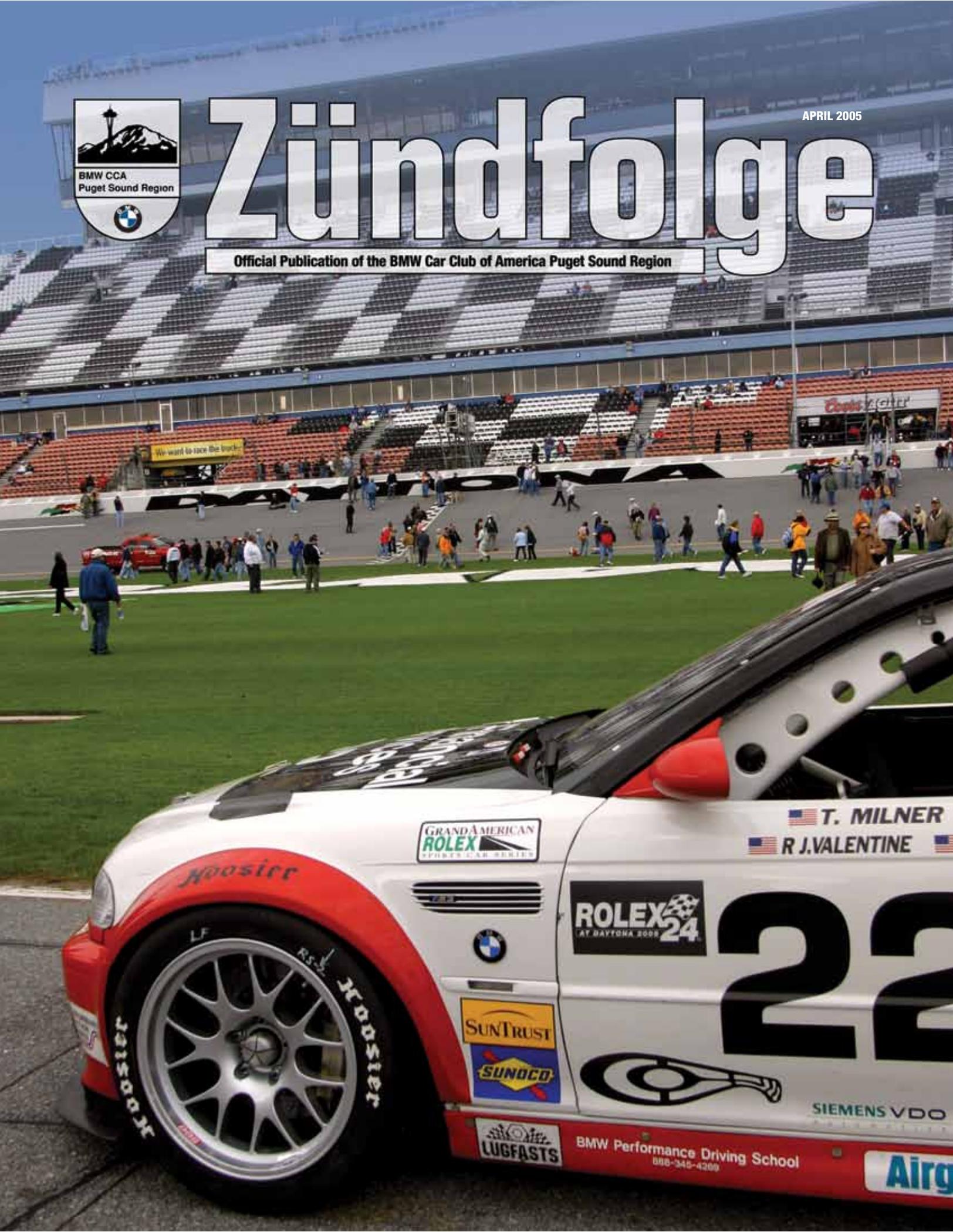




APRIL 2005

Zündfolge

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



BMW SEATTLE



Certified joy.

Certified leasing and financing.

Certified 6-year/100,000-mile warranty.*

Certified by BMW.

Certified only at an authorized BMW center.

(206) 328-8787
714 East Pike Street

Certified Pre-Owned
by BMW

BMW
Certified
Pre-Owned

bmwusa.com
1-800-334-4BMW



The Ultimate
Driving Machine™

We have the BMW you're looking for. Search the entire inventory in your area at bmwusa.com or visit your local authorized BMW center.

*Warranty Protection Plan provides coverage for up to 2 years or 50,000 miles (whichever comes first) from the date of the expiration of the 4-year/50,000-mile BMW New Vehicle Limited Warranty. See participating BMW center for details and vehicle availability. For more information, call 1-800-334-4BMW or visit bmwusa.com. ©2003 BMW of North America, LLC. The BMW name and logo are registered trademarks.

STRICTLY BMW



INDEPENDENT SERVICE

We're committed to providing you exceptional service. And with our team of experienced Master Technicians, we guarantee the quality and accuracy of all of our work.



- BMW Club Discount
- Morning Courtesy Shuttle
- Free Wash & Vacuum w/ Service



2111 140th AVE NE BELLEVUE WA 98005 425.747.6044 WWW.STRICTLYBMW.COM



ZÜNDFOLGE

April 2005

Volume 35
No. 4

Club Website
www.bmwpugetsound.com

Zündfolge Staff

Editor-In-Chief
Lucetta Lightfoot
P.O. Box 99391
Seattle, WA 98139
206-282-2641
lucettalightfoot@msn.com

Production Editor
Alan James

Columnists
Greg Mierz
Denny Organ
J. Sage Schreiner

Display Advertising
Jim Millet
206-542-5237
jimngloriamillet@comcast.net

Photographer & Photo Editor
Duane Montagne

National Office
To join, renew, or change address,
please contact:

BMW CCA National Office
1-800-878-9292
www.bmwcca.org
640 South Main Street, #201
Greenville, SC 29601
Phone: 864-250-0022
Fax: 864-250-0038
Email: bmwclub@aol.com

Portland ACA Club
BMW ACA Portland Office
P.O. Box 3491
Portland, OR 97208
Phone: 503-675-9937

Postal Notice
Zündfolge (USPS 715-250) is published monthly (except December) by the BMW CCA Puget Sound Region. Office of Publication: 521 5th Ave. West, #103, Seattle, WA 98119. Subscriptions are \$10 annually (available only as part of the \$40 membership fee). Periodicals postage paid at Seattle, WA **Postmaster**, send address changes to:

Zündfolge
PO Box 1259
Bellevue, WA 98009

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.

