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JANUARY 2009

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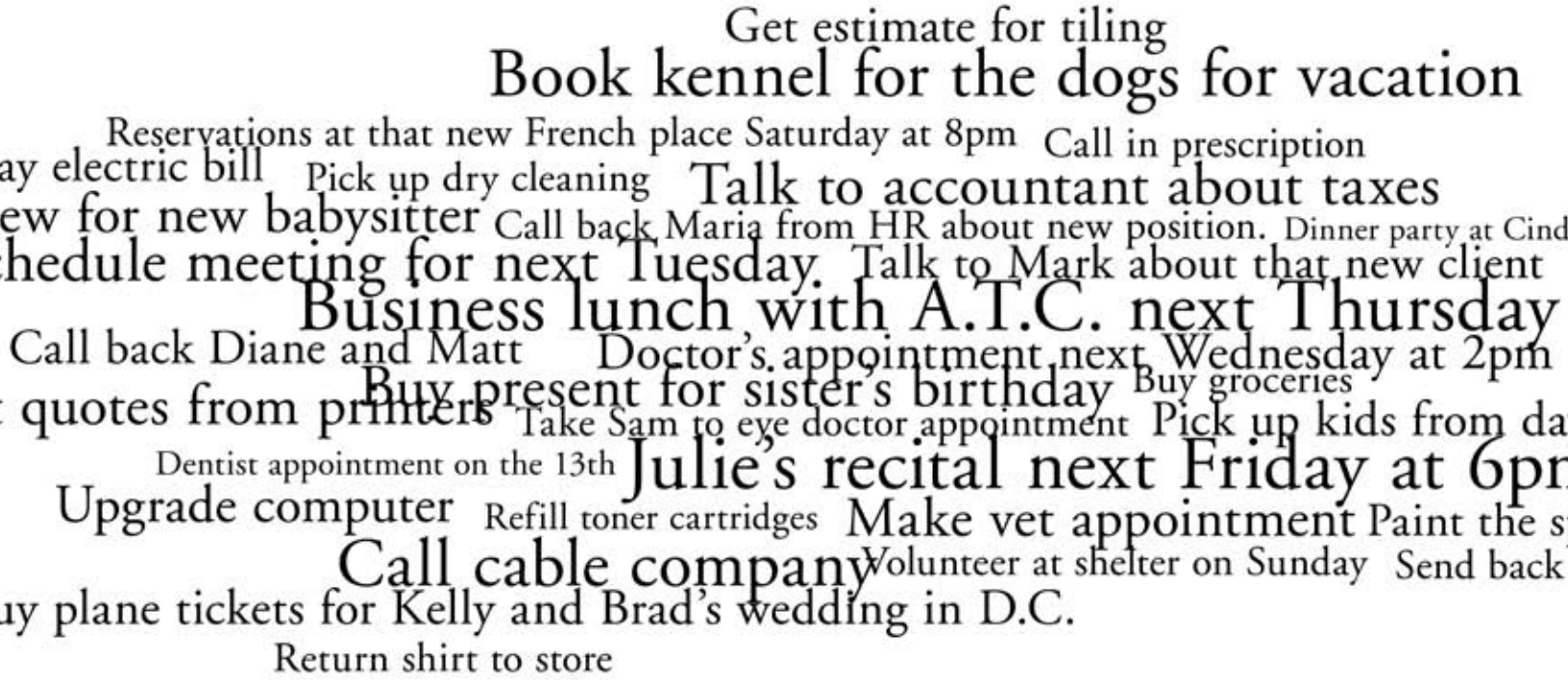

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BMW CCA Puget Sound Region

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January 2009

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Boilerplate
This magazine is the monthly publication of the BMW CCA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

Zündfolge design and layout by Paulette Eickman 206.283.1423.

KALENDER

Club members are encouraged to submit articles for publication.

January 6
Deadline for the February 2009 Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

January 17
Low Buck Hobby Garage: from 10 a.m. till noon. RSVP to Martin Hovenkotter for directions. 425-301-4936, Sammamish plateau.

January 29
Board Meeting: starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

January 31
Save the date for the BMW CCA Puget Sound Region's Annual Club Banquet: it will be held in Bellevue. For more details contact de-Anna Martin or see the article in this magazine.

February 3
Deadline for the March 2009 Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

February 21
Interbay Garages Tour: Group 2 Motorsports, Gerber Motorsports, Ken McBride, William Cotter, Goodman Racing. See article in this issue.

February 26
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.

February 28
Safety Gear Tech Session: from 10 a.m. to 12 p.m. at Speed Ware Motor Sports at 7509 159th Place NE, Redmond WA. RSVP to Jeff Butler at Jeff@hauryscollision.com.

March 28
Haury's Consumer rights/Collision Tech Session: 10 a.m. to noon at Haury's Collision at 11514 Lake City Way NE. To RSVP or ask questions contact Jeff at 206-365-1565 or jeff@hauryscollision.com.

