



MARCH 2005

Zündfolge

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



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March 2005

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KALENDER

March 1

Deadline for the April 2005 *Zündfolge*.

March 3

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. Contact the Club President, Rick Gulstrom, at rick@gmsarch.com or 425-644-1446 to RSVP and for meeting location.

March 5

Vintage Racing Motors Open House. 10 a.m. to noon. VRM is located at 9255 151st Ave. N.E. Redmond, WA. For information contact Bill Spornitz at bimbill@cs.com or 425-985-9642. See article in this *Zündfolge* for more information and directions.

March 26

All Members meeting. 10 a.m. to noon at Bison Creek Pizza. See article in this *Zündfolge* issue for more information. RSVP to de-Anna Martin at de_anna@yahoo.com.

April 5

Deadline for the May 2005 *Zündfolge*.

April 7

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

April 23

Haury's Paint & Body Work Tech Session. 10 a.m. to noon at Haury's Collision located at 11514 Lake City Way NE Seattle, WA 98125. If you have questions call Event Coordinator, Jim Millet, at 206-542-5237 or email jimngloriamillet@comcast.net.

April 23

Bimmerfest in Santa Barbara, CA. See article in this *Zündfolge* for more information.

April 30

Spring Rally. See article in this *Zündfolge* issue for more information or contact Jeffrey Schlimmer at jeffsch2@hotmail.com.

May 19-22

Fourth Annual Pacific Sharkfest 2005. A gathering of owners and aficionados of the venerable E24, six series autobahn cruiser. San Luis Obispo, California. Contact Paul DiMauro at 831-595-5194 or email pdpaintspaul@netscape.net.

July 24

The 25th Annual Concours will be Sunday, July 24. The E28 5 Series (1982-1988) is the featured car.

August 14

The E30 Picnic will be Sunday, August 14 at the Triple-X Drive In located in Issaquah.

FROM THE
EDITOR

- All contributions and correspondence with the *Zündfolge* staff need to be sent to Lucetta Lightfoot, the *Zündfolge* editor, at lucettalightfoot@msn.com. Submit all photos as 350dpi tifs at 100% size. Submit text display ads as 800dpi tifs.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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All Members Meeting

March 26

DON'T MISS our All Members Meeting Event, March 26, 2005, at Bison Creek Pizza Restaurant in Burien.

This will give you an opportunity to meet the Club's Board and fellow members. There will be brief presentations on the events planned for 2005.

There will be videos to watch, door prizes (provided by BMW NA), Club T-shirts to buy, and good food to be enjoyed with your fellow Club members.

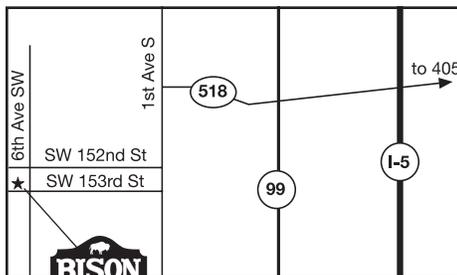
The event will run from 10 a.m. to 12 noon. After introductions and door prizes, a no-host lunch will be available for those who would like to relax and enjoy some wonderful food offered by Mike Rasmussen, owner of Bison Creek Pizza, including spaghetti, calzones, hot sandwiches and several different salads off the menu or, back by popular demand, the all you can eat special for \$11 per person including pizza, salad, garlic bread and a refillable soda.

For driving instructions see address and map on this page. Bison Creek Pizza is located at 630 SW 153rd Street, #F, Burien, Washington.

Please, RSVP by email (preferred) or phone call 425-722-3615, 8 a.m. to 5 p.m. Also, let us know if you will be staying after the meeting for lunch (Bison Creek Pizza has requested an idea on how many will be eating lunch). There is no cost for the event, but lunch will be at your expense.

See the February *Zündfolge* for additional information.

de-Anna Martin
de_annaj@yahoo.com



Bison Creek Pizza
630 SW 153rd, Burien
Phone: 206-244-8825

Vintage Racing Motors Open House

March 5



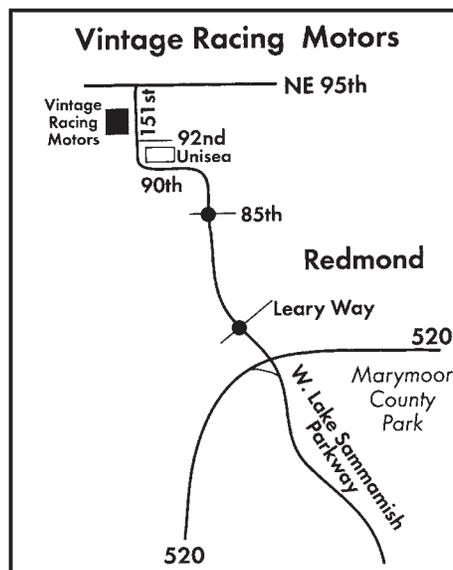
Photo by Cleve Collinsworth.

SATURDAY MARCH 5, 10 a.m. to noon, marks the Club's return to Vintage Racing Motors for an open house and guided tour. Byron Sanborn will be our host, providing history and perspective on many of the rarest and most beautiful vintage race cars to be found anywhere in the country. The Club has had the great fortune to be invited every two or three years for this open house. Each time, we have seen cars that are not only racing art, but extremely significant historically. Past examples include one of three Scarabs ever built, a Porsche 917 used in the film LeMans, a CanAm car driven by P.L. Newman, and a 1980s Formula 1 car driven by Emerson Fittipaldi. We never know for sure what will be in for work when we visit, but you are unlikely to be disappointed.

VRM is a business dedicated to the repair, restoration, tuning, storage and transportation of vintage racecars whose owners demand perfection. As such, they have garnered a reputation for impeccable workmanship. There are almost always several cars in various states of disassembly, allowing us to see the components, many of which are one of a kind.

Viewing the cars is a rare treat. However, Byron's insight and historical perspective, combined with many humorous anecdotes, adds a wonderful dimension to the day. The format is very relaxed allowing ample time for Q&A. Refreshments will be provided. Don't forget your cameras. This event is open to Club members and their guests.

