



AUGUST 2006

# Zündfolge

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



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# ZÜNDFOLGE

August 2006

Volume 36  
No. 8

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**Boilerplate**

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*Zündfolge* design and layout by Paulette Eickman 206.283.1423.

<b>Club Activities</b>	<b>3</b>
<b>Motorsports</b>	<b>8</b>
<b>E30 Picnic</b>	<b>10</b>
<b>Technik</b>	<b>17</b>

<b>Live to Drive</b>	<b>20</b>
<b>SIG Happenings</b>	<b>21</b>
<b>Formation</b>	<b>22</b>
<b>Classified Marketplace</b>	<b>24</b>

## KALENDER

**August 1**

**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](mailto:lucettalightfoot@msn.com).

**August 12-13**

**The 9th Annual BMW Car Club of BC Duffey Lake Road Tour** is Saturday and Sunday August 12-13. See article in this *Zündfolge* issue for additional information or visit [www.bmwccbc.org](http://www.bmwccbc.org).

**August 19**

**Leavenworth Wine Festival.**

See article in this issue. Contact Alan James at [alan.james@comcast.net](mailto:alan.james@comcast.net).

**August 27**

**Mountain Twisties Tour.** See article in this *Zündfolge* for more information. Check the Club message board for updates. Please RSVP and direct any questions to Scott Hieronymus at [scottnlaurie2@comcast.net](mailto:scottnlaurie2@comcast.net).

**August 27**

**BMW CCBC Club Concours** from 10 a.m. to 3:30 p.m. at Waterfront Park in North Vancouver. \$10 or \$20 per car depending on show or judged. See [www.bmwccbc.org](http://www.bmwccbc.org) for more information.

**August 31**

**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. NOTE: Board meetings are now held on the last Thursday of the month.

**September 5**

**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](mailto:lucettalightfoot@msn.com).

**September 23**

**Diablo Lake Boat Tour.**

See article in this issue. Contact Alan James at [alan.james@comcast.net](mailto:alan.james@comcast.net).

**September 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. NOTE: Board meetings are now held on the last Thursday of the month.

**October 6-8**

**BMW Club at Oktoberfest Northwest 2006!** The Puyallup Fairgrounds. Enjoy German music and dancing, arts and crafts, authentic cuisine and family activities in the Festhalle Biergarten. Details to follow. ([www.OkttoberfestNW.com](http://www.OkttoberfestNW.com))

### 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](mailto: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](mailto:jimngloriamillet@comcast.net) for information about display ads.
- Send all address change notices to [bmwcclub@aol.com](mailto:bmwcclub@aol.com).
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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## Mountain Twisties Tour

August 27

SUNDAY, AUGUST 27 will see the return of the Mountain Twisties Tour. This will be our longest single day of driving this year, with a guarantee of maximum smiles per mile. While the exact route is a closely guarded secret, clear skies should

reveal Mt. Rainier and Mt. St. Helens for at least a short while. That is, if you can take your eyes off the road. You see, this tour is not about the scenery, but instead is all about the roads. Without question, the twistiest, longest, least crowded roads in the State, featuring endless second and third gear corners. These roads are the reason we own cars like these!

We will meet in the parking lot of the Issaquah QFC (1540 Gilman Blvd) at 8:00 a.m. for donuts and coffee. After the prize drawing and a short driver's meeting, we will

depart at 8:30. BRING A PICNIC LUNCH! If you prefer, box lunches can be pre-ordered for pick-up that morning at QFC by calling 425-392-4475.

Bring Dramamine for co-pilots, cameras, binoculars, and FRS radios if you have them. Plan on a very long day of driving, as we will most likely return around 6:00 p.m. Start working those forearms now!

Please RSVP and direct any questions to Scott Hieronymus at scottnlaurie2@comcast.net.



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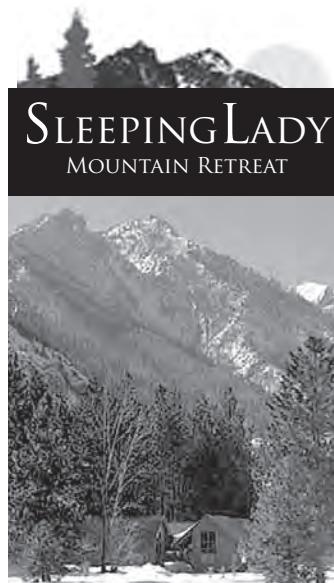
## Leavenworth Wine Festival

August 19

JOIN FELLOW BMW CLUB MEMBERS on August 19 at the fifth annual Leavenworth Wine Festival.

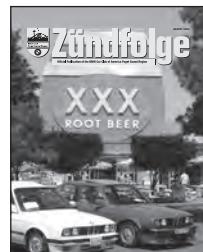
This year the festival will be held on the beautiful grounds of the Sleeping Lady Retreat Center. The Center encompasses a sixty-four acre grounds that blends nature and art in an ecologically sensitive way. Visit [www.sleepinglady.com/home/](http://www.sleepinglady.com/home/) for more information about Sleeping Lady.

We will be able to sample wine of premier Washington State vineyards, browse art booths, listen to live music and other activities for the whole family. The cost of the festival is \$25 per person. We will also be able to enjoy



This month's cover photo features E30s at the Club's annual E30 picnic. It was held at the Triple-X Root Beer Drive In, located in Issaquah, WA. The root beer is a special treat at the Triple-X. For a recap of the event please see the article and additional photos starting on page ten.

The photo is by Chris Cramer.



# Seattle City Light Skagit Tour—Diablo Lake Adventure

September 28



Photo courtesy of SkagitTours.com.

JOIN OTHER CLUB MEMBERS exploring the remote Skagit River Gorge high in the North Cascades wilderness! The two-and-a-half-hour escorted tour departs from the Skagit Information Center in Newhalem, Washington. Travel by motorcoach across massive Diablo Dam and board the Alice Ross III for a cruise on emerald green Diablo Lake. Cascading waterfalls, jagged snow-capped mountain peaks, alpine vistas and abundant wildlife are yours to enjoy.

We will leave the Seattle area at 9 a.m. for a group drive to Newhalem, arriving at approximately 1 a.m. in time to have a picnic lunch (you provide) on the beautifully landscaped grounds before the tour begins at 12:30 p.m. The exact meeting spot is yet to be determined, but all participants will be notified via email.

The tour requires some walking and climbing of stairs, so be sure to wear comfortable shoes. Wheelchair access is available with two-week advance notice. Please indicate at time of reservation if members of your party have difficulty walking.

Dress for comfort and adaptability. Mountain weather is unpredictable and the tour operates rain or shine, so it's a good idea to dress in layers which can be worn or shed as conditions change. Don't forget to bring a broad-brimmed hat and sun glasses, and your camera!

After the tour you can check out some of the other attractions of Newhalem including Ladder Creek Falls and Rock Gardens, Old Number Six, Trail of the Cedars and the Skagit General Store.

The price of the tour is:

Adults	\$25
Seniors over 62	\$20
Youth 6 to 12	\$12
Five and younger	Free

Reservations are required. Please contact Alan James at 206-300-9314 or [alan.james@comcast.net](mailto:alan.james@comcast.net) (preferred) to reserve your spot or if you have any questions.