June 13
Dyno Event & BBQ: Begins at 10 a.m. at the Carb Connection, 13611 NE 126th Place, Suite 240 Kirkland, WA. To RSVP or ask questions contact Jeff Butler at jeff@hauryscollision.com or call 206-365-1565.

Patronize Our Advertisers!

FROM THE EDITOR

- All contributions and correspondance 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 bmwcclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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The Low Buck Hobby Garage

January 17

In our effort to cover the spectrum of Hobby Garages, we are working our way down the economic ladder to a GarageMahal that has all of the equipment without any of the flash and bling of the first two GarageMahals. This month's hobby garage retains tool and tire storage along with the serviceability of the beautiful garages presented by Richard Griot and David Lightfoot.

In addition to the functionality this garage carries the additional requirement that it must do dual duty as chief storeroom for the house as well as supporting the multiple hobbies its occupants.

The first garage on the tour shows how to enhance your "other floor" (the ceiling) for storage. It also makes use of open shelves with a shielded view and closed standard cabinets from Home Depot. The garage is well-equipped with an air compressor, floor jacks and painted chocks, and shows how to improve the look of even mundane items with paint, to bring the look of your everyday working items up to date.

In addition to products on display including Race Deck raised tile flooring and Armstrong vinyl flooring we will have another garage which features a spectacular painted floor.

The tour is designed to not conflict with anything at a normally quiet time of year so Club members can feel free to drop by. If there is an NFL playoff game on that day we'll have it on a TV. Tour is from 10 a.m. till noon on Saturday, January 17. RSVPs will be returned with driving directions to Martin Hovenkotter's Sammamish Plateau home and other Club members who live on the Plateau are encouraged to participate. Cell is 425-301-4936.

Photo by Curtis Creager.

2009 BMW PRO3 Calendar

Last call to pick up your 2009 BMW PRO3 Calendar! This year we have a new lower price of $9.95 plus a low $2 for postage. This high quality calendar features PRO3 images shot through the lens of local photographer Curtis Creager. Curtis followed the PRO3 circus as they raced at tracks in Seattle, Portland, Spokane and Mission BC. Special thanks to Club member Matt Ferbache who designed the calendar. For those that own the 2008 calendar, this one is ten times better! The proceeds from the calendar will benefit the BMW CCA Foundation. You can purchase your calendar from Speedware Motorsports in Redmond, or order on-line at www.SpeedwareMotorsports.com. A special thanks to Speedware Motorsports for serving as our sole distributor of the PRO3 calendar. They are receiving no compensation for their efforts thereby allowing more money to go to the BMW CCA Foundation.

ON THE COVER

This month's cover features Chip Hanauer, the speaker at this year's BMW banquet. Here he is in action qualifying the Boeing sponsored, biofuel burning U-787 during the Seattle Seafair 2008 Hydroplane Race. See Chip in person—turn to pages 7–11 for more details. Chips racing history includes racing unlimited hydroplanes from 1976–1990, Toyota cars from 1991–1993 and a return to hydroplanes in 1999, his last racing season. Join your fellow Club members at the annual Club banquet and hear Chip in person!

Photos from Chip Hanauer's private collection.

Safety Gear Tech Session
Speedware Motorsports

February 28

KICKING OFF THE SEASON of driving events this year is the safety gear tech session at Speedware Motorsports in Redmond. Come out Saturday morning for a brief presentation of safety gear required to attend this years schools and other driving events.

As the nation's leading distributor and stocking dealer of brands including ARAI, Sparco, Recaro, Alpinestars and Oakley, Speedware has access to sources and distribution channels that few other retailers can boast.

Speedware has a 6,000 square foot retail showroom conveniently located in the heart of Redmond. Their friendly sales staff offer years of motorsports experience from which you can draw, always on hand to offer advice or answer questions on everything from the safety equipment to the detailing products used by the professionals in the industry. The event will also include a tour of their 25,000 sq foot service center. At last year's event, we viewed some very cool projects; BMW and others. Check out what additional services Speedware can do as BMW experts in their 25,000 square foot service center include:

- Diagnostic repairs
- Chip upgrades
- Turbo upgrades
- Computerized corner balancing
- Suspension installations
- Seat bracket fabrication
- Seat installations
- Brakes
- Computerized laser alignments
- Wheel and tire services
- Roll cage design

Circle February 28 on your calendar and join us at Speedware Motorsports, from 10 a.m. to noon. Coffee and snacks will be served so arrive early. Find out more about Speedware Motorsports at www.speedwaremotorsports.com. Send RSVP to Jeff at jeff@hauryscollision.com.

Jeff Butler
Tech Event Coordinator

Speedware Motorsports
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MOTOR SPORTS

IT MAY BE THE DEAD OF WINTER but plans are being laid for another year of track events. We have four dates under contract with Pacific Raceways:

April 16, Thursday
May 21, Thursday
July 10, Friday
September 13, Sunday

On each of these dates we plan to have a Car Control Clinic (CCC) and a High Performance Driving School (HPDS) running concurrently. We do not plan to have any events at Bremerton Raceway in 2009.