VRM is located in Redmond, just off Willows Rd. at 9255 151st Ave. NE. Please don't contact VRM directly. For information call Bill Spornitz at 425-985-9642 (c) or 425-836-2760 (h) or e-mail bimbill@cs.com.



This image of a vintage formula car was captured at the SOVREN 2004 Historics. See cars like this at the VRM Open House on March 5, 2005.

The cover photo was taken by the official SOVREN photographer Cleve Collinsworth, using a Canon 1D Mark II with a 200mm lens.



Haury's Paint and Body Work Tech Session

Saturday, April 23, 10 a.m. to noon

CLUB MEMBER JEFF BUTLER, owner of Haury's Lake City Collision, is putting together another great program for us. In past years, Club members have found this tech session to be eye opening and very informative. The program kicks off at 10 a.m. sharp with a tour of Jeff's modern, state-of-the-art collision repair shop. We'll see the latest technology in repair and painting equipment and discover why modern facilities are important when we're selecting a shop to repair our precious Bimmers.

On display from BMW Seattle will be a new 6 Series. We will be discussing the changes in the latest designs and the repair techniques required to fix them. M Roadster/Coupe owners will be interested in seeing Haury's solution to the cracked differential bracket and separated rear floor problem experienced by several local Bimmers.

**HAURY'S LAKE CITY
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We'll find out from Jeff how the insurance company and body shop interact to repair our collision damaged vehicles and why we, the customer, should be well informed and involved in this process. Also discussed will be general insurance company policies and practices, differences between insurers (they're not all the same; some are better

than others), after-market body parts, your legal rights as the claimant or insured when involved in a collision, how to

protect yourself from fraud, and more.

Circle Saturday April 23rd on your calendar, and join us at Haury's Lake City Collision Service, 11514 Lake City Way, Seattle for an informative auto paint and body repair tech session from 10 a.m. to noon. Coffee and snacks will be served, so arrive early. Find out more about Haury's at www.hauryscollision.com.

If you have questions, contact Event Coordinator Jim Millet at 206-542-5237 or jimngloriamillet@comcast.net.

2005 Concours d'Elegance Featured Car: E28 5 Series!

THE 25TH ANNUAL BMW CLUB CONCOURS D'ELEGANCE this year will feature the fantastic 1982-1988 BMW 5 Series. Look for special events during the year for the E28 including an informative tech session. E28 owners, we look forward to seeing your special BMWs at the Concours! I suggest all E28 owners contact E28 SIG coordinator Louie Lindenmayer who will be helping with the E28 SIG events this year. Louie's e-mail is LouieLouie@Northwest.net.

I am also pleased to announce that the Concours d'Elegance will be back to Sunday this year! Yes, the Concours d'Elegance is scheduled for Sunday, July 24 at Cedar River Park in Renton. BMW Seattle will again be our gracious sponsor, thanks!

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Spring Rally

April 30

SAVE SATURDAY, APRIL 30TH for the Fifth Annual Spring Rally! After a morning briefing, we'll get right to the rally, a bring-your-own picnic lunch, more rally, then dinner and awards. Since only one member of each team need be a BMW CCA member, this is a way to enjoy precision driving with your spouse, partner, son, and/or daughter. Full details will appear in the April *Zündfolge*; in the meantime, send any questions to Jeffrey Schlimmer, Rally Master at jeffsch2@hotmail.com.

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"If everything is coming your way then you're in the wrong lane."

ANONYMOUS

FAMOUS RALLY DRIVERS

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DIANE FROLOV AND ANDREW SCHNEIDER, 1993

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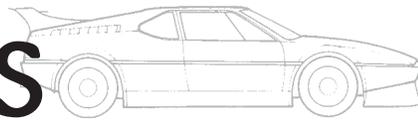
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MOTOR SPORTS



MARCH IS HERE, and that means our driving season is ready to begin. The Novice Driving School is right around the corner on March 12th and 19th. If you are still interested, but haven't signed up yet, please go to the Club website and check the current status of the school. Who knows, we may still have some spots open! For those of you who are registered, I thought I'd take the opportunity to go over some of the basics to help you prepare for your first novice school.

Tech Inspection

You've already had a shop do this, right? It's very important that we keep everyone safe out there, and the inspection gives a qualified mechanic an opportunity to give your car a good once-over. Hopefully the mechanic doesn't find anything wrong, but that's a lot better than having something break at the track. Don't forget to fill out your part of the form and bring it with you to the track—we can't let you in without it.

Personal Gear

Think of this as camping. You'll be out in the weather all day, in the cold, rain, or shine. Wear layers you can take off as it warms up, and make sure the outside layer is waterproof. Wear appropriate shoes! It's tough to drive a car well in

sandals, although I *have* seen it done. The best shoes are only as wide as your foot, with a fairly thin sole, but comfortable at the same time. Most athletic shoes will be fine, just try to stay away from wide running shoes. If the weather looks like it's going to be nice, don't forget sun screen. Put your driving helmet on your packing list too. Don't laugh, there's nothing worse than driving an hour to the track only to find out the helmet's still sitting on the dining room table!

Car Gear

Try to pack light. Remember, we'll ask you to take EVERYTHING out of your car when you get there, so don't bring the entire garage. Bring something waterproof to put all of your stuff in or a tarp to cover it. The paddock is not the cleanest place, so it's nice to have a big plastic box to keep all of your gear clean and dry. My kit always has some basic tools, a tire gauge, glass cleaner, paper towels, spare quart of oil, and a set of work gloves. Your list will grow as you attend more track days, but that's a good start.

Comfort Items

Think about bringing a small cooler with some snacks and lots of water. Your instructors will be bugging you to stay hydrated throughout the day, even if it's

cold. Driving is a surprisingly physical sport, and it's important to stay ahead with your water. I bring at least a 6-pack of water for every day. Lunch is provided at Bremerton, but you will need to bring or buy your lunch at Pacific Raceways.

The Car

Plan on coming with a full tank of gas. Make sure the lug nuts are properly torqued and the tires are inflated to the manufacturer's recommended pressures.

You

The most important part! I know it's hard, but try to get a good night's sleep before you come out. You will be REALLY tired at the end of the day, I promise, so come out at the beginning of the day rested and ready to go. Most importantly, have fun! Don't put a lot of pressure on yourself to be Bill Auberlen on your first day. Have fun; and the learning will happen naturally!