*Alan James*

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# Sunriver Exotic Car Show

ONE OF THE MOST anticipated and fun events of the year is the Sunriver Exotic Car Show, sponsored by the Porsche Club. Imagine having your BMW parked in a car show with Porsches, Ferraris, Lamborghinis, and Maseratis! Plus, having the opportunity to meet many interesting people in a very social setting adds to the fun.

Photos by Brian Cone.



September 15 & 17

**The event covers three days . . .**

## **Friday**

Friday morning, we depart after breakfast in Tualatin. After a spirited drive through the mountains, we arrive in Sisters for lunch. In Bend, we have the option of a complementary car wash at Carrera Motors. Friday evening, food and wine is available during registration in Sunriver Village.

## **Saturday**

Saturday is the car show. Everyone is excited to park their car at the Village, answer questions about our cars, walk around and meet other car owners, and socialize with the crowd. Late in the afternoon is the wine and cheese party at John Draneas' house. This is a great opportunity to share stories, make new friends, and enjoy the atmosphere! The evening banquet and awards ceremony is fun, with wonderful food and an opportunity to enjoy John's great sense of humor which adds to the entertainment.

## **Sunday**

Sunday is the driving event, a romp through the hills surrounding Bend. Look in your rear view mirror, and you may see a Countach, a Ferrari, or even a classic XKE! Quite a sight! Lunch at a resort gives us a chance to talk about our experiences and think about next year.

Please consider signing up for one of the most exciting and rewarding events of the year. To register, send a message to Brian Cone at [briancone2@comcast.net](mailto:briancone2@comcast.net). Help to show your enthusiasm for our BMWs. Hope to see you there.

Brian Cone

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# Ninth Annual BMW Car Club of BC Duffey Lake Road Tour

August 12 & 13

THIS IS A GREAT OUTING for drivers as the trip includes some of the best driver's roads as well as great scenery. The scenery alone is worth doing the trip. The point of this route is to travel probably the twistiest and challenging roads that Southern B.C. has to offer.

Unfortunately, for all who love the social evening of the annual Duffey Lake Adventure, Gerry of Carnivore Catering is of ill health and cannot provide us with the wonderful meal and venue this year.

After much searching we have found a wonderful alternative. Just twenty minutes up the hill out of Merritt is quiet Country Inn on Corbett Lake. We have put a hold on all the accommodations and arranged for a four course meal overlooking the lake. Accommodations range from \$72 in the main lodge to \$107 per couple for private cabins. You can reserve at the Corbett Lake Inn by calling 250-378-4334 and book under the BMW Car Club. ([www.corbettlake.com/index](http://www.corbettlake.com/index))

Accommodation is first come first serve. If you cannot get in at the lake then we have arranged a hold on rooms

at the Best Western Inn in Merritt. If you miss the booking at the lake, don't miss the dinner. They can seat up to sixty and have promised us a conclusive gourmet four course dinner at \$42 per person (tax extra).

For those who do not get a cabin on the lake, we have arranged for overflow accommodations at the Best Western in Merritt. Please call 1-800-663-2830 or 250-378-4253 to make your reservation. Please tell them you are with the BMW Club of BC.

If you would like to travel up to Canada on Friday, August 11 you can book at the Aston Pacific Inn. ([www.pacificinn.com](http://www.pacificinn.com)) The drive on Saturday is a long one. On Saturday morning I will meet those staying at the Inn and lead them to the meeting point. You can book a room by calling 1-800-667-2248 or 604-535-1432.

If you plan on joining us again this year, don't forget to register through the BMW CCBC web site at [www.bmwccbc.org/events/tours/duffey.html](http://www.bmwccbc.org/events/tours/duffey.html).

If you have any questions you can contact Dave Beddows at 604-816-2467 or [Dave\\_Beddows@bmw.hm](mailto:Dave_Beddows@bmw.hm).



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# Thank You Griot's Garage!

MANY THANKS to the folks at Griot's Garage for hosting an informative auto detailing tech session. Over 100 Club

members were on hand to learn how to care for their car from all angles including keeping exterior, interior

and engine bay clean. Griot's Garage also provided some nice raffle prizes during the event in their new R&D center. The folks at Griot's tell me that we are there largest event of the year, and they host tech sessions for a number of local car clubs. I'm sure the skills learned will earn some extra points for those competing in the Club's Concours d'Elegance.



Nice BMW 3.0 CS.



Photos by Duane Montagne.

**The floor was so clean you could eat off it, as demonstrated by Mason Nagy.**

## Shark Attack in Monterey

ONCE AGAIN, the BMW "Sharks" will swarm into Coastal California for the Fifth Annual Pacific Sharkfest.

This year the gathering of E24 Big Coupes will be in Monterey/Seaside, CA to celebrate the thirtieth anniversary of the venerable E24 six series BMWs. Activities will include parade laps at the famous Laguna Seca Raceway, an old-fashioned beach party, with live music, on Monterey Beach, wine-tasting, and beautiful coastal drives.



In addition to the camaraderie, tech talk, and the wondrous array of cars to admire, there is a plethora of attractions on the Monterey peninsula including the Monterey Bay Aquarium, 17 Mile Drive, vintage racing at Laguna Seca, and numerous opportunities for fine dining and shopping.

For more information visit [www.pacificsharkfest.com](http://www.pacificsharkfest.com) or contact [pdpaintspaul@netscape.net](mailto:pdpaintspaul@netscape.net).

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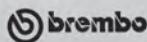
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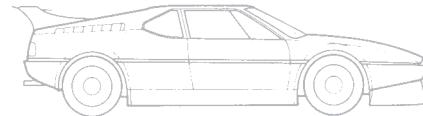
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# MOTOR SPORTS



It's AUGUST, so it's time to open registration for our most exciting event of the year—a two day school at Pacific Raceways! Our partnership with the Porsche Club worked so well last year that we decided to give it another try. We are joining forces to offer you the rare chance to spend a whole weekend at your favorite track. We will be at the track Saturday and Sunday, September 9 and 10. The cost will be \$330, which includes lunch both days.

It is absolutely amazing how much you can learn in a two day school. This is particularly valuable for you Novice to Intermediates out there. How many times have you just started to get the hang of what the Instructor's showing you, but it's the fourth session and time to go home? With two days, it's like having eight sessions in a row! You'll have time to digest what you've learned the first day, and apply it to day two with very little warm-up. I promise you, you'll make quite a bit more progress coming to this two day school than you would in two separate days.

## Requirements

- *You must be a Club member.* We also honor PCA, BMW ACA, and BMW CCBC memberships.
- *You must be 18 years old* with a valid driver's license.
- *A car control clinic is a prerequisite* for our schools at Pacific Raceways. If you have prior experience with a different organization, please list that on the application, and I'll be happy to consider it.