Club Activities 3
SIG Happenings 5
Motorsports 6

Rolex 24 Hour Race 10
The Unstage Mechanic 14
M Formation 22
Classified Marketplace 24

KALENDER

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. Contact the event coordinator with any questions: Jim Millet at 206-542-5237 or jimngloriamillet@comcast.net.

April 23
Bimmerfest in Santa Barbara, CA. See article in this Zündfolge or in the March Zündfolge. Contact Steve Larimer at stevenlarimer@hotmail.com.

April 30
Spring Rally. For more information and registration form, see article in this Zündfolge issue or contact Jeffrey Schlimmer at jeffsch2@hotmail.com.

May 3
Deadline for the June 2005 Zündfolge.

May 5
Board Meeting. Starting time is 7 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

May 19-22
4th 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 pdpaintspaul@netscape.net.

May 29
8th Annual Harrison Fun Run on Sunday May 29th. Lunch is at the Harrison Hotel for approx \$24 CDM per person. The hotel is also offering a special room rate for those who want to make a weekend of it. Contact info@bmwccbc.org for additional information.

May
Tech Event Ladies Tech Session at Car Tender. See next month's Zündfolge article for the specific date. Car Tender is located at 1706 12th Ave, Seattle, WA 98122. Contact the event coordinator with any questions: jeff@hauryscollision.com.

June 7
Deadline for the July 2005 Zündfolge.

July 1-3
The Club will participate in the Car Corral during the SOVREN Historics. More information will follow in the May Zündfolge. Club contact is Lucetta Lightfoot at lucettalightfoot@msn.com.

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.

BOARD OF DIRECTORS

 Please limit phone calls to these volunteers to between the hours of 9 a.m. and 9 p.m.

President
Rick Gulstrom
425-644-1446 (w)
rick@gmsarch.com

Vice President
David Lightfoot
206-284-3165 (h/w)
d.lightfoot@comcast.net

Secretary
Jane Hesselt van Dinter
425-487-0909 (h)
janeotway@rn.com

Treasurer
Martin Hovenkottor
425-301-4936 (c)
mhoven@comcast.net

Banquet Coordinator
de-Anna Martin
425-820-5068
de_anna@yahoo.com

Concours Coordinator
Lance Richert
425-644-8009
lance@richertnet.com

Membership Coordinator
Lynne Eskil
206-406-1521 (c)
lynne.d.eskil@boeing.com

Past President
Tom Cox
425-823-5048 (h/w/f)
tcox@foxiinternet.net

Roster Manager
Louis Hesselt van Dinter
425-487-0909
muman@eskimo.com

SIG Coordinator
Dave Clary
425-489-4556 (h)
d.clary@verizon.net

Tech Events Coordinator
Jeff Butler
206-365-1565 (w)
jeff@hauryscollision.com

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

Track Event Coordinator
Tom Olsson
206-890-8616 (c)
olssons@seanet.com

Web Site Coordinator
Dale Beuning
206-932-4315 (h)
dale@unofficialbmw.com

Zündfolge Advertising
Jim Millet
206-542-5237 (h/w)
jimngloriamillet@comcast.net

Zündfolge Editor
Lucetta Lightfoot
206-282-2641 (h/w/c)
lucettalightfoot@msn.com

CCA Pacific Region VP
Eddy Funahashi
559-583-6768 (w)
559-582-2731 (h)
funa@cnetech.net

Bimmerfest

Saturday, April 23

BMW of Santa Barbara, Santa Barbara, California



THERE ARE JUST A FEW WEEKS TO GO before our road trip to Bimmerfest in Santa Barbara and you're all invited! Last year, the fifth annual one-day event featured over 600 BMW cars, thousands of people, dozens of vendors and concluded with some 180 BMW cars on a sixty-mile rally through the mountains above Santa Barbara.

Of course much of the fun is getting there and back. Most of us plan to leave Seattle the morning of Wednesday April 20th for the northernmost part of the California Coast. Day two is when the real fun begins. Seasoned motor vehicle tour planner Larry Kangley has promised to really tire your arms on some of the twistiest roads on and near the coast of Northern California on the way to the Bay Area for night two.

On day three, we will run with a caravan, assembled by the group *Bay Bimmerz* from Pleasanton, California to Santa Barbara.

Day four is the Bimmerfest event. Day five is expected to be a caravan and lunch on the Coast with the *Bay Bimmerz*. This will be on the famous California Highway 1 through Morro Bay, San Simeon, Cambria, and Big Sur.

Day six will be more twisty road driving in Northern California led by Larry. On day seven we head home.

Most of our group, including the *Bay Bimmerz*, will stay at the Ramada Limited at 4770 Calle Real in Santa Barbara. Make reservations soon at 1-800-2-RAMADA or www.santabarbararamada.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 us, contact Steve Larimer at stevenlarimer@hotmail.com.

See March 2005 *Zündfolge* for additional information.

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.

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.

See March 2005 *Zündfolge* for additional information.

STONGARD

THE TRANSPARENT AUTO BRA

Since 1992

9mil clear paint protection
computer designed for precise fit
will not yellow

80mil. thick
optically clear
tested at 160mph
superior headlight protection

NEW LOCATION
behind Bellevue BMW off of Northup Way.

Most makes and models
The most seamless kit available

Hood, Fenders, Grill, Front panel, Bumper, Door edges, Door handle cups
Mirrors, Fender flares, Fender lips, Rocker panels

Mention this ad and receive 15% OFF

1717 136th Pl Northeast, Bellevue, WA 98005
425.846.0670 www.stongard.com **1.800.350.4897**

HAURY'S LAKE CITY COLLISION SERVICE



This month's cover photo was shot at Daytona International Speedway and captures the PTG's E46 M3 on pre-grid prior to starting the Rolex 24 hour race. To view additional photos and

read all about the race please see the feature this month starting on page ten.

The cover photo was taken by Club member Lance Richert, using a Canon 10D Digital SLR with Tokina AT-X 20-35mm aspherical lens.



Details for the 2005 Club Spring Rally

April 30

THE BMW CCA SPRING RALLY will be held on Saturday, April 30. We will start at Lakemont Park in Bellevue. We will finish with dinner and awards in the South Sound area. Tech inspection will begin at 8 a.m., Drivers' meeting at 8:30 a.m., and Car #0 out at 9:30 a.m., with morning, lunch, and afternoon breaks. We will finish around 5:30 p.m., followed by dinner and awards.