Tom Olsson

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Hello Fellow Driving Enthusiasts

I'M A BOARD MEMBER, with the responsibility of organizing some driving tours this year. We've had some excellent tours in the past, (thank you Doug H. and Martin H.) some of which I'd like to repeat, but would also like to add some new ones. If you have any suggestions for a fun drive, or a favorite one that you would like to help organize, let me know.

If you have any suggestions for a fun drive, or a favorite one that you would like to help organize, let me know.

The objectives of a drive are to enjoy driving our BMWs on some fun roads (no or little interstate), see some beautiful scenery, enjoy driving our BMWs on some fun roads, stops for sightseeing/ conversing/photos, enjoy driving our BMWs on some fun roads, a nice place for lunch (restaurant or picnic) and, did I say, enjoy driving our BMWs on some fun roads!

I don't have any specific schedules yet. I'd like to make it somewhat dependent on good weather and see it as a more spontaneous activity. My goal is to try for approximately one drive per month from spring through fall. When firm schedules are established, I'll try to get them published in the *Zündfolge*, but because of the lead time required, sometimes that won't be possible. I will post drive information on the Club website calendar and the Club bulletin board, both of which can be found at www.bmwpugetsound.com.

I can also send information via email, so if you would like to be added to an email "tickle" list, send an email request to alan.james@comcast.net.

Because of logistics, registration will be required and will be limited to approximately thirty BMWs. All participants will also be required to sign a Club liability waiver and rules-of-conduct statement.

Feel free to contact me with any questions or suggestions. I'm looking forward to seeing you on some fun drives this year.

Alan James
Tour Coordinator
alan.james@comcast.net
206-300-9314

2005 Driving Events Calendar

BMW CCA PSR Events:

March

- 12 Novice Skills Training, Bremerton
- 19 Novice School, Pacific Raceways

June

- 5 Driving School, Pacific Raceways

July

- 10 Driving School, Pacific Raceways

August

- 28 Driving School, Pacific Raceways

November

- 19 Novice Skills Training, Bremerton

Other Events open to CCA Drivers:

March

- 6 BMW CCBC Car Control Clinic
- 18 BMW ACA School at PIR
- 18 NW ALFA Club Lapping Day at Bremerton
- 19 PCA PNWR Skills Day at Bremerton
- 26-27 BMW CCA IEC School at SRP

April

- 10 PCA PNWR School at PIR
- 16 PCA PNWR Skills Day at Bremerton
- 17 NW ALFA Club School at PR
- 29 BMW ACA School at PIR

May

- 25 PCA PNWR School at PIR
- 26 BMW ACA School at PIR

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Annual Banquet a Huge Success

OUR ANNUAL BANQUET was a huge success by every measure! We had 250 Club members in attendance, the most ever. We had ten beautiful M Cars on the banquet room floor. Our dinner speaker was Mr. BMW M in North America, Erik Wensberg. And we beat last year's record for the amount raised for charity.

The evening started out with a cocktail hour-and-a-half along with the silent auction. But anyone showing up at 5 p.m. could clearly see that many people had been at work for hours beforehand. The ten M Cars, one each of most M Cars built, were nestled around the dinner tables and auction items. They had been placed before the caterer set up. The dedicated owners of these vehicles had shown up at 2 p.m. to make it all possible. The owners of our M Car exemplars were:

E24 M6	Tom Cox
E26 M1	Dean Schindell
E28 M5	John Allen
E30 M3	Imre Nagy, Jr.
E34 M5	Eric Brannfors
E36 M3	Martin Hovenkotter
E36/7 M Roadster	Mike & Beth Colwell
E36/8 M Coupe	Dee Baskerville
E39 M5	Tom Farrell
E46 M3	Chris Mason

It was very special to have near-perfect examples of almost every M Car in such an elegant setting.

But back to the auction. There were over 100 items in the silent auction. See the full list of generous Club supports in the sidebar. There were some really terrific items, and a lot of people went home with some new treasures.

But the real excitement was reserved for the live auction after dinner. Dinner, by the way, was excellent, no mean feat when the caterer had to feed 250 hungry bimmer fans in a short time frame. Both the prime rib and salmon were reported to be outstanding. Dinner was followed by "M Cake." Lucinda the Cake Lady made several cakes decorated with ten of the M Cars and the M Night logo. The logo was also on commemorative glasses which guests were able to take home.

The outgoing and incoming boards of directors were recognized for their service to the Club. Special recognition

was given to Tom Cox who served as President for 2003 and 2004, and did an outstanding job. He was given a scale model of the Fuchs BMW Art Car, a 6 Series in black, much like the car Tom was displaying that evening. New Club President Rick Gulstrom, made the presentation.

A couple of years ago we began partnering with a different charity each year. The net proceeds from this year's auction went to the Northwest Parkinson's Foundation. To put a personal face on this disease, our new Treasurer, Martin Hovenkotter, told us about the disease and his personal experience with it. It was moving and certainly helped people get in the spirit to benefit this worthy cause.

The live auction had about twenty items, and they attracted some serious bidding. Drives in Lance Richert's and Ken Hill's E30 race cars pulled healthy interest. Nancy Spornitz's beautiful quilt also sold for a bunch. An opportunity to take rides with three stunt pilots in their high-performance planes drew so much interest that two chances were finally offered, and they sold for over \$1,000 each! But who would have guessed that the hottest item would be the chance to drag race Doug Mill's '57 Chevy Bel Air? True, it is a twelve-second car, but bimmer fans going in a straight line? Well, two lucky guys each paid \$2,500 for the privilege. And a bunch of others were trying to rationalize keeping up with the furious bidding.

This year Lorna Rubenaker joined the organization under the spot light. Lance Richert described the items, and Lorna ran the bidding. Her fast talking and quick comments entertained us all.

The bidding was estimated to have a twenty percent premium due to Jamie "Vanna" Thomas' dress. You should have been there.

Anyway, the whole combination was explosively successful. After expenses, we raised \$15,000 for the Northwest Parkinson's Foundation! Amazing! Thank you generous Club members and supporters.