## Equipment

- *Tech inspections* are required and must be dated within thirty days of the event. The form can be downloaded from the Club web site. A certified technician must perform these inspections. You may use your usual shop or see the Club bulletin board for a list of shops who have agreed to perform tech inspection at a special CCA price.
- *Helmets* are required. Because of Porsche Club rules, you'll need to have a Snell 2000 or newer helmet for this school. Yes, we still allow 1995's until November, but the PCA is running one of the days, so if you want to run both days, you'll need a 2000 or newer helmet. If a helmet is Snell rated it will have a tag inside the liner indicating the Snell year. If you have a question about this, ask your equipment provider.
- *Convertibles* are allowed only if they have fixed rollover protection and 5-point harnesses. Please contact me if you have questions about whether your car is eligible or not.

Directions to Pacific Raceways will be provided in your confirmation packet. Information about what to bring to the track and how to prepare your car will be provided via the confirmation email. Your track committee looks forward to meeting you and helping bring about a fun and rewarding experience! Download the registration form from [www.bmwpugetsound.com](http://www.bmwpugetsound.com). See you out there! Tom Olsson, [olssons@seanet.com](mailto:olssons@seanet.com)

# 2006 Driving Events Calendar

## BMW CCA PSR Events:

### September

- 9-10** Driving School at Pacific Raceways with the PCA

### November

- 5** Car Control Clinic at Bremerton

## Other Events open to CCA Drivers:

### August

- 3** PCA School at Pacific Raceways  
**11** BSCC Lapping Day at Bremerton  
**12** PCA Women's Skills Day at Bremerton  
**17** Alfa School at Pacific Raceways  
**26-27** Golden Gate Chapter School at Thunderhill

### September

- 1** BSCC Lapping Day at Bremerton  
**2** PCA Skills Day at Bremerton  
**14** Alfa School at Pacific Raceways  
**17** BMW CCBC Car Control Clinic at Pitt Meadows Airport  
**25** BMW CCBC School at Mission

### October

- 6** BSCC Lapping Day at Bremerton  
**10** BMW CCBC School at PIR (Portland)  
**14** Alfa School at Pacific Raceways  
**22** PCA School at Pacific Raceway  
**28-29** Inland Empire Chapter School in Spokane  
**29** Alfa Skills Day at Bremerton

### November

- 4** PCA Skills Day at Bremerton  
**4-5** Golden Gate Chapter School at Infineon Raceway  
**19** BMW CCBC Winter Skills Clinic at Pitt Meadows Airport

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# Dyno Event Recap at the Carb Connection in Kirkland

THIS PAST JULY 1, Club members gathered at the Carb Connection in Kirkland ([www.carbcon.com](http://www.carbcon.com)) for the second annual BMW Club dyno event. We had a great time flogging our cars on their Dyno Jet 248C chassis dyno, soaking up the sun and eating burgers.

Power to the wheels is what really matters, and we got a chance to see what those mods really bring (or not) to real world horsepower. Club President, Rick, again missed the 300hp mark even, after adding a Supersprint header and cats. Several members went away

scratching their heads as their cars didn't perform nearly as well as expected (myself included) and are contemplating their next modifications and fixes. Just for fun, I threw in a 98 M3 that recently had a Euro-sport twin screw supercharger installed at Carb Connection.

I got a chance to drive this car after the event (not a good move for my wallet as I want one on my car now) and I can attest that this is one hard-charging ride. There is 280 to 300 lbs ft torque at the wheels from 3000 rpm to 7000 rpm and 154 hp more than stock at the wheels. See the chart below to see how they stacked up. For conversion to flywheel horsepower, use 18%.

Thanks to John and Alex at the Carb Connection for hosting the event, discounting their dyno fee for us and running their tails off to get all the cars dyno'd. I can't wait to see what next year's event will bring out. Schedule early!

*Jeff Butler  
Tech Event Coordinator*



Vehicle	Mods	Hp/torque @ the wheels
06 M5	stock	414/299
01 M5	Dinan intake, software, tubi exhaust, not running properly	285/??
72 2002	unknown	112/109
01 540	Dinan cai, throttle bdy, stg 4 software, air flow meter, exht, flywheel	255/282
99 M3	Cam kit, obd1 intake, dinan afm cai exhaust, pulleys, SS header & cats	248/230
95 M3	Cam kit conforti chip/intake, euro afm, pulleys, M5 clutch/alu. flywheel	219/207
01 540	Dinan cai, software, exhaust, throttle body & afm, pulleys, SS mid pipe	249/285
85 911	3.6 ltr engine, air intake, unknown mods	245/??
97 M3	stock	211/215
88 M3	2.5 stroker, ported head, cams, tons of Evo 3 mods, not running properly	177/155
94 318is	Downing Atlanta super charger	157/133
76 2002	E30 M3 engine, JC chip, evo cam gear, turbo exht	174/162
88 M3	JC chip, SS muffler	172/155
99 M Coupe	Dinan supercharger kit & exhaust	307/259
88 M3	JC chip	171/152
98 M3	Eurosport twin screw supercharger kit w/ cams, clutch kit (not run this day)	365/299
97 M3	cai,afm, obd1 intake, pulleys, exhaust, missing at the top end, (not run this day)	231/217



Photos by Jeff Butler

# Fifth Annual E30 Picnic = E30 Fun

By Lance Richert

THOSE IN ATTENDANCE saw plenty of E30s at the E30 Picnic, 165 to be exact! This surely must be the largest E30-specific gathering in North America, if not the world. Call Ripley's!

The owners in attendance were a diverse group. Though many owners were in their twenties and thirties, enthusiastic owners in attendance were up to sixty years old. Caravans of E30s traveled from Canada and Oregon. Some special awards were presented after lunch.

<b>Highest Mileage</b>	Greg Miller, Pro-3 car, 342,xxx miles
<b>Lowest Mileage</b>	Mike Ellis, 1991 325ic, 52,xxx miles
<b>Oldest Owner</b>	Tom Findley, 1989 325i, 60-ish years old
<b>Youngest Owner</b>	Trevor Spenser, 1991 325is, 16 years old
<b>Farthest Traveled</b>	Josh Anderson, 1986 325es, Bend, Oregon
<b>Ugliest E30</b>	Ken Ayers, 1989 325is, primed and ready for paint!



The mix of E30s was comprehensive. Every year and color were represented; two-doors and four-doors; rear drive and all wheel drive; five different stock engines, plus some E30s with M50 and S50 transplants as well as an E30 M3 chassis with a Z06 Corvette engine! Half a dozen of the popular Pro-3 E30 racecars were trailered to the event. The mix included 36 of BMW's homologation E30 M3s and a special display of black M3s with two original Mercedes 190E-16 cars, the homologated car that competed against the M3 in the German DTM and other road racing series around the world back in the day. For the second year in a row, we were again treated to a very rare E30 Touring driven down from British Columbia.

Auburn Foreign Car, Griot's Garage, West Werks, Pacific Motorsports, Bavarian Autosport, R&K Photo and Pelican Parts generously provided raffle prizes.

The event, with the assistance of the Puget Sound Region BMW Club, was able to donate \$500 to Life Enrichment Options (LEO) in Issaquah, a non-profit agency that serves the needs of the local disabled community. Next year's Sixth Annual E30 Picnic has already been scheduled for June 10, 2007, again at the Triple-X Root Beer Drive-In of Issaquah. The contact is Lance Richert at lance@richertnet.com.

