you must have been on the board for the immediately preceding two years. To be vice-president, secretary or treasurer, you must have been on the board for the immediately preceding year. The other positions are open to those who have been Club members in good standing for at least one year.

The four officer positions, President, Vice President, Secretary and Treasurer, have a two-year term limit. Everything else has no term limit.

If you would like to be involved in the administration of the Club, we always welcome volunteers. But this isn't simply a matter of coming to a board meeting once a month and voicing your opinion. The Club has no paid staff. That means everything that happens in this Club happens through the efforts of volunteers. In other words, board positions mean a commitment to work! That's not to say that involvement in Club administration isn't fun, it is. Most

Board members find their work on the Board and with the other board members to be enjoyable and rewarding.

Duties of the Elected Board Positions

President: Responsible for the overall operation of the Club. Leads board meetings and makes sure all the other board members are doing their jobs.

Vice President: Fills in when the president is unavailable. Also responsible for social events not assigned to other board members.

Secretary: Records the minutes of board meetings, keeper of Club records.

Treasurer: Responsible for the financial affairs of the Club including preparing financial statements, reports to national and the annual tax return.

Banquet Coordinator: Responsible for the Club's annual banquet.

Concours Coordinator: Responsible for all aspects of the Club's annual Concours d'Elegance in July.

Membership Coordinator: Handles mailings to new members and the recruitment of new members. Also picks up the mail at the Club post office box.

Roster Manager: Manages the Club's membership database in coordination with the national office. Provides mailing lists for *Zündfolge* and other mailings.

SIG Coordinator: The Board liaison with the various Special Interest Groups.

Tech Event Coordinator: Organizes or facilitates Club technical events. These are usually hosted by a business.

Tour Coordinator: Organizes or facilitates Club driving tours.

Duties of the Appointed Board Positions

Risk Management: Responsible for insurance, risk management and legal issues.

Track: Manages all aspects of the Club's high-speed track driving program.

Track also has two committee members on the board.

Web Site Coordinator: Handles everything on the Club's Web site.

Zündfolge: Responsible for creation and distribution of the *Zündfolge*: plus advertising in the magazine. The *Zündfolge*: has two staff members who are on the Board.

Other Ways to Get Involved

- Attend board meetings.
- Get involved with a Club committee: track driving events committee, *Zündfolge* staff, banquet committee and Concours d'Elegance committee.
- Chair an event such as a tour, general meeting, rally, video night or tech session.

For those interested in a 2011 elected board position, contact one or all of the committee members (see below) or send a letter to the Club post office box. We'll tell you more about the duties of each position and relative time commitment. The deadline is October 1. If there are contested positions, there will be a ballot and candidacy statements in the November/December *Zündfolge*. Election results will be announced in the February *Zündfolge*.

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An Ode to the E39

I HAVE OWNED MY E39 for three years now. It is my first BMW and I came upon it rather by accident: when I was looking for cars, it found me. I wasn't even looking at BMW's at the time—I was looking at the Cadillac CTS.

I have driven my car over 25,000 miles, mostly mixed city-highway driving, and some longer-distance freeway trips. Its been a very nice, comfortable and efficient car. Even though I grew up in the auto industry and have worked on cars since I was a teenager, I did not think I would get involved with servicing and maintaining the car. I knew nothing about BMWs and figured I wouldn't have time to work on it. But I soon found out that for most items the BMW M54 straight-six engine is quite easy to work on, especially with the large engine bay of the E39. Finding out about Griot's Garage products through the Club has made caring for the appearance easy and enjoyable.

But I really did not have a good feel for the road-holding and performance capabilities of the car until I was working on a project in eastern Washington last spring.