Directions to the start will be sent to all teams one week before the event. For rally rules and related information, please visit the rally page of the Club Web site at www.bmwpugetsound.com. As in the past, all teams will receive their route instructions thirty minutes prior to their departure time.

We go south this year to explore some of the interesting backgrounds south and east of Seattle. These roads are guaranteed to bring a smile to your face while we challenge your timekeeping and navigation skills.

This year we have two special classes in addition to our traditional open class. The E28 5 Series (1981+) will kick off their special year with the Spring Rally and cap it off as the featured model at the Club Concours. And, the second delight will be having the Mini club join us with their unique combination of British style and BMW engineering, with trophies sponsored by Northwest Mini.

To keep costs low and to avoid culinary disappointments, teams are to provide their own lunch and snacks; we'll stop at a park for lunch, and there are several restaurants nearby. Dinner for driver and navigator is included in the registration fee.

Registrations are streaming in, so register now to assure your place, as there is significant interest in the event. The entry fee is unchanged from last year—still \$85—and includes a full day of rallying, awards dinner, and awards to the top ten teams in the open class, and top three teams in the E28 and Mini classes. Please submit the adjacent registration form with your registration fee by April 16 to assure your place.

We need two additional teams of checkpoint worker volunteers. Please contact Jeff Schlimmer at jeffsch2@hotmail.com or 425-706-7750.

BMW CCA Puget Sound Region Spring Rally Registration Saturday, April 30, 2005

Driver Name _____ CCA Chapter _____
Full Address _____ Member # _____
_____ Email _____
Home Phone _____ Other Phone _____
Car Year, Model, Color _____ License Plate: _____
Class Open (any BMW) E28 Mini
Driver's License # _____ State: _____
Navigator Name _____
* Driver's signature _____
* Navigator's Signature _____

Dinner Vegetarian Selection(s) Non-Vegetarian Selection(s)

Rally Fee (includes rally materials, banquet for two, awards) \$85 per car \$ _____
Extra guest at banquet \$25 per person \$ _____

FINAL DEADLINE APRIL 16 (to be received by)
Checks payable to BMW CCA, PSR, or credit card payment.

Name on card _____
Card type VISA MC Exp. (MM/YY): _____
Card Number _____
Signature: _____
Total Amount enclosed/Authorized to charged: \$ _____

Mail to Jeffrey Schlimmer, 17403 NE 22nd Street, Redmond, WA 98052. Registration form and checks MUST be received by April 16, 2005.

* Please read the following prior to filling out the registration form. By signing the registration form you are agreeing to abide by this policy. No one may participate in a Club tour without signing the form.

Governance Policy for BMW CCA PSR Tour Participants

All participants in BMW CCA PSR tours shall abide by the rules adopted for tours by the Club's Board of Directors. These rules are intended to make Club tours safe and enjoyable for all participants. Failure to comply with these rules will result in dismissal from the tour event and potential forfeiture of future tour participation privileges. The following actions will result in dismissal:

- Failure to comply with state and local traffic laws
- Excessive speed
- Racing
- Passing in a no passing zone or in an unsafe manner
- Any action which causes a collision or near miss
- Any action which causes another driver to maneuver to avoid a collision
- Receipt of a moving violation by law enforcement officials during the tour

In addition to the above specific rules, the Tour Coordinator reserves the right to dismiss any individual deemed to be exhibiting behavior(s) not in the spirit of these rules or of the Club in general. Any two dismissals from tour events in a one-year period will result in the person forfeiting his/her eligibility to participate in Club tour events.



2005 CCA SIG (Special Interest Group) Karting Challenge

May 15

THINK THAT E30 DRIVERS are the fastest and others rely on technology to overcome their limitations? Or perhaps the 2002 set thinks the same? Maybe 8 Series drivers are the fastest of the lot. Well there's one way to find out; the annual Go-Kart Enduro only this year with a twist—it will be SIG team vs. SIG team for bragging rights for the year. All members are welcome, no matter what experience level. Sykart can even provide a helmet if one is needed.

There will be a maximum of ten teams. The teams will be comprised of four people with one person as SIG team leader. It would be best if all four drivers were CCA Club members and owners of the model for the SIG team. For those model groups with few owners, one "ringer" will be allowed. Also smaller SIGs could merge and form a combined super team (Such as E28 & E12 five series). The best way to register for a team would be to contact the SIG representative listed on the website and in the *Zündfolge*. If there isn't an organized SIG, form your own group and post looking for team members on the bulletin board. Once you have your team, send in the registration form.

BMW CCA PSR SIG Karting Challenge
Sunday, May 15th, 2005
Sykart Indoor Racing Center, Tukwila, WA

Deadline for mailing registration is May 7, 2005.

Team Captains: Put your name on top, the SIG group you represent and teammates on spaces below. When submitting your registration, please include one check in the amount of \$200, payable to BMW CCA.

Name _____ CCA# _____

Address _____

City/State/Zip _____

Email Address _____

Team Info: SIG _____

Other Team Members/CCA#

1. _____

2. _____

3. _____

Mail checks & completed form to: David Clary, 16606 162nd Ave NE, Woodinville, WA 98072.

The entry fee is \$50 per person and the team captain should submit the full amount with the entry form. Reservations are on a first come, first served basis from entry forms received by mail with full payment.

The format will be the same as last year: four registered drivers, all of whom must drive. The total number of laps completed within the two-hour time limit will determine the winning team. In case of a tie, the winner will be determined

by the total elapsed time. Trophies will be awarded to all four members of the top three teams. An updated list of the participating teams will be on the Enduro web page. Also, follow the link off of the Enduro page to see the full "rule book" for this event. Please take a minute to read this if you are planning to participate.

Doors will open at 11:00 a.m. for check-in and registration. Drivers' meeting will take place at 11:30 sharp. Karts will be on-track by 12 noon.

Sykart is located at 17450 W. Valley Hwy, Tukwila (www.sykart.com).

David Clary, d.clary@verizon.net

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@nwlinc.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

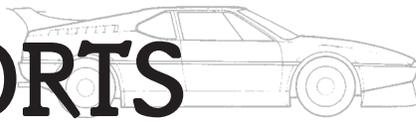


Pacific SharkFest 2005

BMW 6-Series Coupes
May 20-22, 2005
 San Luis Obispo, California
www.PacificSharkFest.com



MOTOR SPORTS



2005 Driving Events Calendar

It's APRIL, so it must be time to start talking about our summer driving schools. The first one is really exciting for us on the Track Committee. For the first time since we can remember, we can offer you a two day school right here at Pacific Raceway! The planets aligned, and the Porsche Club got the June day just before ours. We've all talked about how much we like Scott Adare's two day program in Spokane with the Inland Empire Chapter, so we decided to try something different and join forces. The decision was easy as we share the same philosophy about teaching and many of the same instructors.