The following are observations from a few of the E30 owners in attendance.

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Lance & Stephanie Richert's 1988 Pro-3 325i

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### **Kenny Ayers, 1989 325is, Snohomish, WA**

A few months ago I picked up an '89 325is from a guy who was auto-crossing it in Texas. The idea was for my son and I to do the same with it here. But when I got a hold of it, I couldn't fight my desires for a good-looking E30. So I began to strip it down. I had no plan of taking it to the picnic, primarily because it was torn apart. When my son heard about the picnic, he insisted that we take it. So, I put in some 12-16 hour days before the picnic preparing it for the road. The car was half bare metal, half various other colors, with numerous bondo patches. Six rattle cans later the car was basically one color: Primer Gray. I reinstalled lights, mirrors, a license plate and two seats. It was ugly, but we were greeted with nothing but smiles at the Triple-X. This won't ever be a Concours car, but I promise that it will look much better in the near future. As we were pulling out of the parking lot, my son Chris said two things to me . . . "Wait till they see it next year!" and "I want to buy my own E30 now."

### **Keith Fournier, 1988 M3, Mercer Island, WA**

Up early, it's the big day at last, one of my favorite Club events—the E30 Picnic. My Hennarot '88 M3 is ready to go—battery charged, clock reset, fluffed and buffed; she will look better on the day of the Concours next month, but not by much. It's cool and overcast on the short drive from Mercer Island to Issaquah, and upon arrival at the Triple-X we're efficiently directed to our designated parking spot. Already the Henna is making people smile.

The real fun begins a bit later as the E30s start to arrive in droves. Four-abreast and five-deep in the driveway, lined up in the street for more than a block, they eventually fill every nook and cranny in the parking lot. This is one serious concentration of E30 BMWs, and there are 160+ E30s of all colors, types, and persuasions on-site by 11 a.m. By then, the sun has begun to shine.

Many Club members know my M3 from previous picnics, the annual Concours and other Club events, and it's always fun to see old friends that I've met in this way. But every year

I'm surprised at how many new people I meet at the picnic who have never seen my car. This is an enthusiastic crowd that really appreciates an original, unmodified E30 M3, and there isn't another day in the year that it's more fun to own an E30 BMW.

### **Andrew Isar, 1990 325i, Gig Harbor, WA**

The adage "enthusiasm is contagious" aptly applies to a gathering of more than 160 E30 enthusiasts who congregate annually to see and be seen. That passion we hold for our E30s is magnified when shared with those with similar passion. The Picnic is a celebration of the car—in as many individual incarnations as its owners—and our passion for it. But the event is far more.

Ostensibly, we love to admire each other's cars, and mechanical, technical, creative, and cleaning abilities; "Hey that is a cool idea I wanna try . . ." Yet beyond that appreciation of skill, uniqueness of the car or a component, the Picnic is a venue to simply express and share our passion. That is what makes this event special. While many of those at the picnic were half my age, it made no difference. The excitement of a group drive, meeting a new friend with the same color E30, sharing of ideas and ogling each other's cars, that passion cannot be easily replicated elsewhere. It's not just the car, but fellowship with other enthusiasts that makes the E30 our "ultimate" car, and the E30 Picnic the ultimate venue for it.

### **Rene Myrand, 1990 325i, Vancouver, BC**

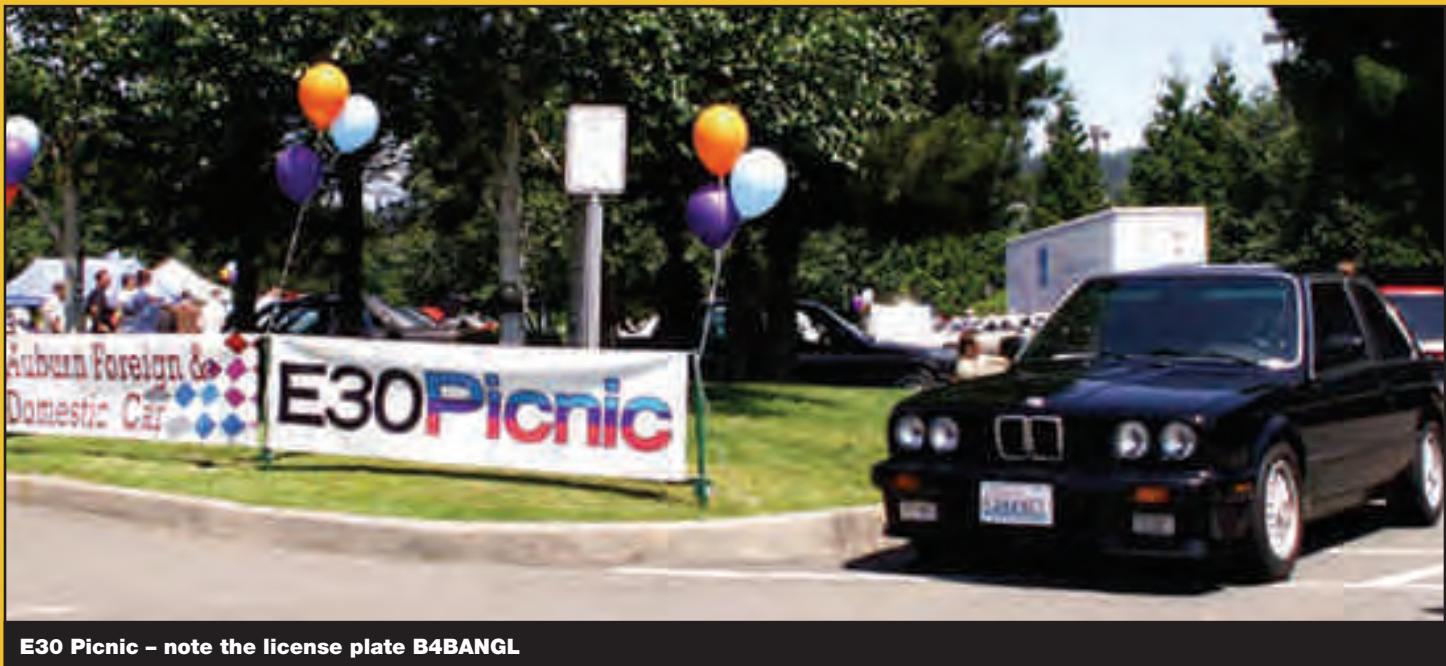
The huge turn out and the nice cars were remarkable, but what impressed me most about this year's Picnic were the people. E30 owners are nice people. I had a good chat with the owner of the Black/Cardinal M3, then sat down for lunch with a friendly couple from Puyallup who brought a Cabriolet, followed by a pleasant visit with the owner of the Blue Touring and met Josh's father. The range of ages was also remarkable. Young and not so young, we all shared our enthusiasm for these wonderful cars.



Five of 165 E30s.

Photo by Joel Parker.

Photo by Carrie Bishop.



E30 Picnic – note the license plate B4BANGL

Photo by Andy Byers.



E30s caravan after the Picnic.

Photo by Baird.



Tom Olsson explains his recent build of his Pro-3 car.

Photo by Steve Alvine.