Prices will be higher (what a surprise) for our 2009 events. The first three CCCs will be $125 per person. The Sunday CCC will be $150. The Thursday HPDSs will be $225, the Friday will be $250 and the Sunday will be $350. Track rental on weekends is really high! That's the price of our sport.

The Track Events Committee is working on a number of other initiatives for 2009. These include a change in instructor training and improving event security. During the off-season we will also be evaluating our use of the website MotorsportsReg.com for event registration. It is likely that we will continue to use this service since our experience has been good.

We are also trying to find another track to hold an event at but getting a date is difficult and the logistics aren't easy either. Hopefully we can pull something together. We may also add another CCC if there is sufficient demand.

For now, keep yourself and your bimmer warm and look forward to that April day when we'll return to the track. Then we'll be able to drive our Ultimate Driving Machines in the manner in which they were intended to be driven.

The PRO3 Line

". . . everything else is just waiting."

IT'S INEVITABLE, after every race season, we have the off-season. Every sport has one. I have to wonder, do competitors in other sports enter the same withdrawal period that racers do? I sure feel it. In fact, I think there should be a clinic specializing in dealing with those of us racer-types who find the waiting to be difficult (I mean someplace other than the bar!) I'll admit it; I'm a racing junkie. But not like a NASCAR-fan-junkie; nope. If I'm not participating in the race in some fashion (crew, driver, etc.) it tends to bore me. I'd rather be doing it myself. So here I sit, along with my PRO3 brethren (and sisteren!) waiting for the 2009 season to begin. My wife is growing weary of me sulking around the house in my driver's suit and helmet. She says it scares the dogs. My neighbors think I'm crazy; my co-workers have given up hope on me…although, door-to-door solicitors have stopped coming by, that's a bonus!

The 2009 Season promises to be one of 'change' and 'hope.' We're looking at the very real possibility that we will have a new racing surface to inaugurate at Grass Valley, OR (Oregon Raceway Park). Greg Miller and Rick Gulstrom had the opportunity in November to test the new pavement—long before the track's final completion date—and reported that we are in for a real treat. The track is located in the middle of no-wheres-ville farmland and offers very little visual reference points. There are many elevation changes and swooping curves entering blind corners. Driver focus and attention to the corner workers will be paramount to success at this track. Before ICSCC can race on the surface, it must first pass the muster of the insurance bureaucrats. If that happens, we'll be there in May!

There's rumor and speculation about an Endurance Racing Series with a third Enduro thrown into the mix about mid-season. This hasn't been announced, so I'm not sure if it's going to happen in 2009, but it has been in the works. If so, expect to see some new cars in the grid as purpose-built enduro cars.

Spokane County is working to finalize its agreement with a new track operator. Last reports had Bucky Austin in the lead position for that role. Bucky's organization has experience running track events and this could prove to be very good for Northwest racing for all sanctioning bodies. Some track clean-up was started this past summer and we should expect to see more improvements as the season draws closer. Keep an eye out for announcements of track clean-up parties and plan to participate. We all supported the County to purchase the track and now we need to back that up with action, further showing our support of the venue.

2009 will be the 25th Anniversary of the Doernbecher Dash at Portland. The Doernbecher Dash is a Conference race held each year, generally mid-September, as a fund raiser for the Heart Surgery Unit of the Doernbecher Children's Hospital in Portland. This is a cause that PRO3 drivers and Highlander Motorsports have taken to heart (sorry, pun intended!) and pass the hat each season to do our part. Watch for the announcements and plan to participate in any way you can for this special event.

For those of you outside of the PRO3 realm: be it known to all that we passed a rules change removing the Toyo Proxes RA1 as the PRO3 spec tire. The Toyo Proxes R-888 is the replacement. That means there will be a flood of good, used, RA1s available for you track rats looking to stretch the tire budget. Consider this the PRO3 Track Stimulus Package of 2009. We're doing our part to make track time more accessible to all!

And finally, I would be remiss if I didn't mention that there may be some 2009 PRO3 calendars left at Speedware Motorsports in Redmond. If you didn't get one for Christmas, then there's still a chance yet!

Michael Olsen drives the Spirit Halloween Superstores PRO3 car #130
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Banquet Speaker Chip Hanauer

"I WAS IN LOVE with racing from the first, but I'll admit car racing was my first love," says Chip Hanauer. "I was caught up in the romance of it, the international stars. My greatest admiration was for a man like Jim Clark who represented a great personality contrast. Here he was a mild mannered Scottish gentleman, a farmer, yet the master of his craft in an intensely aggressive profession."

Had Chip Hanauer grown up in Indianapolis, we know he would have been an auto racer. Had he grown up in Kentucky, he probably would have raced horses. But he grew up in Seattle in the 1950s and 1960s, when Seattle was the boat racing capital of the world and the biggest sports stars were hydroplane drivers. So Chip started racing while still in grade school.

He moved up quickly and by the time he was 22, he got his first unlimited boat drive. That was 1976 and by 1979 he had his first unlimited class win.