You can sign up for both Saturday and Sunday, June 4-5, for \$300. If you want to drive one day only, I'll also be happy to let you come to our day (Sunday, June 5th) for \$150.

You're probably asking yourself if Tom's fallen off his rocker.

You're probably asking yourself if Tom's fallen off his rocker. Why on earth would you want to come to the track two days in a row? Those of you who have been to Spokane know what I'm talking about. It is absolutely amazing how much you can learn in a two day school; this is particularly valuable for novice and intermediate students. How many times have you just started to get the hang of what the instructor's showing you, but it's the fourth session and time to go home? With two days,

it's like having eight sessions in a row! You'll have time to digest what you've learned the first day, and apply it to day two with almost no warm-up. I promise you'll make quite a bit more progress at this two-day school than you would in two separate days.

Another project I wanted to work on this year is to make the registration process easier for all of us. I've taken the first step, and made the school application available only on the website at www.bmwpugetsound.com. This accomplishes two things. First, I can make the form a full sheet of paper, which is a heck of a lot easier to read and fill out. Second, I've made it possible for you to fill it out with your computer. Reading type instead of handwriting has really helped to smooth out the registration process. I know there may be some of you out there without computers, and I haven't left you out in the cold. Feel free to call me, and I'll be happy to mail you the form.

The goal is to automate the registration process as much as possible. I'm taking it slow on purpose, as I want the transition to be smooth and easy. I'll be offering you new registration options as the year progresses. Hopefully by the end of the season, it will be possible to sign up completely online, if that's what you want to do. No matter what happens you will always have the option of printing the form and mailing me a check. I hope you're as excited with the new registration options as I am!

*Tom Olsson
olssons@seanet.com
206.890.8616*

BMW CCA PSR Events:

June 4, 5 Driving School with PCA, 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:

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

9 BMW CCBC School at Mission, CA
25 PCA PNWR School at PIR
26 BMW ACA School at PIR

June

11 PCA PNWR Day at Bremerton
15 NW ALFA Club School at PR
24 Tri-Club School at PIR
25-26 BMW CCA IEC School at SRP

CONTACTS:

BMW CCA Inland Empire
www.iebmw.org
Scott Adare: sadare@aol.com

BMW ACA, Portland
www.bmwacaportland.com
Greg Meythaler: greg.meythaler@intel.com

BMW CCBC, Vancouver, BC
www.bmwccbc.org
Rolf Drommer: schools@bmwccbc.org

Bremerton Sports Car Club
Dave Ely: de2mr2@msn.com

NW Alfa Club
www.nwalfaclub.com
Herb Sanborn: blue74gtv@earthlink.net

Porsche Club
www.pnwr.pca.org
Pat Hillyer: DriverEd@pnwr.org

Audi Club NW
www.audiclubnw.org
Paul Rerucha: prerucha@yahoo.com

www.bmwpugetsound.com

**Like it
never
happened.**

**AUTOBODY COLLISION REPAIR
PAINT REFINISHING
PROFESSIONAL DETAILING
MECHANICAL & GLASS SERVICE**



(206) 284.6181 771 N. VALLEY ST. WWW.AUTOHOUND.COM

Bellevue Motor Works

We Specialize In Quality Service Of BMW
And Other European Automobile Repair.
Quality Workmanship, Competitive Pricing
Factory Parts & Integrity Included!

Open Six Days!

(425) 746 -7141 www.bellevuemotorworks.com
1630, 136th Place N.E. Suite C Bellevue WA 98005



2005 BMW ACA Club Driving and Touring Events

THE BMW CLUB (BMW ACA) IN THE PORTLAND, OR AREA invites the Puget Sound Region Club members to participate in their club tours. Please contact the BMW ACA Club Tour Coordinator, Brian Cone, at briancone2@comcast.net or view the BMW ACA website at www.bmwacaportland.com for more information.

March 26 10 a.m.: Puget Sound BMW Club All-Members Meeting, Burien, WA
This is the best opportunity to join our Seattle-area friends to learn about their activities and programs.

April 16 Tulip Tour: Portland to Estacada and Monitor. We will have lunch at the Mt. Angel Brewing Company and view wonderful fields of tulips.

April 21 to 25: BimmerFest in Santa Barbara, CA. Steve Larimer (Puget Sound Region BMW Club) is organizing the drive. We will join his group on the drive to the Bay Area, and then on to Santa Barbara.

May 14 Winery Tour: We have enjoyed a great tour of wineries from Forest Grove to McMinnville the last two years. This year, we are looking for a new tour. We will keep you posted. Very popular event!

May 21 Goldendale to Maryhill Tour: Organized by Ben Sherwood.

June 3 to 5 Outback Tour sponsored by Cam Scott: Portland to Bend to Ft. Rock, Silver Lake, and Lakeview. Cam has many activities planned for this event, so anticipate great roads, shopping, golf, a great food!

June 25 Mary's Peak Run: From Corvallis to Mary's Peak and Waldport, sponsored by Darin Schnoor.

July 23 to 24 Puget Sound BMW Club Concours: This is a great event and you will have an opportunity to display your BMW with a chance to a trophy. And you will meet many interesting people and hear stories about their Bimmers!

August 11 to 14 Duffey Lake Tour in British Columbia: We will arrive in Seattle on Thursday night, depart for BC Friday morning for the weekend drive to Duffey Lake. We have heard that this is one of the best organized and fun event that members have ever attended!

August 20 Cannon Beach Drive: Great drive to the coast on back roads and lunch at Dooger's. Hopefully, we will have a sunny and dry day this time.

August 26 to 28 Crater Lake Tour: By John Kjos, including a bicycle event. We have "borrowed" a driving route from the Mini Cooper Club. They had a great time and we will too!

September 16 to 18 Sunriver Exotic Car Show: One of the most anticipated events of the year, we have a challenge from the Car Show to have thirty BMWs attend this year! Last year, we had fifteen cars, so mark this date and join us!

September 24 Oktoberfest car show in St Helens: Last year, we had a great time with over thirty cars. This year, we will have even more participation!

October 8 to 9 Maryhill Loops Hill Climb by Steve Poland: Watch SOVERN certified drivers race up the hill. Steve has attended this event several times and will arrange for camping and motel accommodations.