It was a long night, but the highlight was hearing from our banquet speaker, Erik Wensberg, former M Brand Manager for BMW of North America. With the ten beautiful M Cars as a backdrop,

Erik told story after story of the cars raced by BMW in North America and the street cars built by BMW M. During Erik's tenure, North America's share of BMW M production went from one percent to 85 percent. Erik was also responsible for BMW NA's racing programs for thirteen years, including setting up the deal with PTG who remains the factory BMW team in the U.S.

He told some great stories from the position as the ultimate insider. Some of them can't be printed, not because they are off-color, but because they would still be a sensitive subject at BMW. Once again, you had to be there. And for those who were, it was certainly a night to remember.

As always, an event like this can only be accomplished with the help of many volunteers. Besides the M Car owners, there were many people from the Parkinson's Foundation and the Club who helped out. Special recognition should go to Zena Bartusch for organizing the volunteers, Lance Richert who was in charge of the auction, Walt Conley and Dane Martin for the audio-visual, and David Lightfoot who was responsible for the program. Special thanks to BMW Seattle for the use of a brand new 530i over the weekend to transport Erik Wensberg.

Finally, de-Anna Martin, is the person responsible for the whole event. Everyone in attendance thanks de-Anna for her efforts. Well done!

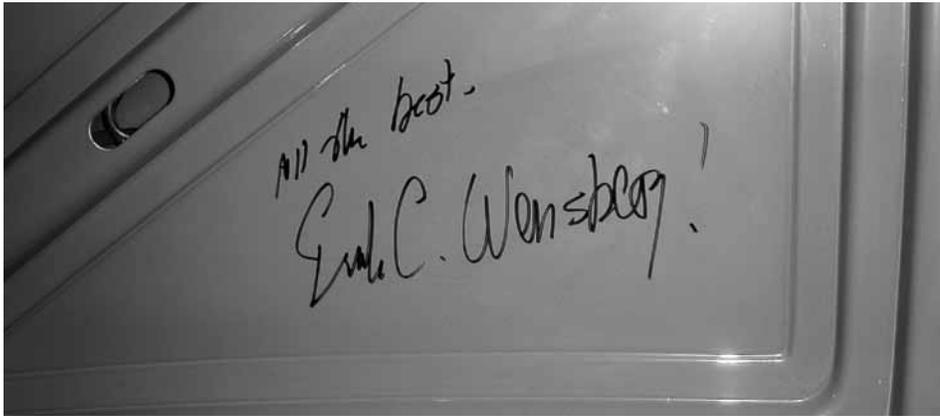


Photo by Suzanne Nagy.



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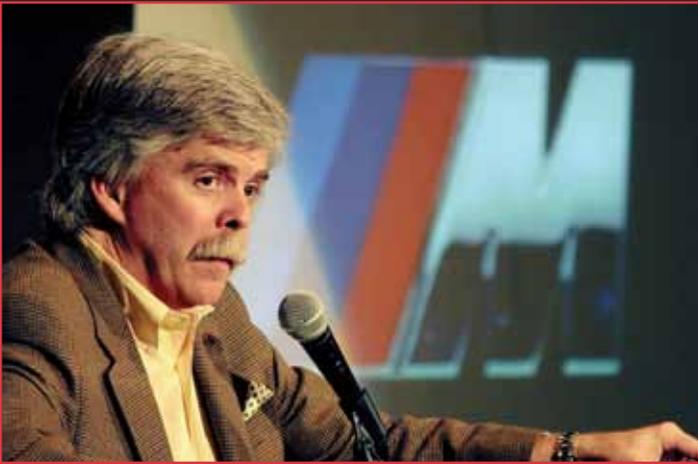
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Erik Wensberg shares some of his M stories.



The M1 along with some of the other M BMWs.



Many active bidders participated during the live auction.



Three of the M3 models were represented at the banquet.



The before dinner activities included much bidding on the silent auction items along with visiting other Club members.

M Night



Photo by Duane Montagne.

Nancy Spornitz's beautiful hand made silk quilt, shown with some of the other auction items.



Photo by Suzanne Nagy.

James Carsner trying out the electric Z4!



Photo by Duane Montagne.

The popular Zündfolge wine basket!



Photo by Walt Conley.

Club member Martin Hovenkotter speaking to attendees about his personal experience with Parkinson.



Photo by Duane Montagne.

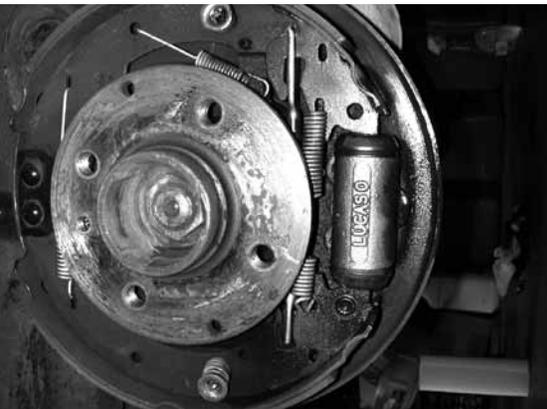
An "M Cake" was up for auction.



Photo by Walt Conley.

Doug Mill sharing stories about his sub-12 second 1957 Chevy Bel Air!

After the Win



AFTER WINNING AT PORTLAND TWO weeks before, I had high hopes for the first Pacific Raceways race of 2004. After all, it was my home track. I knew every nook and cranny, every jounce and ripple. I had done well there in the past, including a third place finish against a tough field the previous August. However, there was work that needed to be done first.

I did general maintenance with the help of Ian Goepferd. Ian had been a novice student of mine at Pacific Raceways a few months earlier. Somehow, and I am not responsible, I swear, he had developed an interest in racing. Despite a significant other who was biological-moments from bearing their first child, Ian came over to help turn wrenches. While I wrestled with the drum brakes, I set him to work fabricating some fancy ducting from the front parking light-hole in the bumper to the engine air intake.

In about half the time it would have taken me, he did a job that was about twice as good. Rather than some sort of ratty duct glued loosely in place (my usual methodology), he neatly measured and trimmed a plastic duct into shape and bolted it into place, making use of two already present studs. Ian then taped a bit of ducting to it, and ran it up into the engine bay so that it exhaled right next to the engine intake. The theory was that it would lower the intake air temperature slightly. When you're hoping for tenths of seconds per lap, the little things really add up!