Chip raced for thirty-five years, ending up with sixty-one unlimited class wins—one less than his mentor Bill Muncey. Hanauer has seven UHRA national championships to his credit and an unprecedented eleven Gold Cups (the Super Bowl of boat racing.) There was a price to pay for all those wins. He has

Chip Hanauer with his father Stan in 1977.

suffered many broken bones and has had his boat nearly kill him many times.

Perhaps the most interesting thing about Chip Hanauer was how unaffected he was by it all. He always made himself available to the press and the fans. He always spoke from the heart and always had the best intentions for hydroplane racing, even when that didn't agree with the "party line" from the sanctioning body.

Chip is not a one-dimensional person. He graduated cum laude from Washington State with a degree in Special Education. He spends much of his time helping children with behavior disorders brought on by abuse. He also speaks to business and other groups about "Lessons from a Dangerous Life."

David Lightfoot

Banquet Logistics

Date and Time
The banquet will be held on Saturday, January 31, 2009. The schedule is:

SCHEDULE

5:30	Doors Open/Raffle Auction Begins (new format) Social Mingling
6:30	Raffle Auction Ends
6:45	Dinner
7:45	Announcements
8:00	Live Auction
9:00	Program
9:30	We're Done

Place
Our host for the banquet will be the Bellevue Downtown Courtyard by Marriott 11010 NE 8th Street, Bellevue, WA. The location is just off I-405 in downtown Bellevue. From I-405 take NE 8th St (West) exit toward Bellevue Square. Stay to the right and turn right onto 110th Ave NE. The hotel is on the corner of NE 8th and 110th Ave NE. There is ample free, covered parking in the Bellevue Downtown Courtyard Marriott building. The banquet will be held in the Ballroom on the main floor. We are the exclusive event at the hotel that night.

Dinners and Souvenir
This year we have another commemorative glass. The dinner choices include pan seared salmon with tarragon shallot sauce, flat-iron steak with Maytag blue fonduta. The vegetarian option will be spinach and tomato stuffed portobello mushroom. All meals include a mixed greens salad with dried cranberries, feta and candied pecans. Along with each entrée is a vegetable and potato/rice, dinner rolls with butter, dessert, and coffee service. Alcoholic beverages, including wine, are available at the no-host bar. Dinner price is $60 per person if postmarked by 1/7/09 and $80 per person if postmarked after 1/7/09. Despite the very reasonable price, this is not a buffet. This is for table service. I've accounted for everyone's comfort and this year and we have a limit on attendance of 225.

Thinking of staying the night?
We've secured a discounted rate for you. How's a nightly rate of $109 plus $10 for overnight parking and applicable taxes. This rate has been secured for Friday 1/30/09 and Saturday 1/31/09. Now that's a steal for a hotel in downtown Bellevue. To make the reservation for this discounted price please call 1-800-716-5874 and reference: *BMW Car Club Room Block*. Five rooms have been blocked for Friday and ten for Saturday. If the block fills, the hotel has graciously agreed to extend the rate pending hotel availability. If you know you want to spend the night, please make the reservation by 1/7/09.

Dress Code
You don't need to wear a suit and tie, so business casual is your ticket in the door. We want you to come, have fun, socialize with other members and we would prefer no jeans or athletic shoes. Mostly, we just want everyone to be comfortable. Ladies there is nothing stopping you from dressing up, so if you have a special outfit, wear it!

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Other Clubs and SIG

We're extending a special invitation to the members of the BMW Clubs in Portland, Spokane and Vancouver, B.C, as well as the Porsche Club. We encourage the various clubs and special interest groups to attend. Get a group of ten together and you will have a whole table for the evening. Please designate a person to save the table for you, as this year we're making it first come first serve for the best seats in the house.

Wonderland DEVELOPMENTAL CENTER

Banquet Auction Beneficiary

This year's benefactor is Wonderland Developmental Center and more information about their organization can be found on their website. (www.wdcbirthtothree.org/)

Also see the Club website for online registration.

2009 Annual Banquet Mail-in Registration Form
Bellevue Downtown Courtyard By Marriott

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Address _____

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RESERVATIONS

1. Name _____
Entrée Preference (one only) ❑ Salmon ❑ Steak ❑ Veg

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3. Name _____
Entrée Preference (one only) ❑ Salmon ❑ Steak ❑ Veg

4. Name _____
Entrée Preference (one only) ❑ Salmon ❑ Steak ❑ Veg

PAYMENT

$60 per person if postmarked by 1/7/09.
$80 per person if postmarked after 1/7/09.
Final registration deadline is 1/22/09. We cannot accommodate walk-ins or registration during the last week before the event.

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Reason attending ❑ **Social** ❑ **Auction/Charity** ❑ **Program**

Mail to de-Anna Martin, 12303 NE 165th St., Bothell, WA 98011.

Calling All Folks

Do you have an item you'd like to donate to the auction? If so, please contact de-Anna Martin at 206-274-5274 or deMartin@pc-resource.com.