My car is a 530i with the automatic transmission and the "M-Sport Package" which includes a lowered ride height, a larger rear sway bar, larger tires and wheels and some interior and exterior

accent touches. Tires are 235/45-17's on 17x8 BBS Type 42 two-piece rims. People who know big BMWs look at my car longingly they say "this is one of the best BMWs built, be sure to hang on to it." Even Steve Bates, general manager at BMW Seattle, looked at it at their open house and opined "that was one of the best BMWs we built." *Bimmer* magazine even called the 2003 530i with sport package (and, manual gearbox) the "most bimmer-est BMW ever!"

Even the techs at BMW Seattle tell me they enjoy working on the E39 with the 6-cylinder engine as it is relatively simple, straight forward and easy to work on. The only exception is the starter, which they tell me is difficult to replace, due to restrictive access. Like everyone else, they love the car as it has the classic timeless lines, an aggressive stance and looks—inside and out—that you just don't see in the newer cars. The car continually gets approving nods and stares when I take it out of its garage.

Recently I have written about driving the car on some back roads I know—and, some I don't know—in Southeastern Washington and Northeastern Oregon. Some of these roads are very lightly traveled, except during harvest season. During harvest I stay off the roads then as they are full of farm equipment and workers going

from field to field. I've driven most of these before in my Jeep but nothing prepared me for driving these roads in a BMW!

Some of these roads are in the Washington Palouse, a region of rolling farmlands and bare hills roughly centering around Colfax, Washington and radiating from there. The Snake and Palouse Rivers cut through this area. Lewis and Clark came down this stretch of the Snake River on their way to the Pacific. In the fall of 1805 they observed the "wasteland" of barren brown hills and figured it was good for nothing. Obviously, they missed the crush. Not too far out of Pasco are some incredibly scenic and curvy roads with long straight sections that challenge your desire to keep speeds "legal." They climb along ridges and through canyons carved during the "Spokane Floods" at the end of the last ice age. I also drove from Clarkston Washington to Asotin and up to a plateau above the Snake River and then down an incredibly scenic, fun and twisty road to the Grande Ronde River. There is a burger place at the bottom of the canyon along the river—right in the middle of nowhere—where bikers like to stop. I didn't, I was going too fast.

Another road I traveled is Washington SR221 from Prosser to Paterson.

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This road goes up from Prosser to a plateau west of the Horse Heaven Hills. The road is absolutely STRAIGHT (except for a small chicane) for seventeen miles. Only a few dips spoil the fun as it slices through the dryland wheat, potato fields and grape orchards. Only a few barns and farm houses, with Lombardy Poplar wind breaks spoil the long views. You can see the Columbia River and the mountains of central Oregon in the distance. Truckers are regularly clocked on this route exceeding “triple digits,” and it was the test road for the Guinness Book of World Records “Fastest Production Car” test of the Shelby SSC Ultimate Aero in September of 2007. I passed at will several cars and trucks on this road. At the end of the road above Paterson is the Columbia Crest Winery, a beautiful and large chateau-style winery that is worth a visit if you are in the area.

There is another road in Oregon I want to mention before I get back to the car: Oregon 74 between Heppner and Pilot Rock in Morrow County. What a road. Incredible. You start at about 2,000 ft. elevation in Heppner and climb east through the fields, canyons and farmlands to Franklin Pass (really a plateau) at 3,500 ft. There, two miles of straight asphalt lay before you. What you do with it is up to you! A total of thirty-five miles of blacktop heaven. Up and around and left upshift and right and right and brake and downshift and left and around a hairpin and DEER in the roadway! Two of them! Gently but firmly apply the brakes. The big E39 brakes do an excellent job of bringing the 3,900 lb. car to a controlled stop. The car slows down confidently

and, after flopping their big ears at me, the deer sauntered over the fences to safety.

They really shouldn't let mule deer play out on the roads around here. There ought to be a law!

Getting back to the car—oh, those large brakes. Simple is the word for BMW brakes. Nothing fancy here. All the gizmos are in the DSC/ABS system, which helps the brakes work so well. Sensors in the wheel hubs feed data to the DSC system. Applying the brakes gives you confidence. The key is the large rotors and pads, and on the business end, simplicity is the word. The brakes are very easy to work on, and keeping them in top shape is no problem.