E30 owners gather for an E30 Picnic group photo.

Photo by Gary Stenzel.



Kyle Scotland drove down from Canada in his Touring.

Photo by Joel Hatfield.



Tony Edin's sponsored E30 M3.



Red as blood E30s always impress.

Photo by Joe Fenstermaker.



Greg Miller's Pro3 car won for highest mileage.

Photo by Joel Parker.



Thanks to Auburn Foreign Car for their support!



BMW and Mercedes get past old DTM rivalries.

Photo by Mike Ellis.



A number of Canadians caravaned to the E30 Picnic.

Photo by Lance Richert.



Ken Ayers E30, in the middle of restoration.



Three E30 M3s . . .

Photo by Ben Dash.



E30s caravan after the Picnic.

# Who Needs a *Cobra in a Barn* When You Have an *E30 M3 in a Field?*

WELL, I'VE NOW HAD MY WONDERFUL E30 M3 for a couple of months. It took a year of looking to find this little gem, because I was trying to beat the "\$15,000 curse," as described by experienced E30 M3 owners Keith Fournier, Lance Richert, and Bill Spornitz. Bill, Keith and Lance said, "If you buy one of these E30 M3s, you will either spend \$15k to \$20k to buy a nice one, or if you buy a cheapo for \$7k to \$12k, you'll wind up spending the remaining \$\$\$ just to get the car running and looking like the nicer cars."

I paid little attention to this prediction and kept pursuing the "Cobra in a barn" legend. My dream was that I could buy an E30 M3 for \$5k and then just polish it up a little before parking the car next to Keith, Bill and Lance's pristine and perfect E30 M3s at the upcoming E30 Picnic.

Well, at 6 a.m. on a Sunday morning, two months before the E30 picnic, there in the paper I saw the ad: 1988 M3 silver 5-speed \$5,200. I immediately called my son Kyle (co-conspirator and new owner of my E36 M3 project) and woke him up. An E30 M3 for \$5,200! The parts alone are worth \$4 grand. I've found my bargain E30 M3!

So I woke the owner up and after accepting my multiple apologies, he told me he was moving to San Antonio and had to sell his project car. He said it hadn't moved in three to four years, and he admitted, "It's a little rough and needs some work."

Several hours later, I found the car in a field in rural Woodinville. To say the little gem "needed some work" was not entirely full disclosure. The interior was tired and torn but perhaps only the driver's seat had to be changed out. A tangled mass of wires erupted from the radio slot. The front bumper and spoiler were new but moss-covered, with all the turn signals, trim, side-marker lights, and fog lights missing. At least the wires for all of these still remained where they were cut when the original bumper was removed. The tires were worn weird, and the owner said the catalytic converter might be bad. On the plus side, the body was straight and paint was good.

Never fear . . . with my glass-half-full optimism, I ignored the \$15,000 curse, bought that puppy for \$4,800 and drove it home. Even though it was wheezing, missing and sputtering from four-year-old gas that had turned to varnish, the important thing was that I had an E30 M3.

The race to be ready for the E30 picnic in two months was underway. On Monday, I hauled out the credit card to order a few parts over the Internet. Blind optimism is so trusting and sweet! Turner Racing supplied the drilled brake rotors, which look sexy after being installed by Kyle, Tony and crew (who "will work for food"). The new brakes stop like God and BMW intended. I painted the calipers lipstick red so they

would stand out behind the new wheels that replaced the rusty aftermarket rims that came with the car. Pelican Parts supplied Bilstein shocks, struts and Eibach springs, dropping the car 1.75" so it looks killer!

Unforeseen problems included fixing a damaged emergency brake, replacing a front control arm, driveline guibo and center bearing, and an alignment to correct the weird tire wear.

The badly worn driver's seat was replaced with a new Recaro and the hole in the dash was nicely filled with Walt Conley's donated radio. After replacing a shredded steering wheel and some other little upholstery fixes, the interior was coming along.



I was unable to siphon out all the bad gas, so the car was still idling poorly but running well at full song. I decided to put some injector cleaner in the fuel and drive 200 miles to Yakima and back. The little E30 M3 ran and handled like a true touring car champion on my all-time favorite road, the Yakima River Canyon. Upon return I took the car to E30 specialist J.R. Nagy at Auburn Foreign Car to troubleshoot the M3 for electrical shorts and intake tuning improvements. The engine had at least 200 psi compression in all cylinders, and after several days with the E30 master, all appeared to be good.

Follow-on problems of a broken fuel injector, fuzzy eighteen-year-old factory shift linkage and a plugged catalytic converter were corrected by Matt and Francis, the E30 specialists at West Werks in Redmond, using UUC SSK and SuperSprint products. Matt even supplied the engine chip from his own E30 M3 for my little gem.

Note that the \$\$\$ toll was continuing to grow towards the now inevitable

\$15,000 rule so wisely warned about by Keith, Bill and Lance. As the project came to completion in the few days before the E30 picnic, I can sheepishly report that the \$15,000 rule needs a little inflation indexing. I am proud that the little E30 M3 runs like a scalded cat in third and fourth gears, quoting E36

driver Kyle: "Holy \*\*\*\*! This thing runs like the six-cylinder in an E36 M3!"

Final note: the little E30 M3 was the silver car with the hood stripes on display just to the right of the tents at the E30 picnic . . . and Marty is planning yet another restoration/rebirth of an E30.

*Written (and money spent) by Martin Hovenkotter, the Redmond Rocket*



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## Club Nametags

A NUMBER OF CLUB MEMBERS have expressed an interest in wearing nametags at Club events as a way of identifying themselves to other members. In that

regard the Club is purchasing blank magnetic backed nametags, with the Puget Sound Region logo imprinted. The nametags will cost the member \$5 and will be available for purchase at most Club events.

For those who would prefer to purchase their nametag with their name already inscribed the cost

will be \$12, which includes tax and postage. The pre-inscribed nametags may be ordered from Mike Ellis. Mike can be reached via email at ss337@comcast.net.



# A Day of Fame—or What an Elaborate Disguise Will Get You

IT ALL STARTED WITH A POST “CHILD LAUNCH” purchase of an Alfa Spider. I started coming to track events and learning to drive at speed. One thing led to another and I found myself on a slippery slope with a race car in my garage. I joined several other Puget Sound locals that built a car for the ICSCC PRO3 class. ICSCC is the local race sanctioning organization which consists of five local sports car clubs that enables members like myself to race wheel to wheel on local tracks. The PRO3 formula is a BMW E30 (1987~1991) 325i with limited modifications to keep the class competitive and “affordable.” The car is a great racing platform with stock brakes, a rugged drive train, great balance and forgiving handling.

E30 BMWs raced in years past in Touring Car Championships quite successfully. As luck would have it we got an opportunity to relive the past this last Father’s Day Weekend. The Champ Car Race was in Portland and the US Touring Car Championship cars were on the schedule as the only sedan based racing group. At the last minute USTCC chair people noticed how light their entry list had become. In a panic they invited our PRO3 cars to fill in the grid. With the first cry for help on Wednesday afternoon we managed to get five cars in place for Friday’s practice session and a sixth car for Saturday’s qualifying and race. The grid now consisted of a total of twenty cars. We qualified mid pack which promised to make it a fun race for the fans (and us).