Raffle Auction

We'll still have the live auction. In response to your feedback to reduce the long check-out lines at the end of the evening we've changed the format for the items that don't make the main stage to a raffle system. Individual items will be assigned a bucket and you'll deposit raffle tickets for a chance to be selected. The more you deposit the greater the chances of being selected. The cost for the tickets will be $5 per ticket or five for $20. You can bring cash, charge to a credit card or pay by check.

A Final Word

It's no overstatement to say this will be a unique event with some "edge of your seat stories" from Chip Hanauer. You should be a part of it! Register now and set the date aside. We're going to have a great time.

The final deadline for all registrations is receipt by January 22, 2009. We cannot accommodate walk-ins or registration during the last week before the event. If you have questions, please contact de-Anna Martin at deMartin@pc-resource.com or 206-274-5274.

de-Anna Martin

Chip Hanauer (driving for Pico) with Niki Lauda (Formula 1 World Champion) at 1999 Seafair Hydroplane Race.

Chip at the wheel in the 1991 Toyota IMSA Road Racing Championship.

Chip Hanauer in 1980 with legendary driver Bill Muncey.

Photos from Chip Hanauer's private collection.

2009 Banquet Speaker
Chip Hanauer

Chip Hanauer driving Bruce McCaw's 1954 Mercedes-Benz Gullwing at Pacific Raceways.

The final heat of the 1999 Gold Cup—Chip's last victory.

Chip's eleventh and final gold cup victory, 1999, Detroit, Michigan with Larry Wisney, Founder of Pico Corporation (Chip's sponsor).

Chip's first unlimited hydroplane race, Tri Cities, Washington, 1976.

Renton Technical College Detailing Class

GET YOUR CARS LOOKING THEIR BEST by learning the details of detailing. Renton Technical College (RTC) offers a hands-on auto detail class.

Have you ever been envious of the gleaming show cars at a concours? Have you washed your car only to see swirls in the paint finish? Looking for a fun diversion for the winter months? If so, then consider taking a ten-week, in-depth auto detailing class offered by Renton Technical College.

This winter, RTC will be offering a comprehensive course designed for the serious hobbyist and professional. The course provides classroom instruction and hands-on training for professional-level, detailing tools and techniques.

Topics include proper washing, paint technology and problem paints, color sanding, touchup, scratch and swirl removal, overspray removal, buffing and polishing, paint protection, and interior cleaning and protection.

The detail class provides forty hours of instruction over ten weeks. Classes are held on Wednesdays from 5:30 p.m. to 9:30 p.m. The program starts on January 7 and runs through March 11. To get more information or to register, call Renton Technical College at 425-235-2352. The fee for the class is $229.90 and includes supplies and tools. (www.rtc.edu)

Tour of Motorsport Garages

February 21

IT HAS BEEN A FEW YEARS since the Club visited the motorsport shops and car collections in the Interbay area of Seattle. So, in February we are going back. If you have attended before, you know there are always interesting vehicles, collectibles and memorabilia. And even if you have seen these collections before, you should come out again because these are not static collections and you will likely see all new stuff. We will start the day off at Group 2 Motorsports which is in the same building as Ken McBride and William Cotter's personal garages. Only a few blocks away are Gerber Motorsports and John Goodman's Goodman Racing.

Group 2 Motorsports is a full service automotive shop for repair, service and upgrades (www.Group2Inc.com). Group 2 is a *Zündfolge* magazine advertiser. They are an authorized installer for the Tire Rack, so you can have tires shipped directly to them. Group 2 is known for being Alfa Romeo specialists but they work on all types of vehicles. Currently, they are working on an Austin Healey 3000 project car.

Ken McBride has his personal collection of vehicles, art and collectibles in the same building as Group 2. The collection is "all new." McBride has a very diverse collection and a beautiful garage. This is a show garage.

William Cotter is down stairs from McBride and is another great collection of all things automotive, and much more. This is where Bill and his sons hang out. In addition to storing all the vehicles, they have a movie watching area and every available surface and space is used to display something. Check out the picture for a preview.

Gerber Motorsports (www.gerber-motorsport.com) is an independent Porsche service and race preparation shop just down the street from Group 2 and is in the same building as Goodman Racing. Gerber also does engine rebuilds and conversions, as well as full restoration projects.

Goodman Racing is a personal race shop and garage for John Goodman. For those people that just went to the Denison International event, the golden Ferrari they are restoring is Goodman's. Goodman has raced in the Ferrari Challenge, SOVREN and LeMans so there are always interesting race cars in the garage to see.

The event is Saturday February 21st from 10 a.m. until 1 p.m. Group 2 Motorsports is at 4442 27th Ave West, Seattle, near Fisherman's Terminal just south of the Ballard Bridge. There will be a thread for this event on the club bulletin board at www.BMWPuget-Sound.com closer to the event. There is no cost for the event and no need to reserve a spot.

Chris Mason
christophermason@gmail.com

Photo by Chris Mason.