About this time I had finished wrestling my drum brake drums off, and was carefully cleaning out the dust with isopropyl alcohol and paper towels. I was careful to get as little dust as possible into the air; I wore a mask as well. I had last done my drums about two years previously and my chest had hurt for weeks from the irritation of the fine dust (no Steve McQueen jokes, please). The shoes that I removed were thin, badly worn, and cracked. They looked ready to delaminate from the backing plate in about two or three laps. I had some nifty, custom-made Porterfield R4 race compound shoes to put in their place.

Ian came in handy. Drum brakes were created by the same smacktards who invented highway roundabouts, the IRS, Jenson Interceptors, muumuus and teenagers. Like teenagers (and the IRS), they are cranky, prone to falling apart if you look at them funny, and don't do any real work anyway. They are designed to crush your spirit, in that even as you think you've successfully reassembled them, some fiendishly clever mechanism with laser-tight tolerances will suddenly explode in a mess of washers, clips, springs, widgets and bad taste. They require three small, strong hands to re-assemble. Never, ever, ever utter the words, "this is so much easier than it was last time ..." in the vicinity of drum brakes. They will take it as a challenge, and they will prevail. Only someone who has never worked on drum brakes will think that I am speaking in hyperbole or exaggerating.

While I was cursing at my drum brakes and threatening genocide against their kind, Ian ignored me and found a nifty way to take my door-windows in and out. This would save about ten pounds (hey, that could be .05 seconds per lap!). It was also a safety improvement, in that if I were to be t-boned by another car going very quickly, it would keep the glass from flying around inside the race car's cockpit. It was important to have an easy way to put them back in, however, so that the car would be

reasonably water tight when I towed it on my open trailer. I hate sitting down in a wet racing seat!

After another hour or three of fiddling, we had the drum brakes put back together. I loosened the two cable-length adjusting nuts for the handbrake. Now, from being totally useless, my hope was that my rear brakes would improve to mostly useless. It would be at least a small improvement, and the new R4 shoes would easily last the rest of the year.

Three things to remember when working on drum brakes:

1. You need an extra pair of hands.
2. Clean thoroughly and don't inhale or vacuum that damn dust.
3. Mostly good enough isn't good enough.
4. Do one at a time and use the other for reference.
5. Do not hope. You will only be disappointed.

With a few other odds and ends out of the way, I was ready to race at Pacific Raceways. Or not.

I showed up at Friday's test and tune ready to go. The goal of my first session was to heat cycle my brakes and refamiliarize myself with the track. I started nice and slow. I immediately spun in 8. Not "had a bit of oversteer" but, "pointed backwards lickety-split." This is not usual for me. I slowly started to bring up the speed again, and BAM! was suddenly backwards in 2. White smoke drifted away as a I pulled back onto the track.

Both were benign spins (i.e. I didn't smack into anything). They were atypical, however. As a rule, I don't spin my race car, unless I mean to, even when I push pretty hard.

I wondered if perhaps my newly installed drum brakes were dragging. But that would lead to corner-entry oversteer. Once I was on the gas, any rear-wheel decelerating tendency of the drum brakes would be counteracted by liberal usage of the right pedal. All the same, I jacked the rear of the car

In about half the time it would have taken me, he did a job that was about twice as good.

and played around with the drums, but didn't find any problems. They spun freely without the parking brake engaged, and wouldn't spin at all with it engaged.

I decided the issue was driving style, and went out to test and tune the driver. Through the rest of the day, the car was twitchy. Maybe the issue was driving style, but damn it if the car wasn't exhibiting unusual orneriness, rather than its usual predictability. I wasn't quick, but at least I wasn't spinning anymore.

Saturday morning practice went well, as I slowly brought the speeds up. On a whim, I decided to play with my front shock settings. I dialed them to full stiff. When I went out for afternoon qualifying the car was hairy. It would drift sideways five to ten feet at a time at high-speed; essentially the shocks were too stiff to let the springs work. I

also spun in turn 8, again. More embarrassing white smoke and that not-so-fast feeling as I watched folks drive by.

When I got going again, the car was vibrating, bad. Vibrating as in blurry-vision-teeth-falling-out-car-shaking-to-bits kind of vibration. When I got off I discovered that I had in fact flat spotted both of my front tires. Whoops. They were both fresh rubber. Damn! I decided to drive with them anyway—sometimes minor flat spots will round themselves out a bit. In *theory*.

I wasn't fast, either—I did a 1.50.1. I had been faster the year before, and I knew I could be faster this year.

I dialed the front shocks one complete turn softer.

Sunday morning qualifying was better, but the car still tended to drift unpredictably from side to side. It did this in the very brief braking zone for 5a; I clipped a cone and ended up entering 5a without braking at all. It was all very exciting. I gained about five car lengths on Mark Wilson's red G-P 510 behind me, but I got the car slowed down and turned-in to 5b and 6. That was the lap

I got a 1:49.6. Good—that was both a record lap for me *and* bumped me up a place in the G-P class qualifying. I was still behind both of the 510s and the blue MINI, however. I dialed the shocks half-a-turn softer.

The vibration hadn't gotten any better. Ken Hill suggested I move the flat spotted tires from the front to the rear. As Girlchief and I did this, it hit me. Both of my front tires were fresh, new tires. Both of my rears had been heat cycled many times, were over a year old and far past their prime. Duh. Sticky fronts. Crappy rears. Sudden oversteer. It made sense—and I should have known better.

I swapped the fronts to the rears, tweaked the pressure a bit and prepared myself for a race. I wasn't happy that I was not going to get a chance to drive the car with the new setup—something as trivial as swapping the tires like that can make an enormous difference when driving at the edge of adhesion. But I hoped it would be for the better. As I drove down to pre-grid I was more nervous than usual.

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BMW of Santa Barbara, Santa Barbara, California

COME JOIN one of the largest BMW enthusiast gatherings in North America. Last year we had 600 cars! The event this year will return to *BMW of Santa Barbara*, the BMW dealership formally known as Cutter Motors. Organizer and event founder Jon Shafer says, "The new owners are committed to make this year's event the biggest and best one ever."