**One thing led to another and I found myself on a slippery slope with a race car in my garage.**

The race was held at Portland International Raceway and the race cars and support vehicles filled all available paddock space. The Champ cars used the Pro Pits (Infield) Paddock. The Formula Ford 2000 and Formula Atlantics filled the normal paddock space, and so the USTCC cars got what was left, the sloped area against the south guardrail.



We crammed into that area and got a great view of how the other half lives. The formula cars had sixty foot long transporters with attached awning covered shops complete with level floor structures, scales, motorized tool and tire carts, air conditioned crew quarters and viewing rooms. We each had a car trailer, a tool box, a few gas cans, a cooler, and a few shared spare parts. We also had much more fun per dollar!

With our E30s there were four generations of 3 series BMWs. E30, E36, E46, and one new E90. Also in the USTCC grid was Erik Krause’s Porsche 968, and John Galfano’s Honda H4 Civic, both local guys running USTCC. The USTCC regulars run cars like Mitsubishi EVO 8s, Type RSX-R Acuras, Dodge SRT-4s, Subaru WRXs, and BMWs 325s, 328s, 330s, Z4s, M3s and a Mini S. It was a good grid with times varying between 1:26 and 1:38. Our E30s ran between 1:31.6 and 1:32.9 making us not only good close competitors with each other but mid pack with their group.

The race had a new twist for me, a standing start. Like F1 except not staggered. All through the pre race meetings we were told repeatedly “Do not crash, do not cause the track to shut down. The TV people get very upset and USTCC may not get invited back!” So we were on our best behavior, while at the same time we were told to put on a good show. We went out on track and split left and right as usual, did a warm up lap as usual then stopped on track in two lines spaced a car width and length apart. The green flag flew and we all drag raced for Turn 1, the right hander entering the chicane. By the time I got there a car had spun and was blocking half the track. I managed to squeeze

through and get a good shot down to T4. I spent the race sparring with Bruce Feller and occasionally a Honda or two, and in no time it seemed the thirty minute race was over. I heard later that we indeed accomplished the goal to put on a show for the fans. I know Bruce and I swapped places and drove very close in the chicane, and I heard Carlo and Dale had some close racing as well. Local talent Erik Krause came in 4th in his Porsche and claimed the Rookie of the race trophy. John Gafano qualified very well in his Honda and drove a fast three wheel race.

Things that were different than our normal Conference (ICSCC) race included many more turn stations, lots more fans, big cameras at strategic locations, and even a big screen so you could see yourself approaching the chicane. The other big difference was having paying fans. The fans at Conference races are usually family and friends. The paying fans would come by and tell us how much they enjoyed seeing us out there and show genuine interest in our cars. Maybe because we drive something a lot closer to their daily driver than a formula car or because we don’t have the walled off paddock and shop space, we seemed to be a hit. We were asked to join the USTCC drivers in uniform for an autograph session. At first I thought it presumptuous of me to get in that line up, but as the paying fans started coming through the line and eagerly getting each of our signatures (mine looked like Fangio) (kidding) I changed my mind. Hey, they paid good money to watch a race, I drove a race car in a race, so why not get my signature too?! As it turned out our USTCC coordinator noted that our autograph session was longer than either of the other Formula Car sessions earlier that day. Go figure.

So that was my day of fame, and the E30 my elaborate disguise. I would do it again in a heartbeat as the people we race with were every bit as friendly and respectful as our Conference group. The nice part of racing in another group is the pressure of garnering points is off, so I could just drive for fun.

Greg Miller

IT DOESN'T SEEM SO LONG AGO that I picked up an E30 325es with a blown motor and converted it to a 325is, nicknamed the Red Baron. You see, it's already time for the most important of maintenance items on my BMW's M20 "baby six" engine: a cam drive belt replacement. Here in the US, the M20 engine family includes the 2.5-liter 'i' (fuel injected), the 2.7-liter 'e' (Greek *eta* for efficiency) and 2.4-liter diesel motors. All of these motors use a toothed rubber cam drive belt that MUST be replaced every four years or 60,000 miles or whenever the belt's tension is released. Failure of the cam belt can lead to catastrophic engine damage. At the very least, a broken or slipped belt will damage valves and at worst, cause total engine destruction. Replacement is not too hard to do; the Bentley manual has very good instructions. Other than a thin 32mm wrench (from your local bicycle shop) for the fan clutch, there are no special tools required. If the other drive belts and hoses haven't been changed since the last cam belt, now is the time to do it. The drive belts have to come off anyway, so replacing them now is very easy.

## Failure of the cam belt can lead to catastrophic engine damage.

The cam belt change can be done with the radiator in place, but it's much easier with it out. I prefer to remove the radiator and do a coolant change and hose replacement at the same time. On a 528e, the radiator can be left in place since there is more room in front. It's a good idea to replace the water pump as well. The pump may still be fine, but while you have the front of the engine apart, it takes only about fifteen minutes more to replace the pump. If it fails later, you'll have to replace the cam drive belt again.

I plan to do this in the very near future, as it has been almost four years since I installed the 1989 'i' motor into my 1986 325es/is Red Baron. I guess one could judge M20-motored E30 ownership by "How many cam belts have you changed?"

This past June the E30 SIG (special interest group) had their annual picnic at the XXX Drive-in of Issaquah. Over 160 cars showed up,

including cars from as far as British Columbia and Oregon. What amazes me is the size of the turnout. That number of cars would have been half the entire Club when I was President in 1979. The E30 has truly become the 2002 of the current era. The SIG was started by Chris Chow and has grown tremendously since the first gathering of about twelve cars. The picnic under Lance Richert's guidance has grown by leaps and bounds. It is rumored to have been the largest gathering of E30s in the US. The E30 is a basic car with lots of modification potential at a reasonable price. It came in many different shapes; a two-door and four-door sedan, a Touring (station wagon), convertible and the famous M3 Motor Sport edition. The M3 two-door sedan with the S14 engine was the most successful touring car racer in history and has its own group of very rabid fans. We have some of the sweetest examples in the country here. The E30 has also become the

chassis of choice for engine transplants. Some had E36 M3 engines, Euro M3 engines and even an LS1 Corvette transplant. As I now drive my 325is as a daily driver, I find it is everything I could need. It is comfortable, and handles very nicely with its H&R springs and Bilsteins Sports on 16-inch Goodyear F1 tires. The air conditioning works fine and has modern ventilation compared to my old 2002Ti hot rod. It gets reasonable gas mileage and has enough power to get me into legal trouble if I'm not careful.

On the Fourth of July weekend Pacific Northwest Historics vintage races at Pacific Raceway confirmed my need to get the 2002Ti finished. It was great to see six 2002s racing there. Watching long time Club member Byron Sanborn lap half the field of Cobras and Mustangs in Vintage Racing Motor's Elva with a BMW 2002 motor was really great. That M10 motor makes over 210 HP and sounds so sweet at song. The house is now painted and I can now find some time to get to the small projects in finalizing the repairs on the 2002.