William Cotter Garage

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Dennison International Motorsports

On november 8, about 125 Club members, friends and associates visited Dennison International Motorsports in Puyallup. We saw how world class restorations are done. Restorations at a level to win Best of Show at Pebble Beach, as Jon Shirley's Alfa Romeo did this last year.

The 14,000 square foot shop was packed with interesting cars in various states of repair. A one-off Ferrari called the "Golden Car" was stripped right down to the bare metal of the body. A beautiful ERA, originally owned by Prince Bira, was getting some minor work done without disturbing the patina. Greg Witten's big Aston Martin was also getting minor attention. There was a 1997 Ferrari F1 car which Michael Schumacher drove to two wins. There were also several other Ferrari street and race cars. My favorite was probably the Bugatti Type 57, stripped to the point one could see the wooden pieces between the frame and the body. Another unusual car was an NSU Prinz with body by Bertone.

Butch Dennison, the owner of the shop, told us all about the operation. Butch is a laid back guy who you would never guess does work for some of the pickiest people in the world. His charming wife Nancy ably handled hospitality, with a beautiful presentation of coffee, juices and breakfast treats. The crowd was so big that we split into two groups with Butch leading one group and Darren, the shop's researcher, handling the other. Butch and Darrren went through the history of each and every car in the shop.

How lucky we are to live in this part of the world with so many great cars and owners who are willing to share them with the rest of us. Having a number of world class shops that cater to the restoration and care of these cars is a bonus. Thanks to the Dennison International crew for allowing us this visit.

David Lightfoot

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The Other Side

THINGS YOU NEVER HEAR ABOUT

CLENCH

At one time, a year or two ago, and as a retired officer with the California Highway Patrol, I started this column hoping a few members would enjoy something a bit different. Some did, but some probably didn't. So, following a long hiatus, I'm returning to the story telling of past events in the life of those on the other side.

Sergeant Jim came to us one fine day in 1967. Most of you were probably not even born yet. Sergeant Jim had just been promoted in rank and assigned to the Malibu Substation, which just happened to be my office at the time. It happens that lawmen are really no different than any other profession in life. In Jim's case, it didn't take more than a couple days before we hung him with the moniker of Clench. This all came about due to his maddening style of talking with his teeth clenched together. Why he did it I'll never know but it was certainly distinctive to say the least. The best part of Clench however was how likeable he was. He came into the office and immediately fit right in with us outcasts from West Los Angeles.

I say outcasts because that was what we were. The West LA office was located way over in Inglewood, which is south of Santa Monica. The Malibu office was a substation about an hours drive up the Pacific Coast Highway. Whereas the main office was a big beautiful station with locker rooms and showers and a motorcycle squad of prima donnas, we were a tiny office of seventeen officers, one toilet and five parking stalls for our five patrol cars. It was paradise being out there by ourselves but that would be another story one of these days.

This is about Sergeant Jim, his Malibu stay, and his desire to return home to Oakland, California. Promotion always meant a move to another office and then the long wait for an opening to come up so you could return home to your wife and your kids. Clench would try to work the schedule so he could work a twenty-day stretch and then drive home for all his days off. It didn't always work out though.

The months went by and a lot of fun was had that summer. Clench became a great friend to most of us and we enjoyed having him very much. Summer came to an end and the fall months turned cold and windy along the coast but it's not that bad when you're in a new car all the time with heaters on. As the holiday season approached, Clench

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received a heart warming present from headquarters in Sacramento. His transfer had finally come though and he was going home the second week of January. We were happy for him but at the same time saddened by the loss and the expectation of who they would send to replace him.

Anyway, it was this time that the "puzzle palace" up there at headquarters came up with the idea of roadside check points in an effort to catch drunk drivers. This was a first; it had never been tried before. There was no precedent, no plan, no equipment, no nothing. No one knew just what to do. The West LA office didn't want any part of it so it was sent to Malibu for implementation. Rummy Rumsey, our lieutenant and another story for the future, handed the job to Clench. So here's a guy getting ready to go home and now stuck with the job of devising a plan for setting up these now famous roadside checkpoints. I'll say this for him, he took it in stride. He started ordering the equipment he thought we'd need. Traffic cones, lights, barriers, extra flashlights, batteries, you name it, he had it. Even some really nice Stanley vacuum bottles for coffee and hot tea.

So before we knew it the big night was upon us. I was one of the unlucky ones picked for this detail. There was me, my two buddies, Don and Bob and several more of the guys. It took two cars and a personal pickup truck just to haul all this stuff. The shift was set to begin at 7:30 p.m. on a Friday night just before Christmas. It turned out that same night was the night Mother Nature decided to hit the Malibu area with the storm of all storms.

The wind came up just before briefing; gentle at first, but with a grim resolve to move the continent an inch or two before morning. Now I'm not sure how many motorists we were able to check for drunk driving that night. I do know that we trundled all this equipment down the coast to Topanga Canyon and set up our operation. We had traffic cones, barriers, lights, everything ready to go but no way to stop the wind. The cones and barriers went sailing across the highway and up the mountain side. The lanterns were rolling into the ditch and the guys were running around like crazy men trying to gather up our stuff as it went blowing away. Then came the rain, lots of it.