Participant's cars will be displayed on and around the dealership after the dealer's cars are removed. Dozens of vendors and thousands of enthusiasts will participate in this giant gathering. The event concludes with a sixty-mile rally into the mountains above Santa Barbara. Last

year the rally included some 180 cars jamming Hwy 101!

We plan to run two caravans from the Pacific Northwest to the Bay Area where we will link up with the group *Bay Bimmerz* for a large caravan traveling some 300 miles to Santa Barbara on the morning of Friday, April 22nd. Last year this caravan included 43 cars and was led by the *Seattle 7's* own Dave Clement.

Our first caravan will leave Seattle on the morning of Wednesday, April 20th for a two-day trip to the Bay Area, stopping the first night in or near southern Oregon. Our second caravan will leave Seattle on the morning

of Thursday, April 21st for a one-day trip to the Bay Area.

Most of our group, including the *Bay Bimmerz*, will stay at the Ramada Limited at 4770 Calle Real in Santa Barbara. Make reservations soon by calling 1-800-2-RAMADA or go to www.santabarbararamada.com. In the past, rooms have filled up quickly. Some are also staying at the nearby Extended Stay America. Others are staying at the

Sandman Inn 1-800-350-8174 or www.thesandmaninn.com.

Other places can be found at www.hotspotusa.com or www.tripadvisor.com.

For more information about Bimmerfest, visit www.bimmerfest.com. Also check out www.norcalbmw.com for chat on the Bimmerfest trip from the *Bay Bimmerz*. If you are interested in joining one of our caravans, please contact Steve Larimer at stevenlarimer@hotmail.com.



Photo by Dave Clement



Photo by Steve Larimer



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The E28 5-series: Mid-sized Sedan for the World Market

THE 2005 CONCOURS D'ELEGANCE will feature the E28: the midsize four door sedan that was first introduced to the American market in May 1981 and ended production in November 1987. The E28 chassis was not however, the first generation 5 series; the E12 chassis was produced for the European market in September 1972 having been designed by Frenchman, Paul Bracq, after he came to BMW from Mercedes Benz. In 1976 the 530i—which had been accessorized for the American market—brought the driving enthusiast an upscale sedan with a stick shift. When the production run for the US market completed in July 1981, the E28 picked up the ball that the E12 got rolling.

With some minor styling changes, improved suspension bits, and lots more options, the new and improved sedan came to America. The 528e (e for efficiency) was brought in for the 1982 model year, and the 524td (turbo diesel) and 533i in 1983. In 1985 the 3.3l “big 6” was replaced by the 3.5l in the 535i. The s suffix was a sport option that added a front air dam, trunk spoiler, Bilstein dampers, and front and rear sway bars

for 1987-1988. In 1988 the M5 made its appearance for the last year of the E28 chassis. Unlike the euro-only M535i, the M5 had the six throttle-bodied, 24-valve, dual cam M-motor—the combination having been described by television pundits as a “wolf in sheep’s clothing.”

I found my used 1988 535is on the lot of a Bothell dealer in the spring of 2002 after watching it sit for a month on a flat tire, dead battery and a dull finish. Taking my 200lb 13 year old along to make sure he would fit in the back seat (the trunk is more appropriate for teenagers) I made an offer. For a song, a dance and a bottle of Semillon Blanc we drove it home. I joined the BMW CCA shortly afterwards, and I found help from the chapter’s E28 SIG and message boards like MyE28.com when I started renovating my toy.

2002 marked the inaugural 5er Fest gathering for E12/E28’s in Fort Worth, Texas. For 2003, the venue was Banner Elk, NC, and 2004 was in San Diego, CA. For the 2005 5er Fest (www.5erfest2005.org) I’ll be driving to Greenville, SC near the BMW plant and museum—the Zentrum (www.bmwzentrum.com).

LouieLouie

Karting Enduro

IT’S TIME FOR THE ANNUAL GO-KART ENDURO, but this year there’s going to be a twist; it will be SIG vs. SIG (Special Interest Group). For bragging rights for next year, each team will be made up from owners of a particular “E” model. We’ll finally know, in go-karts at least, who is the fastest. Is it the lean and mean E30 crowd? The grizzled and obstinate 2002 group? The slow on the outside, fast on the inside 8 Series owners? Surely not the everyone’s-got-one (mit kompresor yet) E36 3 Series gaggle. Perhaps the urbane and deceptively quick Seattle 5’s or 7’s will surprise us all. Lurking in the background and taking every unfair advantage might be a lightweight women’s E36 team. Last year’s, last place Clydesdale team is affronted by this approach.

A date has not been set yet, nor the final cost, not even final board approval as of the *Zündfolge* deadline. When these details are determined, they will be posted on the Club message board and will be published in the next issue of the *Zündfolge*. Last year the cost was \$200 per four-person team for a two-hour race, and the event was held at Sykart in Tukwila. To give teams enough time to form, practice, and go on diets, the event will probably be held in May. For more information or if you’d like to form a new SIG or team, please contact Dave Clary at d.clary@verizon.net or 425-489-4556. SIGs with few members could form a combined team or could even bring in one ringer if needed to form a four-member team.

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	3.0/Bavaria 2500/2800	68-77	Gus Blazek	253-941-0463	blazeks@comcast.net
E9	2000/2500 2800/3.0CSI/CSL	68-77	Ken Olsen	425-898-8544	kenolsen@nwlink.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net
E24	6 series	76-89	Erik Brannfors	206-356-5620	erik@brannfors.com erik.brannfors@t-mobile.com
E28	528e/533i/ 535i/524td 535is/M535i/M5	82-88	Louie Lindenmayer	425-742-0500	louielouie@northwest.net
E30	3 series	84-91	Mike Ellis	253-230-2719	ss337@comcast.net
E31	8 series	91-97	Dave Clary	425-489-4556	d.clary@verizon.net www.nw8s.com
E36	3 series	92-99	Martin Hovenkotter	425-301-4936	mhoven@comcast.net
E38	7 series	95-01	Matthew Mar	206-760-9612	info@seattle7s.com
E39	5 series/M5	97-03	Matthew Mar	206-760-9612	info@seattle7s.com



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REPLACING FLUIDS is part of our BMW's regular maintenance. While we routinely change the engine oil, coolant, brake fluid, transmission and differential oils, there is one fluid that almost never gets changed. That fluid is the power steering hydraulic oil. OK, so the 2002 and E21 320i don't need it, since they don't have power steering, but the rest of us probably have very dark, dirty fluid circulating through our car's steering system.