October 22 Fall run to the McMinnville Aviation Museum: We will drive on fun roads to the museum and then enjoy the opportunity to see the Spruce Goose and many other historic aircraft.



GROUP 2 MOTORSPORTS

Suspension Specialists

Suspension Upgrades

- Coil-over kits
- Shocks/sway bars
- Poly bushings
- Corner balancing

Alignments

Brake Kits



4442-B 27th Ave West
Seattle WA 98199
206 378 0900
www.group2inc.com



Replacing an E36 AM/FM/Cassette Head Unit

THIS ARTICLE COVERS how to easily, and relatively cheaply, replace the stock E36 AM/FM/Cassette head unit with an in-dash CD player. This article only covers cars with the Harmon Kardon (HK) Premium Sound System and is *not* an article on how to upgrade the stock audio system into a monster audio system.

This work was done on a 1997 M3. The head unit was replaced and the trunk-mounted CD changer was removed. This work was done after a number of issues developed over the course of last year.

First, the trunk-mounted CD changer began having problems playing disks. In the beginning, only a single disk would not load and play; this gradually spread to three others. This would be about a \$200 repair or a complete replacement.

Second, the head unit LED display began to go dim, to the point where it was unreadable in the daylight. At first this was intermittent. Finally, it just stayed dim. This was also going to be an approximate \$200 repair job.

Third, I wanted to be able to select and play CDs from inside the car. I was tired of either putting up with the six CDs already in the CD magazine or stopping the car and reloading or changing the CD magazine.

I did not want to spend the money to replace/repair the CD changer or the AM/FM/Cassette. If I spent any money, I wanted to get an in-dash CD player. Finally, I did not want to spend a bundle of money to upgrade the whole stereo, so no new speakers and no new amps.

The solution was not as simple as it seemed at first glance. The head unit is separate from the HK premium stereo. The HK is a stand-alone system consisting of speakers, amplifiers, and the rear-deck speakers. It has what is called a high input impedance to allow a high-level signal (signal from the speaker outputs) to be plugged into it. The high input impedance essentially turns the high level signal into a low-level signal (similar to the signal coming from the pre-amp outputs). For the head unit to work it would require two pre-amp outputs.

To further complicate matters, the HK Sound System requires a pre-amp output voltage that is greater than four volts. This does not refer to the amplifier output power, which is measured in watts. If the pre-amp output voltage is less than four volts, the overall sound will not be very loud and will have a flat, tinny quality to it.

Here are the solutions that I found.

1. Purchase a "BMW Business CD Player" on Ebay. This unit is out of the Z3. It is a direct swap with no wiring changes and it looks like everything else on the dash, including the same LED color. It will also control the stock trunk mounted CD changer. The price is about \$350-\$450 and the quality is variable, since most of them are used units. It requires a special BMW tool to remove or install; it also requires a security code to be entered into the unit before it will work.

2. Use mail-order and do self-immolation (installation). I looked at the Crutchfield web site (www.crutchfield.com), because they are the professionals of home installation. I just did not want to do the work myself.

3. High-end custom installation. There are a number of very reliable custom installers locally. Great work but not cheap at all. They mostly do complete audio upgrades.

4. Chain store purchase and installation. This is the route I went. I used Circuit City because if there is a problem, there are lots of them all over.

The head unit I selected is the Alpine CDA-9827 FM/AM CD Receiver. It plays CD, MP3, is XM Radio (satellite) ready, and is MobileHub Link ready (optional accessory that allows hand free use of cell phones using the head unit). Most of the head units in this price range have a tilt-down face, but some of them have a removable face. I did not want the tilt-down face because there are too many moving parts. Another consideration is that none of the units I looked at matched the rest of the dash. This was not important to me. The Alpine has a brushed aluminum look and the LED's are green and gray.

Actually, the first unit I purchased was a Panasonic with an output voltage of less than two volts. This was before I knew what was required. The Circuit City folks told me that if I did not like it, I could return it. I listened to it for a week before I decided to upgrade to a head unit with a higher output voltage.

The output voltage of the Alpine is rated at four volts. It's very clean, gets loud enough (but not thumping loud), and does a decent job with the subs.

When I was done, I spent about \$350. This includes the upgrade to the Alpine, professional installation, miscellaneous wiring adapters, and a solid 4-year warranty (good at any Circuit City in the country).

Louis Hesselt van Dinter

E39 (5 Series) Retractable Cup Holder



- Designed for the E39 BMW (1997- 2003: 525i, 528i, 530i, 540i, M5, Touring)
- Fits in center console, no tools, seconds to install
- Highest quality materials and construction
- Fully retracts into console when not in use

Convenience - Quality - Value

TEC ENGINEERING

www.tecaccessories.com

(925) 485-4559



BMW NORTHWEST

BMW Northwest
4011 20th Street East
Tacoma, WA 98424
www.bmwnorthwest.com
Ph.253-922-8700
1-800-225-2022
info@bmwnorthwest.com

**The Northwest's only family
owned and operated
dealership since 1968**



**Original
BMW Parts**



DINAN
*Authorized
Dealer*

Sales Rep James Barlow
james@bmwnorthwest.com

All Club Members Welcome



How do you want to drive ?

BMW's and Porsches at the 2005 Rolex 24 Hour Race

By Lance Richert

Roundtrip air fair to Daytona Beach
Dodge Neon Rental Car
Low budget Motel Suite on the beach
Four days at the Rolex 24

\$251/person
\$13/day
\$75/day
Priceless

THE ALLURE OF A FULL COMPETITIVE FIELD for the Rolex 24 Hour Race at Daytona International Speedway got me itching to trek back to Daytona Beach to take in this greatest of American endurance races. I was intrigued by a couple of story lines. One was defending GT Class champion Prototype Technology Group's (PTG) entry of two E46 M3s in the 24 hour race. The second was Team Seattle's annual effort to race and raise money for Children's Hospital in Seattle. Both PTG and Team Seattle would experience adversity during the race, and each would respond in a different manner.

Team Seattle are a group of local racers who race at the Rolex 24 as a fundraiser for Seattle Children's Hospital and Regional Center. This was their ninth year raising money and through the 2004 effort had raised \$1.5 million for Children's Hospital. All money raised goes directly to the hospital. The four drivers for each car are responsible for one quarter of the race car budget.