All of us were really in a miserable state by this time. Running after equipment, soaking in the rain, being wind blown and getting colder by the minute. But all during this fiasco, I and several others noticed Clench was seemingly having a great time. Sort of dancing a soft shoe up and down the highway, tossing his flashlight up in the sky like a baton twirler and sometimes singing into the blowing gale. I figured it was because this was his last night and he was going home. I couldn't have been more wrong.

Sometime around midnight, when we hadn't found one drunk because they were smart enough not to come out on a night like this, Clench called it quits. Pack it up and gather around. This we did with great gusto, anything to get out of the storm. With all the equipment back in the truck we bunched up for a short de-briefing. Clench passed around the new Stanley vacuum bottles. It was at that moment we knew why he had been so happy out there on the highway. There wasn't any hot coffee. They were all full of Martinis and he had been hitting them for several hours. No wonder he was so happy. He was getting out of Malibu, he was going home, and he was bagged out there on the California Highway Patrol's first ever "Find the drunk driver" lane.

As an add on, this was the first time such a scheme had been hatched in the State of California. It was shortly thereafter the California Supreme Court said we couldn't do this until we made some serious changes in the way we operated the lanes. I've often wondered what triggered their decision. Probably that we had to eliminate any drunken sergeants from being in charge of our operations.

Wayne Mulholland

LIV2DRV

BY DAVE COOK

The Man Behind the Curtain

I RECENTLY DROPPED INTO my local BMW Shop, Hahn BMW. I was there to give one of my BMWs a little spa treatment. A little TLC goes a long way for the ones we love. While getting settled and speaking with the service manager Hans, (seriously, his name is Hans and he works for Hahn BMW) I was given the opportunity to speak with a technician. I love speaking with the technicians; it's like getting an audience with the great Oz himself, "The man behind the curtain."

After picking his brain a little, I realized the gentleman was a new face. Why do I add this information to this article? For one simple reason—you don't see too many new faces at Hahn BMW; the same people have been working there for years and years.

The new man behind the curtain is Phil Radke. Turns out that Radke is a German name, in the words of Artie Johnson from the Rowan & Martin's Laugh-In days "Very interesting." This is very interesting because I have been taking my BMWs to Hahn for years and I know who is touching my cars and Phil is not one of them. So I poke around a little more and learn that Phil has been attending BMW technician training, even more interesting.

What do we know so far? New tech, new training, new hands on my BMW, hmmm I must learn more. Turns out that Phil was raised in his Dad's shop crawling around in grease and teething on nuts and bolts; Phil has been turning wrenches since he was in diapers. Now it's starting to make sense; Phil is new to the BMW brand but certainly not new to the industry.

I asked Phil if I could take some of his time and delve into his newly formed opinion of turning wrenches for BMW. What I learned was very informative. He has been attending class at the BMW Western Region Training Facility in Ontario California. These are basically week-long courses broken into eight-hour days of information packed with gear head, brain twisting data.

His first experience with these courses was a while back and it was based around learning to use the tools and technology used to work on BMWs. Phil was trained on the widgets and geegaws that are used to understand the systems, hardware and electronics that make our cars the ultimate driving machine.

Phil's most recent classes consisted of body and engine electronics; let's break that down a little further. The engine electronics portion is basically how the system is diagnosed with respect to fuel, spark, and combustion. Did you get that, fuel, spark and combustion. This encompasses everything under the hood and its associated components—no small task.

That is just getting started. Then there is body electronics. What the heck is that? Body electronics according to BMWs definition consist of but are not limited to OBD, DME, radio, instrument clusters, DSC and so on. After spending some time with Phil, I was very impressed with his aptitude for learning and retaining all this information.

I have been working in the computer field since DOS 2.x and have empathy for what Phil is going through. You must understand any field having to do with technology is like mentally living out of a suitcase, you never get to unpack and settle in; you are always on the move. This can be very stressful in and of itself.

The BMW testing criteria is very rigid; they use similar testing methodologies much like those of Microsoft. This tactic is referred to as adaptive or dynamic testing. This methodology does not allow an individual to just cram and memorize, it forces individuals to actually have an understanding of the material because the tests are never the same and dynamically adapt to your knowledge thus exposing weakness and pouncing on it. Another thing to consider is the information that is being taught is not just for current BMWs, no sir, that would be too easy. This stuff goes all the way back to the 1990s

Of course Phil has aced several certifications already, with several still ahead of him. But for a guy with his automotive background it comes a lot easier then it would to some tender-footed gear head. One other thing that is milled into these courses is customer service and plenty of it. It is not good enough, especially in these economic times, to just be good. You need to be the best.

So remember when dropping off your baby at the dealership there is a heck of a lot more than just speaking with the service advisor and then picking up your car all fixed up and shiny. Think about what it takes for the dealer to send their technicians to these courses, the thousands of dollars spent on training, not to mention the scheduling nightmares while their technicians are in training. Think about the technicians and the hundreds of hours they have into learning and honing their craft just to obtain the right to lay hands on your baby.