Jim Furlong has a really nice 1986 325es, a twin to my 325es/is (they're both Cinnabar Red with tan interior). His 325es has lived a nice life in a garage; it is so clean compared to mine. His car was making some pump noises with the steering wheel turned at full lock, so he asked me to help flush and replace the power steering fluid to see if the noises would go away. The E30 doesn't have a replaceable filter as do other models, so Jim bought a new reservoir, which includes a new filter.

We removed the two hoses from the reservoir and installed the new reservoir. We reconnected the pump supply hose to the new reservoir and routed the return line into a drain pan. The system was then drained with the engine off. We had several quarts of the proper automatic transmission fluid (ATF) and proceeded to flush two quarts through the system with the engine idling. Turning the steering wheel lock to lock pushed out more dirty fluid, but keeping the reservoir full was a challenge for the two of us. It would have been easier with three people, one person to turn the engine off/on, one person to keep filling the reservoir, and one keeping the return line in the drain pan. The old fluid was very dark and probably had its share of nasty stuff in it. Once the fluid looked fresh, we stopped flushing and reattached the return line to the reservoir. The hoses have those BMW crimp hose clamps, so we were careful to have two small, screw-type hose clamps to replace them. Once we refilled the system, we turned the steering lock to lock several times to bleed any air out of the system. The noise issue was better and went away after a few days, as the remainder of the air bled out.

This method should work for other models besides an E30. Some BMW models have a filter in the bottom of the reservoir that can be replaced without changing the whole reservoir, but the drain and flush procedure should be the same. It took the two of us about one hour, and Jim was pleased with the results. It's something I really should do to the Red Baron, my 325is conversion, as I'm sure the fluid is original.

It would have been easier with three people, one person to turn the engine off/on, one person to keep filling the reservoir, and one keeping the return line in the drain pan.

The last item I need to install to complete the 325es to 325is conversion is the factory oil cooler. I got one from Ian Alexander, the E30 parts stripper, and plan to get it installed before the weather really warms up. It turns out the attachment points for the cooler are missing from the older 1986 front valence. Attaching it shouldn't be hard with some simple bracket fabrication. I will then modify the ES spoiler so the cooler gets some airflow. It will be a unique spoiler, a mix of E30 and E36 styles. I have new O-rings for all the connections and the improved seal for the oil filter housing. I'm hoping that cooling the oil will reduce consumption due to evaporation. I'm happy getting about 2,000 miles per quart, but I'd like to see what happens after installing the oil cooler.

Regular readers have heard the sad tale of my 2002 getting totaled while parked at my house. It now resides in the garage, getting the interior stripped out so the replacement rear body section can get installed sometime in February. I took it out the other weekend and drove it around the block to lubricate things. No rear trunk lid, no back glass, but it was still FUN. A fuel-injected motor just doesn't grab a handful of RPM like my car with side draft Webers. New rocker panels arrived from Carl Nelson at La Jolla Independent, and fellow Club members sold me a rear clip and trunk lid. I hope that we don't find any hidden rust that will impede the repair once it starts.

I'm very seriously thinking of adding turbo-style fender flares, as the 2002 is my street-legal autocross and track car. With flared fenders, I can put some serious wheels and tires under it. In theory, I should be able to find some 15 x 7 inch wheels that would fit both the 2002 and the 325is. One set of track tires for the both of them; yeah, that's the idea!

It will be much easier now that the car doesn't need to be my main ride. I can throw out some of the compromises required for a dual-purpose car and see how much FUN I can make it. Maybe after all these years I can still find the excitement of tinkering and working on my "toy." There are some long hours ahead in repairing the rear clip, but when I start that sweet M10 motor and feel the throttle response, I get excited and start looking forward to spring.

- TERRY FORLAND
- MARK ISRAEL

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BMW OF NORTH AMERICA CELEBRATES 30 YEARS OF MOTORSPORT IN 2005

This year BMW of North America, LLC will celebrate the 30th anniversary of its North American motorsports programs and the year-long celebration will begin at the 43rd Rolex 24 at Daytona.

At Daytona, in 1975, two BMW CSLs with "BAVARIAN MOTOR WORKS" emblazoned on the top of the windshields started BMW of North America racing programs toward three decades of victories in both GT and Prototype categories. Although BMW's first race in the U.S. would end some nine-and-one-half hours later, both CSLs would retire while leading, sending notice that BMW would be a force to be reckoned with.

One month later, at the 12 Hours of Sebring, Hans Stuck, Brian Redman, Sam Posey and Allan Moffat would steer a CSL to its first major road racing victory in North America.

In 1976, a CSL, now with "BMW OF NORTH AMERICA" on the top of the windshield, driven by Peter Gregg, Brian Redman and John Fitzpatrick would deliver a win at the 24 Hours of Daytona.

The CSL program would give way to the 320 Turbos of the late 1970s. David Hobbs drove his McLaren-prepared "Flying Brick" to eight Camel GT victories between 1977 and 1979.

In 1985 BMW of North America stepped boldly into the IMSA Prototype category with two BMW GTPs powered by a 2.0-liter, turbocharged, four-cylinder version of the engine that propelled Nelson Piquet's BMW-powered Brabham BT-52 to the Formula One world championship in 1983. A young John Andretti and Davy Jones gave the two-year program its only win at Watkins Glen. David Hobbs and John Watson also drove for the program.

Since 1995, BMW of North America has focused its motorsport efforts with one team, Prototype Technology Group, and one model, the BMW M3. The BMW Team PTG M3s, in both endurance and sprint racing, have delivered 46 wins and, more importantly, 14 championships to BMW of North America. Most recently, in 2004, BMW Team PTG swept the Rolex Sports Car Series GT class Manufacturer, Driver and Team titles, winning 10 of 12 races.

At the Rolex 24 at Daytona, BMW Team PTG won the GTS-3 class in 1997 and the GT3 class in 1998, winning the 12 Hours of Sebring in both those years as well.

Four major racing programs, and contingency support for the many private teams that race BMWs, have provided BMW with wins at most every road racing circuit in North America. As the fourth decade of competition for BMW of North America begins, BMW is stronger than ever—proven in competition.