So why did the E90 M3 get cheezy single-piston caliper brakes with measly-sized rotors, and the 135i got 6-piston calipers and Manly-sized rotors? Parts got switched at birth? BMW M figured real M drivers would upgrade their brakes anyway? Only BMW knows . . .

I recently helped a neighbor replace the brake pads on his Audi RS6. All I've got to say is . . . I'm glad I own a BMW!

My car has the automatic “slushbox” ZF stepron transmission. I don't know what all the negative fuss is about with these boxes. In the city it's smooth and works well. You can hardly tell it's shifting. I did a maintenance turn on it at 55,000 miles—drained the oil, pulled the pan (and got oil all over me), changed the screen and cleaned the pan. After a flush with fresh oil, the gearbox really smoothed out and it felt like it had another fifteen horse under

foot. Put it in sport mode for a more spirited feel especially on downshifting. But get the car out on one of these roads . . . put it in sport mode, then the fun begins. Manually upshifting and downshifting the gearbox is easy, no clutch pedal or paddle shifters to get in the way. Just flick the shifter, keep your pedal pressure where it is and off you go. The transmission and engine computers monitor everything and won't let you make a mistake or a “money shift.” Nice.

When the motor gets up to roughly 3,000 rpm in gear the “ram air injection” system opens an auxiliary throttle butterfly in the intake manifold and allows more air into the engine. You can really hear it WWHHHOOOSH! as your rate of speed increases, your heart pumps harder and you ZOOM down the road.

I've been thinking: how would this car, with this engine, run on these roads if it had a manual gearbox? OH MY! Too awesome to think about. The power applied without the losses of the torque converter and just the more “hands-on” visceral experience of a manual. And how about a V-8? That starts my head spinning.

The car is sooo stable and sure-footed, even taking hairpins at speed is no problem. I have yet to see the DSC engage. The sport package really sits down nicely on the road and the aerodynamics and low drag coefficient keeps it there. The weight balance of the car with the 6-cylinder motor really keeps the car where you point it. Or, should I say, where your eyes go. I've heard and read about E39s with the V-8 in these situations that have severe understeer problems. The heavier front end of the V8—by 400 lbs.—really puts a handling penalty on the car. But that power. Wow!

I could see getting a V-8 engine car if I did long-haul drives up and down the passes to Eastern Washington and beyond. Carrying people, luggage, samples, equipment, catalogs, etc would make the V8 hardly break a sweat. As it is the 6-cylinder really flattens out the hills especially between Ellensburg and Yakima over the Manastash and Umtahnum Ridges, but with that V8.

Karl Agee



2010 Concours d'Elegance, or, Dang! Its Hot Out Here!

THE NEXT TO LAST WEEKEND of July is usually the Unlimited Hydroplane "boat race" weekend in the Tri-Cities, where I lived for many years before heading to the wet side of the state. You can count on temperatures at or above 100° F, but hey, its "dry heat."

This year over there was no exception. I don't know how many hydros were racing in the Columbia Cup this year, but it wasn't nearly as many as the BMWs on the lawn in Cedar River Park in Renton for the 30th Annual Concours d'Elegance, held as part of Renton's River Days Festival.

The last few years have seen entries in the Columbia Cup decrease, as have the entries in our own Concours. Though fewer cars were entered, the quality of cars certainly has not decreased! About 120 cars entered and about forty cars entered the judged class.