So now I know who Phil Radke is, aka "The Wizard of Oz," aka "The man behind the curtain," and he is welcome to work on my BMWs anytime.

Dave Cook
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Special Interest Groups

THE SPECIAL INTEREST GROUPS (SIGs) are independent groups run by individuals not necessarily associated with the BMW CCA Puget Sound Region. They are neither regulated nor funded by the Club, with the possible exception of specific co-sponsored events. However, the Club Board of Directors does feel that they are an important resource for Club members in the area, so we have chosen to promote them for the benefit of our members. We welcome new SIGs to the list. Please contact Lance Richert to add a SIG to this list.

SIG GROUP	CONTACT	EMAIL	PHONE
E3—2500/2800/ Bavaria/3.0si '68-'77	Gus Blazek	E3Bavaria@Gmail.com	253-941-0463
E30—3 Series '84-'91	Lance Richert	Lance@Richertnet.com	425-644-8009
E36—3 Series '92-'99	Kim Burgess	Bluptgm3@att.net	206-601-8705
Z3/Z4 Coupes '99-	Doug Mill	Y2kMcoupe@aol.com	
Racing SIG (PRO-3, etc)	Wes Hill	wes.hill@earthlink.net	206-989-9516

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2001 M3: E46 model, titanium silver over black leather, 6 speed, 68,000 miles, second owner (both BMW CCA members), superb condition in & out, CarFax certified, no accidents or paint work, fully loaded, 19" OEM M3 wheels with new tires, heated nappa leather seats, tint, xenon lights, HK CD/MP3 sound though the speakers have been upgraded with Rainbow BSW Stage 1 speaker kit, SIRIUS with eight months left of free service, moonroof, clear corners, side markers and rear taillights, painted reflectors, Rogue upgraded tranny mounts (smoother shifts), Rouge clutch stop, up to date on all services and every record since new, very fast, serious buyers only please. Buy a car like this ///M with a clean history that has no issues, problems or excuses. $25,500 obo. Call 206-719-6453 or email mahall75@hotmail.com.

1976 2002: One owner car, 145,000 on the car; 45,000 on the factory engine. Sienna brown, 4 speed, sun roof. Clean history, service records, references with twenty year mechanic. Asking $8,500. Email Howard@shgllc.com.

2000 E39 M5: 106k miles, $19,000. Smoke-free. Must sell to get a horse trailer and truck. Carbon Black ext/ black leather + burl walnut trim int. Original rims with Bridgestone Blizzak tires amd Bayern Mesh rims with Michelin Pilots. DSP, 6 CD and nav. Factory options: full leather, fold down rear seats w/ ski bag, park distance control, rear electric window shade. Added: heavy duty rubber BMW floor mats, cargo netting, pro installed Escort Passport 8500 X50 and in-dash Laser Shifter module. Stainless steel hideaway cup holder, Lo/Jack. SES light on: smog port clogging, cleaned once at 60k but came back. Otherwise 100% sound and warranty maintained. Contact Frans at frans@oz.net or 425-753-5015.

1974 3.0CS: Second owner (since 1985); 75,000 miles. Sienna brown, 4 speed, sun roof, air. Clean history, service records, references with twenty year mechanic. Asking $14,500. Email Howard@shgllc.com.

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Set of four BMW wheels with tires: BMW OEM Style 54 wheels with Dunlop Sport 2000 tires from a E46, 225/50/16, 65% tread remaining. Wheels would be great for set of snow tires. All in very good condition. $400 for all. Contact David at webmbac@hotmail.com or 360-647-1236.

Set of Four Bridgestone Turanza EL42 run flat tires, size 205/55/16: Great condition, off of an E90, 80% tread remaining. $325 or best offer for all four. Contact David at 360-647-2179 or webmbac@hotmail.com.

Dashboard: for a 6 series dash, great condition one small crack, less than the size of a pencil eraser. Pictures can be emailed upon request. $300 + shipping. Contact Rick at 360-545-6613 or 4giffords@comcast.net.

Four tires and rims: TSW chrome stealth wheels 16x8 with extra center caps and removal tool. Mounted with Kuhmo Ecsta Supra 712. 225/50R16 (2) and 245/45ZR16 (2) tires have less than 500 miles on them. Looks like 10mm offset will fit 5, 6, 7 series. Off of a 635. Pictures emailed upon request. $600 + shipping. Contact Rick at 4giffords@comcast.net or 360-545-6613.

1988 E30 325is parts for sale from my (de)parted E30. Black hood in good condition: $225. Black leather rear seat, fully assembled back and bottom, in excellent condition: $125. OEM Premium Audio rear speakers, designed for the E30 to produce outstanding sound with an OEM appearance: $150. Website lists other miscellaneous items, see http://www.midwestroads.com/bmw/ or e-mail sk7@midwestroads.com. Feel free to make an offer. I don't have room to store these and want them to go to a good home! Call Scott at 847-769-1098; local resident, will arrange for delivery.

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