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# Tuesday Car Table

DENISE McCULLAGGAGE of 1960's European rallying and road racing fame, and a long time auto journalist, had an article in *AutoWeek* about four years ago that talked about an informal group she had formed in Sante Fe, where she now resides, called "Tuesday Car Table." Every Tuesday, she and a bunch of likeminded auto enthusiasts of all stripes meet at a local café for lunch to talk about their favorite subject. There are no officers, no bylaws, no agenda, no nothing, as in most car clubs. As a matter of fact, if it were a "club," that would mean there were "members," and this is just a drop-in affinity group—no "members" allowed.

In the article, she said this is just a concept and that she invited others around the country to pick up on the idea. I was intrigued and set about forming such a group in Rochester, MN, where I had been living for about twenty-five years while serving Mayo Clinic in several senior administrative positions. We ended up with a core group of eight, and all were in regular attendance when their schedules permitted, which was actually pretty often. After an early retirement, my wife and I moved to the Bellingham area a couple of years ago. Even though my BMW CCA membership had transferred to the Puget Sound Region Chapter and I had joined the BMW Car Club of British Columbia, plus the Chuckanut Sports Car Club, I missed the weekly luncheon gathering. After about a year, I collected a group of fellow car crazies and we began meeting at Boss Tweed's, a local bay front restaurant. There are six of us that might classify as "founders," if a non-



club can have founders. Since the first gathering, another ten to twelve people have popped in from time to time, but recently we've picked up another four to six regulars from that group.

Being in a smaller community, we are a very eclectic and ecumenical group in terms of our rides, histories, and car-related activities. The founding group includes Ron Ager (early BMW guru and wrench, and a PSR member), a Brit with three Jaguars (including the 1999 Jag Club national concours award winner for his E-Type), another Brit whose stable includes two Rolls Royce's (one is a Corniche), a Mercedes 600, and a couple others, a superior court judge who has modified his Miata for autocrossing, a guy with a Sunbeam Tiger that he's had for over thirty years and has highly modified (335 hp) and campaigned it in vintage races, autocrosses, hill climbs (and even drag races), and me with my M Coupe.

That group, with the exception of Ron Ager, and the addition of one of our newer regulars in his Boxter, just completed our first non-luncheon function by touring from Bellingham to

Snohomish and on up to Leavenworth, where we stayed overnight. We took our wives with us and dined that evening at a great Italian restaurant, Visconti's, which may be known to many of you. On Sunday, it was on to lunch at Sun Mountain Lodge, a drippy ice cream cone in Winthrop in high 90's heat, and then back home via the North Cascades Highway in the afternoon.

The whole tour brought rave reviews from all participants, including our spouses, in spite of the heat that weekend. With the exception of my Coupe, all the other tourers had their convertible tops down and it got very toasty, particularly in the Tiger, which doesn't need high ambient temps to heat up the cockpit. Another tour, perhaps around the Peninsula in the fall, is already in the talking stages.

For those of you that may have the time and interest, and perhaps you already have some similar groups, the Bellingham contingent heartily endorses the Tuesday Car Table concept. If any of you happen to be in our area on a Tuesday, drop by Boss Tweed's; you'll be very welcome. After all, none of us are "members." They're not allowed.

Dale Rings

... the Bellingham contingent heartily endorses the Tuesday Car Table concept. If any of you happen to be in our area on a Tuesday, drop by Boss Tweed's; you'll be very welcome.

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BY DAVE COOK

## BMW, the New Toyota?

BMW HAS CONSTANTLY HAD a loyal group following, because the company has always stressed and engineered their cars to be driven to the limit. After all, it is the "Ultimate Driving Machine."

I am not of the opinion that the new models are not stylish, or that they are not still the leader in their class. I am however concerned about the loyal group following.

What BMW has delivered all these years is a car like none other. Their cars are not always the fastest or the most stunning, but they do deliver something no other company can: oneness between the car and the driver. We love our cars because they provide us with a sense of automobile enlightenment, a driver's nirvana.

Being able to modify, fix, upgrade and share those ideas with fellow Bimmer Heads is a large part of the experience. When you have achieved a great suspension formula or a new way to get the most out of the engine, you want to share with your fellow enthusiasts.

This kind of synergy is what I am afraid the future BMW buyer will not be able to experience or even want to. When you buy a car and it does not have an oil dipstick, you get the feeling that the manufacturer would rather not even have you tamper with that little hood release thingy.

That's okay you say, we have enough old BMWs to drive that provide us with a harmonious car experience. Do we really? How long will it be before the die hard among us start getting too old to care or to remember? How long will it be before our modifiable cars have been consumed?

We always need a fresh infusion to keep us alive. I fear that the new BMW buyer is basically nudged away from the hood release thingy will be just another automobile consumer. Can you even imagine not being completely overcome by your first BMW?

Can you imagine just putting gas in it and taking it in for its occasional dealer maintenance? If you can, then this article must seem silly to you. I'm afraid that's what BMW is striving for. Not because they do not want a following, but because they have lost their way by attempting to have a larger market share. By attempting to compete on a global level and all that entails. I am afraid one day, there will no longer be camaraderie of the BMW faithful but merely a faithful BMW buyer like Toyota.

Don't get me wrong: Toyota builds nice cars. I have had them, but they certainly did not lift me to a higher level of automobile nirvana and make me seek out other Toyota drivers to share my experience. That is what BMW does; it makes you so passionate about your vehicle that you have to find other BMW drivers who can truly understand your passion. As far as I know, Toyota does not drive its consumers to this level. That is what I feel BMW is losing, and that is what concerns me. Being a BMW owner does not make me proud, but being a member of the faithful does.

Maybe the 1-series BMWs will be the glue that binds new BMW owners together. I certainly hope so; if not we may find ourselves conversing about who goes to the neatest dealer rather than who has the neatest car.

Dave Cook

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## NW Coupe Groupe—Tech Session a Success!

WE HAD APPROXIMATELY twenty Coupers at our tech session at Jeff Butler's shop in Lake City ([www.hauryscollision.com](http://www.hauryscollision.com)).

Special thanks to our local E36 and "Coupe Guru," Jim Millet! Every time I hear him speak on the specifics of an E36 automobile, I learn some-

thing new . . . as I'm sure those that attended did also. He is a wealth of information and we're lucky to have him as a Couper.

Those who didn't attend missed a chance to learn more about these amazing and FUN driving machines. One of the primary topics of

concern included comments from Jeff Butler regarding the types of repair options for the Coupe's hatch flooring area. As most of you know, cracks in the differential bracket and failed spot welds on the hatch flooring are, sadly, quite common. Jeff has a preventative fix.

My Coupe was on display to show the work Jeff had done. The preventative reinforcements Jeff did sure give me piece of mind, especially since I do track my car often. Eric Bitte's Coupe was also on display, showing a more extensive repair, a result of having the fix AFTER the damage had been done. There seems to be no correlation between type of driving and failed spot welds / diff bracket. It can happen to low-mile easily driven Z3 Coupes and NOT happen to highly tracked Coupes, such as mine. The fact that it can happen . . . it's nice to know Jeff's shop can take care of it.