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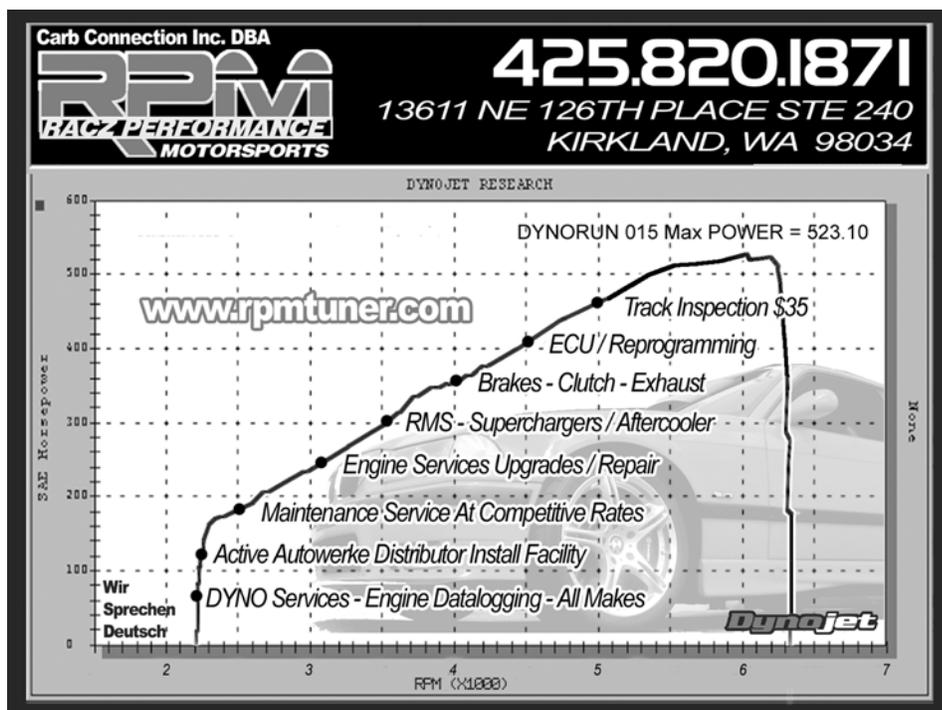
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2000 M5: Gorgeous anthracite grey. All original, all records, full-luxury package, brand new tires, 6 disc CD changer, NAV, heated seats, anthracite headliner, fold down seats/ski sack, PDC, shades, etc. 47,000 miles, and feels as good as new and a lot better looking than the new 5 series. \$42,500 obo. Contact Tom at 503-412-6726 or tja@brownrask.com.

1999 540i: (WBADN6333XGM60408), 50,000 miles. Titanium beauty with immaculate gray leather interior. Absolutely concours condition. Always garaged. BMW dealer maintained. Non-smoker. Never driven in snow, rarely in rain. No accidents, no dings. A classic "garage-queen" looking for appreciative new owner. Extended warranty to 100,000 miles that is transferable to new owner. Interested BMW Club members welcome to take to auto mechanic of your choice for inspection. \$23,900. Call Howie Stone at 360-357-7471 w or 360-493-8211 h or email hhstone@comcast.net.

1996 M3 E36 Coupe: WBSBG9321TEY73066. Estoril Blue with immaculate black leather interior. Always garaged. Original owner. BMW dealer maintained. Non-smoker. Never driven in snow. No accidents or any damage. No track time. Pre-wired for Valentine One.



Excellent condition, photos available. 63,000 miles. \$20,000. Contact Steve at 503-709-6632 or res012yq@verizon.net.

1995 325is: (WBABF3327SEF51974), white with beige leather. 111,000 mostly-freeway miles, five-speed, ASC-T, CD changer, heated seats, sunroof, split fold-down rear seats. M3 wheels, Yokohama AVS ES100s plus original wheels/tires. Conforti chip, K&N air filter. Extra BMW mats, original factory chip and Pagid brake pads. Other extras. Excellent condition. Meticulous maintenance documented. Zero accidents/body work. Always garaged. All records and books since new. Red Line fluids and Mobil 1. Non-smoking adult owner. Never raced or tracked. \$8,500 obo. Contact Dana at 253-596-3167 or drekow@russell.com. (WA)

1982 633CSi: Graphite Pearl, new paint, excellent black leather, 175,000 miles, five-speed, 15 inch. Alpina type alloys, Cibies, S/R, upgraded A/C compressor, Bilsteins, late model air dam with driving lights, records, \$6,700. Contact Ron at 503-236-8444 (h) or 503-708-8151 (cell) or rbwgroup@aol.com. (Portland)

1974 3.0S sedan: Sahara tan with tan/creme restored leather, 150,000 miles, new Borg Warner auto. transmission, A/C, triple core radiator, Bilsteins, Webers, restored wood, Momo wood wheel, new windshield and gasket, Becker Mexico, Hellas, driving lights, complete tool kit, original finned alloy wheels with XVS tires \$4,900. Contact Ron at 503-236-8444 (h) or 503-708-8151 (cell) or rbwgroup@aol.com.

Parts for Sale

E39 (540) 17" wheels: Set of four Style 32 BMW wheels for sale, excellent condition—\$800 obo. These wheels are from a 2001 540i. Front are 17x8.0, rear 17x9.0. Please contact Tom Farrell at 253-468-6050 or tdfarel@aol.com.

Miscellaneous

Cars Wanted: 2002 full convertible or Baur Targa. Also seeking Hartge H4S or Alpina B7 or B9. Call Bob at 360-379-9285.

Parts Wanted: 16x7 and/or 16x8 BBS RS 3 Piece wheels; silver or gold. Call Bob at 360-379-9285.

DEADLINES

April 2005 Issue March 1
May 2005 Issue April 5

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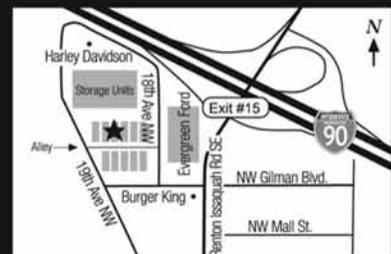
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