Probably the biggest kick of the show was the BMW Factory racecar brought by Byron Sanborn from the Vintage Racing Motors stable. Now owned by an Australian, it has honored racing pedigree having won its class and overall at LeMans. It has been driven by Sam Posey and Hans Jochiam Stuck. It is a 1975 3.5 CSL Batmobile and one of the most famous of the BMW racecars and the racecar that paved the way for the E30 M3. When Byron fired up that 3.5L motor, all real car enthusiasts gathered around to soak up the sound and the smell of that thoroughbred. This is a real racecar, built for the purpose. If you thought that was awesome you should have heard it, and seen it, at our last track day. It was out there for a "test and tune" session prior to going to Monterey for the Historic Races at Laguna Seca. (I just hope the driver takes it easy on the infamous Corkscrew, where many cars have met their demise.)

Whether it was Rick Gulstom's Dakar Yellow E36 M3 near-race machine or Mike Pei's unusual and original factory paint 2002 E39 M5 or Jan Hauser's stunning E31 or Byron Sanborn's 2002 Turbo or Keith Fornier's perennial favorite Hennarot E30 M3 or Tim and Marlene Lemon's wonderful E26 (or, the two obscenely gorgeous E24 M6s—one in Silver, one in a Hot Red shade) or Rich Milham's E30 Cabriolet



Photo by Corey Nishioku.

(I believe the only one there) in that unusual Laguna green, there were some beautiful cars at this year's event. Some seventeen of the featured E39 M5 were on display. You could tell their owners take a huge amount of pride (and, Griot's Garage products) to make them shine. They were all gorgeous, every single one of them!

So, where was YOUR car?

The Club doesn't make any money off this show. The cost of advanced registration in display class is only \$20. You get a cool goody bag of all kinds of neat stuff, a real cool poster, and freebies from sponsor Griot's Garage. Don't forget free raffle tickets, too. Somebody walked away with a complete Griot's kit, with their new 6" random orbital a \$250+

value, all for the cost of attending.

And, after seeing the judged cars in your class, you think your car might be good enough to bring home some glassware, provided by BMW Seattle. Well then, upgrading to Judged category was only another ten dollars is not bad.

We get the site for no charge by donating to a local charity. Last year we gave Renton Lions Club about \$1,000. For a community-based organization, that's a nice chunk of change for them to continue their programs. They provide eyeglasses, hearing aids, food and clothing to the less fortunate in their community. Wouldn't it be great if we could get a higher attendance, and be able to increase the donation?

Wouldn't it be great if we could get 200 cars (in all classes) next year and we could give the Renton Lions Club \$2,000? Wouldn't it be great if the Renton Lions Club could give more eyeglasses and other services to needy kids? What if one of those kids becomes the next Michael Schumacher? Just because he (or, she) got glasses that improved their vision to be able to do well in school? What if.

Let's make an effort for EVERYONE to be at next year's show! It should be another HOT one!

Karl Agee

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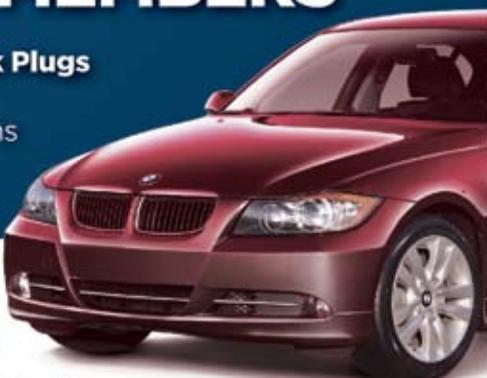
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Annual Concours d'Elegance



Photo by Bill Gilliam.

IT WAS ANOTHER BEAUTIFUL DAY on the green grass of Cedar River Park in Renton for the BMW CCA Puget Sound Region's 30th Annual Concours d'Elegance.

Over 115 beautiful and clean BMWs graced the lawns. Over forty members entered their cars in the judged competition this year and the competition was fierce; a few trophies were determined by half a point. Our feature car this year was one of my personal favorites—the E39 M5. M Power enthusiasts took the center of the grass and showed their beasts in all their glory.