Jim discussed numerous other subjects including Ireland Engineering subframe bushing replacement's pros and cons, driveline guibo (flex-disc) inspection, fuel and oil filter replacement, changing spark plugs, and a thorough review of changing brake pads and rebuilding brake calipers. There were even more topics, but those are the ones that come to my mind.

For those that did not make the tech session, Jim had also prepared some handout sheets with excellent info/tips that help in maintaining our Coupes. Maybe Jim can bring some copies to the Concours—you'll just have to come to get yours!

From all of us, Mr. Millet, we applaud you for sharing your knowledge!

Thanks also must go to Jeff Butler for hosting this informative event and sharing his knowledge with the NW Coupe Groupe. Much appreciated, Jeff!

Doug Mill

Photo by Jeff Butler.



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## Comeback of the Legends: BMW Group Mobile Tradition at the Le Mans Classic

The BMW Group Mobile Tradition is entering the Le Mans Classic for the first time this year. This spectacular event in the honor of this legendary highlight in motorsport is for all cars entered in the race between 1923 and 1979, inviting them back to the north of France this year for the third time. BMW Group Mobile Tradition, in response to the invitation, is sending three outstanding racing cars with equally outstanding drivers to this unique parade of manufacturers and clubs.

Particularly the BMW 328 Touring Coupé will make a comeback, this legendary car returning to the venue of its first triumph after no less than 67 years: On June 17, 1939 this racing version of the BMW 328 made its world debut in Le Mans. Built by Touring, the Italian coachwork specialist, the BMW 328 Touring Coupé was the sensation right from the beginning in the 24 Hours of Le Mans. In the car weighing just 780 kg or 1720 lb and with engine output of 136 bhp, the two drivers Max Prince of Schaumburg-Lippe and Hans Wenzel clearly dominated the two-litre class, finishing a sensational fifth in the overall ranking, ahead of much larger and more powerful competitors. This time the Touring Coupé is being driven by the Director of BMW Mobile Tradition, Holger Lapp.

The legendary BMW M1 Group 4 "Munich Car" is also making its comeback in Le Mans: When this BMW M1 entered the classic 24 Hours in 1981, it stood out in particular through its

exceptional paintwork: Where other cars were covered by the large logos and the names of major sponsors, the BMW M1 beautifully styled by paintwork artist Walter Maurer boasted hand-painted motifs of old and traditional Munich inns and landmarks, creating a link unique to this day between a car manufacturer, on the one hand, and local sponsors, on the other.

Like in 1981, this year's driver will be Leopold Prince of Bavaria, a legendary racing expert and the representative of Bayerische Motoren Werke, taking his seat in the cockpit of this exceptional car. He himself refers to his years with the BMW M1 as one of the greatest times he ever experienced in motorsport. With the exception of Formula 1 and Formula 2, the Prince of Bavaria, truly an old hand in motorsport, was active in all disciplines and competitions. And contributing all his experience, he has also been an active driver for BMW in historical motorsport since 1993.

Recruiting Marc Surer for the event, BMW has been able to win over yet another driver with lots of experience in Le Mans. Apart from numerous touring



car races, this Swiss driver, at the wheel of a BMW, won the 1979 European Formula 2 Championship and various other events before moving on to Formula 1 in the '80s. And now, in the Le Mans Classic, Marc will once again be driving a BMW 320 Group 5, like in 1977.

Upon entering the motorsport scene in 1977, the BMW 320 made its appearance in the striped livery of the BMW 3.0 CSL Coupés raced by BMW Motorsport GmbH founded in 1972, that is the legendary Coupés which truly hit the headlines on international race tracks in the early '70s. As a Group 5 racing car, the BMW 320 stands out in particular through its extra-large wheel arches, the big front spoiler and rear wing. And beneath the engine compartment lid the car boasts a thoroughbred BMW Formula 2 racing engine, a two-litre straight-four developing maximum output of 300 bhp. Obviously, only a real racing suspension and numerous aerodynamic improvements are able to get this kind of power on to the track.

In the large pavilion in the pitlane, BMW Group Mobile Tradition will be presenting not only motorcycles and racing cars of the 1950s, but also the history of BMW's success in 24-hour events. And near the pavilion BMW Club de France will be proudly showing some selected classic BMWs.

*BMW Press*



## NINE DECADES OF HIGH SPEED. BMW GROUP MOBILE TRADITION AT THE GOODWOOD FESTIVAL OF SPEED 2006

*Munich/Goodwood.* It's a top class motor racing event: the Goodwood Festival of Speed will be held for the thirteenth time from July 7th–9th, with its outstanding selection of motor racing cars. BMW Group Mobile Tradition has dug into its treasure chest once more and sent a fine selection to the south of England drawn from nine decades of BMW motor racing history.

The car most steeped in tradition takes Italian flair to Goodwood. At the Mille Miglia in 1940, the BMW 328 Mille Miglia Roadster finished third, thus making a key contribution to the BMW team's overall win. 130 bhp, tubular frame and aluminium body provide excellent volume-to-weight ratio and driving dynamics. BMW manager Dr. Friedrich Nitschke will be sitting at the wheel of this open two-seater.

As the representative of BMW's successful rally history, Herbert Reiter will be driving up the hill at Goodwood in his BMW 2002 ti—the car which was once successful at the hands of Rauno Aaltonen on the race tracks of Europe. With the McLaren BMW F1 GTR, BMW provides one of the most powerful touring cars on the track: with a capacity of 6 litres, the BMW 12-cylinder engine has no less than 633 bhp. This car will be driven by Prof. Burkhard Göschel, Board Member of BMW AG for Development and Purchasing.

Like every year, Mobile Tradition will once again show classic motorcycles in Goodwood too. And there are two special premieres for visitors to look forward to. For the first time, the newly reconstructed factory racing machine BMW WR 750 will be

seen on the race track again. BMW set numerous speed records as well as gaining national and international victories with this bike from 1929. Jürgen Schwarzmann, owner and restorer of the machine, will ride the WR 750 himself.

The Butler & Smith BMW R 90 S Superbike will also make a comeback to the race track. In 1976, Steve McLaughlin won the very first superbike race ever in motor racing history. BMW Group Mobile Tradition was able to acquire this rare specimen last year for its collection and after painstaking restoration, Jürgen Kübler of BMW M GmbH can present the 100 bhp machine to public in Goodwood after 30 years.

*BMW Press*

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August 1: September 2006 Issue  
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DEADLINES

A black and white photograph of the Bellevue BMW Parts and Accessories department. In the foreground, a group of approximately 15 employees, including men and women in professional attire, are standing behind a counter. The counter is filled with various automotive parts and accessories. Above the counter, a sign reads "Parts and Accessories". To the left, a sign indicates the "Cashier" area. In the background, there are shelves stocked with parts and a display case. The overall atmosphere is professional and organized. In the bottom right corner, the words "Bellevue BMW" are printed.

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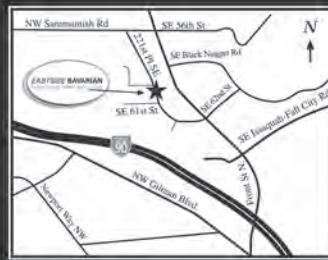
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