The Rolex 24 is part of a 14-race Grand Am Rolex Sports Car Series. This was the 43rd running of the Rolex 24 hour race, with the likes of Porsche, Ferrari, Jaguar, Nissan and Toyota all previously ending up in the winners circle. Recently though, competition in the upper classes had waned, and the organizers revamped the top class to help lower costs and lure more teams into the competition. What they created in 2003 was a class called Daytona Prototypes (DP). DP cars weigh 2,175 pounds, have 4.9 liter 500 HP engines and run a spec Hoosier tire. Interestingly, the DP cars run about seventeen seconds a lap slower at Daytona than the faster GTP Prototype cars that ran during the IMSA era.

Daytona Prototypes had a rocky start in their first year. The cars were much slower than the high tech machines they replaced; they looked ungainly and sounded worse. In their first year of the Rolex 24, all of the DP entries experienced

enough problems that a lower class GT car took overall honors! The manufacturers worked to refine their cars after that first year. Additional DP cars entered the race last year and subsequently a DP took overall honors. In this third year of the DP era the race saw a strong field of 29 DP cars, ensuring that a DP driver would stand at the top of the podium at the end of this twice around the clock race.

To fill the field, the Rolex 24 runs a second class for production-based cars, which is where PTG would run their pair of E46 M3s and Team Seattle would have their two Porsche GT3s. This is the proverbial race within a race; with part of the strategy all race long to stay out of the way of the faster DP cars.

This is the proverbial race within a race; with part of the strategy all race long to stay out of the way of the faster DP cars.

The infield of Daytona Speedway had been totally renovated since last year. What an impressive job they did, allowing even greater fan access around the paddock. The grounds had a great vibe going. Daytona Speedway is so large that 60,000 people can be in attendance for the 24 hour race and the place still looks empty. This is a speedway designed to accommodate 250,000 spectators. Because of the relative size of the crowds, a four-day pass allows generous access onto the grandstands, the infield and even into the garage areas! About the only place that is off limits is the hot pits.

So with great access, the four-day event is a healthy mix of venturing out to a turn to watch the race cars circulate, then retreating back to the garages to watch the teams work on their cars.

Between the 63 cars entered in the Rolex 24 and the additional 73 cars entered in the support Grand Am Cup race on Friday there were 140+ high quality race cars to ogle in the garages.

For a BMW fan, the Grand Am Cup support race on Friday provided plenty of BMW story lines. This three hour race requires two drivers per car. The race is split into two classes: GS and ST. As an example, the Turner Motorsport team fielded an E46 M3 for the faster GS class and 330i in the ST class. In the race, BMWs fought with the new Ford Mustangs for top honors. The Mustangs had the legs on the long Daytona straights and high banks, while the BMWs showed their strengths with their legendary handling and braking capabilities. Because this was the first race of the season, many of the top cars were freshly built. Freshly built can also mean teething problems, and the front running Turner E46 M3 experienced some of their own, allowing a Ford Mustang to take the overall win. A TC Kline BMW Z4 did win the ST class, flying the BMW flag proudly.

The format for the Rolex 24 adds many opportunities for the fans to enjoy the event. I mentioned the generous access to the garage areas. There were numerous big-name drivers brought in for the event. At times it was tough *not* to run into them as they made their way to their cars. My favorite sighting was former factory E30 M3 DTM driver Deiter Quester. There were 250 total drivers representing more than 100 racing championships, including five former NEXTEL cup champions.

About an hour before the Saturday morning green flag, the race cars are rolled onto pit lane to pre-grid. At this time they allow the fans to stroll up and down pit lane to view the cars, and even walk on the Daytona Banking at start/finish line. The banking is only 11% at start/finish but even 11% is steep to walk on. There is a lot of energy in the air at this time. Teams are getting final team pictures taken with their cars. In a few minutes they will be all business however.

I was with Club members Wes Hill and Lynne Eskil and we decided to take in the start of the race from the top



row of the main grandstands. From this point we could watch the whole 3.5 mile course from one position. It had been a little chilly in the morning, but by green flag time it had warmed up. Team Seattle provided Lynne with headsets which monitored drive/pit communications as well as race control conversations. One of the big issues early on from race control was telling the slower GT teams to radio to their drivers on track to stay *low* on the banking to allow the faster DP cars to pass high and on their right.

Only two hours into the race, during a yellow flag period, the #81 Team Seattle Porsche was racing back to the end of the pack and hit another car. The melee also involved the pole sitting DP car! Both cars went back to the pits for repairs. Wes, Lynne and I went back to the garage to watch the progress.

For me, watching repairs during the race is the most fascinating aspect to an endurance race. The race is long enough that major repairs can be made to put the car back out to race and still be competitive. In the case of Team Seattle, they were raising over \$500 per lap for Children's Hospital, so getting the race car back on track was money in the bank.

So with Team Seattle #81 taking a major blow, the mechanics descended on the car in mass. A couple guys disassembled the broken pieces from the chassis (of which there were many) while others went to work procuring spares to rebuild the left corner of the car. One of the benefits of running a Porsche is the support from other teams and from Porsche itself. As the broken pieces were removed, the new pieces were staged and then assembled. In about four hours the car was back on track, albeit with a new blue fender, again raising \$527 per lap for Children's Hospital. At the nine hour mark Team Seattle had already raised over \$150,000.

Over in the PTG pits, they went through a couple of pit stop cycles with-

out incident, but then started experiencing problems with the rear wheel studs breaking. The organizers had made a rule change over the winter which required the GT cars to run with standard lug nuts rather than the more traditional single nut centerlock wheel. Both cars ended up breaking wheel studs, and the decision was made to withdraw both cars due to concerns about on track safety. Wheel stud failure was an odd problem to befall a team steeped in 24 hour competition like PTG was. The E46s were loaded into the trailers by 10 p.m. and headed back to Virginia.

Was there anything left BMW-wise to cheer for? Well yes... sort of. Two Daytona Prototypes were powered by Dinan-built BMW V8s. Both cars had problems during the event and spent too much time in the garages to get themselves up on the leader board.

Daytona in February can get really chilly at night. I was prepared for going late into the evening as a spectator and staying warm by taking multiple layers with me, including my 3-layer driving suit used for local amateur racing. Besides serving as layers of warmth, my driving suit also got me into the hot pits that evening! With 63 cars running, 250 drivers on site and ten times that many crew members, there were many people coming and going from pit lane. My driving suit was my free pass onto pit lane due to the lax security.