BMW Seattle sponsored the show and provided the prized etched glass trophies and some great raffle prizes. They were onsite with some new cars for us to ogle over as well. A brand new member won the woman's watch—talk about Club dues paying off. Griot's Garage was on hand with onsite demonstrations, raffle items and free samples for all our participants. A new sponsor this year, Brecus Motorsports, provided us with some Forza action at their booth and gave a camera to the lucky winner, along with a short shift kit for the raffle table.

It was great to see such a great representation of the cars we love. From fully track-prepped to daily drivers, we love our BMWs and to socialize with each other centered by what we enjoy—the Ultimate Driving Machine.

Thank you to all the volunteers who helped make this day possible and to BBQ2U for some great food. The Renton River Days Festival allows us to use the lawn and park facilities free of charge provided we make a donation to a Renton Charity. This year we are happy to donate \$1,000 to the Renton Lions Club to help them support those in need in the local community.

We are looking for an even bigger and better event next year. For those on the lawn, let me know your feedback and for those not on the lawn, let me know what will get you there next year by emailing wearethemillers@clearwire.net.

Michelle Miller

BMW CCA Puget Sound Region 2010 Concours Trophy Winners

FEATURED BMW E39 M5

| | | |
|----------------|-----------|---------|
| Dante Morelli | 1st Place | 2002 M5 |
| Danial Ma | 2nd Place | 2000 M5 |
| Bradley Husick | 3rd Place | 2001 M5 |

Z CARS

| | | |
|----------------|-----------|-----------------|
| James Johnston | 1st Place | 2004 Z4 3.0 |
| Eric Carlsen | 2nd Place | 2001 Z3 M Coupe |
| Behan Venter | 3rd Place | 2007 Z4 M Coupe |

RECENT BIG CARS

| | | |
|------------|-----------|---------|
| Dennis Lam | 1st Place | 2006 M5 |
|------------|-----------|---------|

RECENT SMALL CARS

| | | |
|-----------------|-----------|---------|
| Ravi Johal | 1st Place | 2003 M3 |
| Mark Boast | 2nd Place | 2011 M3 |
| Thomas Fichtner | 3rd Place | 2006 M3 |

MODERN BIG CARS

| | | |
|-----------------|-----------|------------|
| Florin Baldrige | 1st Place | 1997 840Ci |
| Peggy Fisher | 2nd Place | 2001 740i |
| Michael James | 3rd Place | 1991 850i |

MODERN 3 SERIES

| | | |
|---------------|-----------|------------|
| Rick Gulstrom | 1st Place | 1999 M3 |
| Brian Palmer | 2nd Place | 1995 325is |
| Rod Dupille | 3rd Place | 1995 M3 |

EARLY BIG CARS

| | | |
|---------------|-----------|-----------|
| Steve Melrose | 1st Place | 1988 M6 |
| Timothy Eboru | 2nd Place | 1988 M6 |
| Rolf Seerden | 3rd Place | 1988 535i |

EARLY 3 SERIES

| | | |
|---------------|-----------|------------|
| Keith Fornier | 1st Place | 1988 M3 |
| John Parker | 2nd Place | 1990 325is |
| Robert Belan | 3rd Place | 1988 M3 |

Vintage Cars

| | | |
|------------------|-----------|-----------------|
| Byron Sanborn | 1st Place | 1974 2002 Turbo |
| Steve Benirschke | 2nd Place | 1970 2800 CS |
| Gary Burke | 3rd Place | 1973 3.0 CS |

People's Choice

| | |
|---------------|-----------------|
| Byron Sanborn | 1974 2002 turbo |
|---------------|-----------------|

Griot's Garage

| | |
|----------------|---------|
| Keith Fournier | 1988 M3 |
|----------------|---------|

Preservation Award

| | |
|---------------|-----------------|
| Byron Sanborn | 1974 2002 turbo |
|---------------|-----------------|

Best of Show

| | |
|---------------|-----------------|
| Byron Sanborn | 1974 2002 turbo |
|---------------|-----------------|