At the eleven hour mark, after taking in some pit stops from pit wall, I ventured back up to the top rows of the main grandstands to take in the massive speedway at night. Daytona started to install lighting in 1999 to televise the summer Pepsi 400 night race. The first year of an illuminated Rolex 24, the speedway lit 20% of the lights to give a soft glow on the track. This allowed Speedvision (RIP) to cover the race well into the night. I noticed now that they were running the lights at 100%,

certainly for better television coverage. Some of the night time ambiance was lost compared to 1999, and the strain of driving at night for the drivers was certainly eased.

My routine at these 24 hour events (this was my fourth visit to the Rolex 24) is to leave the track around 1 a.m., get a couple hours sleep back at the motel, then get back to the track around 6 a.m. to watch the sun rise over the speedway. By this time the cars are looking very weathered, with the pretenders sent back to the garage while the contenders raced on. The positions at the front were still close, with a couple of DP cars on the lead lap. I was still in my driving suit staying warm and ventured back onto pit lane, now finding a number of pit boxes empty as the night time took their toll on competitors.

Team Seattle continued to move up the leader board after their early race foibles. The two cars had completed a lot of laps, and with their \$527 per lap commitment, were on track to raise a record amount for Children's Hospital. With just a couple hours to go the 100-plus people down from Seattle representing Team Seattle were tired but excited.

The depth of the DP field provided great competition throughout the race. At the twelve hour mark there were an incredible seven cars still on the lead lap. With ninety minutes to go, two DP cars were still twenty second apart. Sadly, the second place DP car blew a hole in their transmission, taking twenty minutes to replace the tranny. This took away the hopes of a close finish. The #20 Sun Coast DP car took overall victory, beating a number of tough teams with all star driver lineups.

The Team Seattle cars (www.TeamSeattle.com) ended up 14th and 21st in the GT class. Most importantly, they reached their goal of completing a combined 700 laps and raised a record \$368,900 for Children's Hospital. Their goal is to eventually donate \$2.5 million to Children's Hospital.

Additional images can be seen on the Club's bulletin board. Key word search "Daytona." The Daytona 24 Hour race is a great mid-winter getaway. If you have questions about the event, contact Lance at lance@richernet.com.

Rolex 24 Hour Race at Daytona International Speedway



Team Seattle fix their #81 Porsche GT3.



The #21 PTG E46 M3 hitting (and burning) the apex.



Final pit stop of twenty-five stops for the overall winner Sun Trust Daytona Prototype.



The #22 PTG E46 M3 shortly before retirement.



Additional Z4 flame surfacing provided by a competitor.



A past champion 1976 BMW 3.0 CSL was on display.



The Friday three hour Grand Am Cup race saw over twenty BMWs compete.



Eight drivers and the team manager are pleased with a record total of money raised for Seattle Children's Hospital.

The Un*ge* Mechanic

J. SAGE SCHREINER

More Speed

I HAD AN INAUSPICIOUS START to the first race weekend of 2004 at Pacific Raceways. I spun several times, and had exciting “moments” when I over-stiffened my front shocks. As I sat in pre-grid, I had hopes that a last minute swap of front and rear tires would make it easier to maintain a forward direction, but starting a race with a new setup is rarely a good plan.

Just ahead of me in pre-grid were the blue MINI of Dave Rinker and Scott Morton’s yellow Datsun 510; well ahead of them was Dave Karraker’s very quick not-quite-yellow 2002 and Mark Wilson’s red 510. I wasn’t going to catch Mark’s 510 or Dave’s 2002. They were a good two seconds faster than me. On the other hand, both the MINI and Scott’s 510 were quite close—just in front of me and very catchable. My plan was to wait behind them for a few laps and watch where they were driving and how, then make a break for it. It had worked for me several times before.

We circled once behind the pace car and when the green flag swept out, we stepped on it. Forty cars swarmed through the first few turns. Dust and tire smoke were everywhere. The pack slowly stretched out over the first two laps. There was a white RX7 on my tail. Ahead of me was Scott’s 510, and ahead of him was the blue MINI. I managed to get a clear run out of turn 2 and down the steep hill into 3a. I went to the outside for 3a, and while I didn’t manage to pass the 510, it put me in a good position for an inside pass on 3b, and I got a nice run out of the tight turn. As we raced down the back straight, I slowly pulled ahead and entered the high-speed 5a kink with the yellow 510 a few feet off my bumper. He got a better exit out of turn 6 than I did, and as we flew up the hill and through turn 7 he pulled up to my door—and made a clean inside pass as we dove into the turn 8. I wasn’t worried. There was plenty of time to watch, wait and make a better pass.

Or so I thought.

Just behind me was the white RX7. He had the orange sticker of a new driver. His car was well sorted. He was very fast on the straight and he was several car lengths in front of me as we entered turn 2. Unfortunately, he lacked consistency in the corners, and held me up. Just ahead of him I could see Dave and Scott’s GP cars dicing it up. I wanted desperately to get past the RX7 and race with them.

My car was now understeering at all points through the corner, due to the old tires mounted on the front wheels, but this was better than the very sudden oversteer I’d been experiencing earlier in the weekend. A few times, however, I wondered whether I was going to be able to get the car rotated in the corner at all. As they say, the only difference between understeer and oversteer is which end of the car hits the wall first. Given a choice, however, I’d take the relatively minor understeer versus chronic and sudden oversteer any day.

As they say, the only difference between understeer and oversteer is which end of the car hits the wall first.

Over the next few laps, the RX7 and I changed places several times. Despite exiting turn 8 slower than me, he would take advantage of his car’s better horsepower and more aerodynamic shape to pass me and put several car lengths on me on the long front straight. I’d pass him half-way through turn two, and be passed again on the back straight. Having to dice with him slowed me down significantly. Dave and Scott, my GP competitors, were frustratingly close.

On the seventh or eighth lap, we came into 5a with a waving yellow. A red hatchback was in the kitty litter on the inside of 5b. There were corner workers helping the driver, so I slowed up by about ten miles per hour. The RX7 took advantage of my slower exit speed by flying through the set of corners, and passing me just past the turn 6 station. It was technically legal, in that there was no yellow at turn 6, but not respectful of the corner workers. Not that it mattered anyway—I immediately passed him again by getting a better entrance on turn 8. But all of this back-and-forth wasn’t getting me any closer to Dave Rinker and Scott Morton, who were only fifty yards in front of us.

The next time we went up the hill from 6, the white RX7 used the extra



speed of his car to attempt an inside pass into 8. He made half a pass, and as we tracked out to the exit of the corner, he drove into the side of my car, apparently unaware that I was still out there. It was incidental contact that didn't do more than cause a wiggle. As we approached turn 9, door to door, there was a madly waving yellow flag. I slowed way down—and as I had seen many times before, a Miata had crashed just past the exit of 9. The car was parked perpendicular to the track. The story was clear: skid marks into the inside wall, smeared paint on the barrier, and then skid marks tracing the ricocheted car to its current parking spot on the outside of the turn, having clearly lost the altercation with the concrete.

The full-course double-yellow went out. The pace car pulled in front of the bunched-up pack. I planned my strategy. The white RX7 was just in front of me, but if I could get by him *and* either Dave or Scott on the restart, the RX7 would be slowing Dave or Scott down—and I would get in a good position to threaten the next GP car in front of me. It could work. Restarts could be chaotic, and all

I had to do was manage traffic well and get lucky. Several laps behind the pace car ensued; Scott Morton's 510 pulled off on the inside of turn 2 with a mechanical problem. I set my sights on Dave Rinker's blue MINI. Finally, the pace car's lights went out and it pulled off.

I prepared myself for the restart as we approached the Start/Finish tower. I saw a flash of motion in the tower and stomped the go pedal and just about peed myself as I realized that, firstly, it was the checkered flag ending the race and, secondly, I was about to park my car in the RX7's back seat. Clouds of tire smoke billowed into the afternoon air as I shoved the brake pedal through the firewall and got the car hauled in just before my front bumper and the trunk of the RX-7 were united. Bird-brained driving on my part, but no blood, no fowl.

Bird-brained driving on my part, but no blood, no fowl.

I wasn't thrilled with the results of the race. I had put in some good laps, including a fast time of 1:49.1,0.8 seconds faster than my previous lap record, but I had finished 4th of five GP cars. Scott's mechanical DNF was the only thing between me and dead last. True, if the race had restarted after the Miata's incident, I would have had a chance to improve on that result, but the essential problem was that I wasn't fast enough. On the other hand, after the season's third race, I was the GP class leader. But if I was going to keep that position, I had to find more straight-line speed. Some how, I had to pick up an extra mile or two an hour at the end of the straight.

I decided to work on two new long-delayed go-fast improvements: finding a way to increase my engine's rpm-limit and a better front valence to improve the car's brick-like aerodynamics. First up was going to be the RPM-project. As Girlchief, Racerdog and I towed the orange car home, my mind was already pondering the technical limitations of the Teutonic nightmare known as L-Jetronic.

www.unsage.com

Buy your BMW parts online.

Introducing the smartest BMW store on the worldwide web. Simply enter your Bimmer's year and model; we'll show you only those parts that fit your car (plus universal stuff such as Zymöl). You'll get exactly what you need, even if you don't know the BMW part number. Log on and give it a try. It's just like driving your BMW – fast, safe and fun.

bavauto.com

Same-day Shipping • Best Price Guarantee



Phone 800.535.2002 • Fax 800.507.2002

Riding In Cars With Cops

MY WIFE AND I were at the recent BMW banquet and noticed one of the items available for the live auction was a ride-along with a Seattle police officer. We previously were outbid for a ride-along at a different auction. We decided to bid on this one to see if we could get it. We did!

The item was donated by Mark Wong who is a Club member and BMW enthusiast. Mark was not able to attend the banquet, so we coordinated the day to go out via email. My wife was actually the one who really wanted to do the ride-along but I was also interested in going so I asked if we could both go. Mark said the back seats of a squad car are not very comfortable and kind of dirty but he knew another officer who would be willing to take one of us so that we could both go out on the same day. If you don't know, the back seats of these cars are a hard plastic which is molded to allow someone's arms that are handcuffed behind their back to fit into the seat. So, it is much better to ride up front. This also allows the officer to transport someone in the back seat while we are doing the ride-along.



Chris Mason in the driver's seat.

Amy and I showed up at the East Precinct in Seattle for our Friday ride-along. Mark showed us around the station. The interior has a fairly grey color scheme. The equipment is government issue and therefore not in the best condition. They have computer terminals for paperwork, a weight lifting room and a break room. We signed our waivers and were introduced to Jim, the other officer that we would be going out with.

Mark deals with traffic issues mostly and Jim deals with a wider variety of issues. Therefore, I rode with Mark and Amy rode with Jim. We were assigned to different areas of the precinct but

crossed paths a few times during the day. They were nice enough to stop and take a few pictures of us together and some with me in the car.

The police cars are part of a motor pool, so each officer is assigned a car for the day. They do not take the police cars home at night. The cars have different capabilities, for example some have video cameras. They also have a computer the officer uses to do work, view all the cases, be given instructions by dispatch, enter notes on cases, and look up people's license plates, etc. They can even send instant messages to each other. All they really need to do back at the station is paperwork for more complex cases.

It turned out that the day of our ride-along was a slow day. There was plenty going on for me but I can see how an officer's job has a lot of down time between exciting times. The first thing that Mark and I did was recover a stolen car. It was abandoned and we needed to verify it was the car which had been reported stolen. Mark showed me how they dust for finger prints even though it is very difficult to find prints in a car and

Auburn Foreign & Domestic, Inc.

(253) 833-8161 - (253) 872-0085 - 725 Auburn Way North - Auburn, WA 98002

Factory Scheduled Maintenance • Pre Purchase Inspections
Racing & Sports Performance • Latest Diagnostic Equipment
Quality Workmanship • Competitive Prices
Complimentary Wash & Vacuum with Service

*Serving You With
Pleasure Since 1968*

BMW Club Discount



7,3 and 5 Series
for the Kester family

**Servicing BMWs as well as other
foreign and domestic cars & trucks.**

even more difficult to use those prints in court. Pretty cool, but I can see how it is really hard to get clean prints off something. What they do on TV shows is down right silly. The owner of the car didn't want the car moved, so Mark put some notes into the computer and we were done.

We did a lot of driving around observing. I'm sure I only noticed a fraction of what Mark saw. At one point he flipped on the lights, drove over a lane divider and pulled someone over for running a red light. I had no idea what was going on until he told me. He gave the driver a warning because they were nice and did not have any issues on their driving record. This was one of about four traffic stops we made during the day. All of them were given warnings except for one. In Seattle, the officers must now issue written warnings because of racial profiling concerns. The interesting thing is that when the vehicle in question does something to catch the eye of the officer, there rarely is any way to tell what type of driver it is.

My favorite call that we got was for a 15 year old kid whose iPod was taken by some other kids. The victim was able to give the police a good description of the people who had strong-armed him. They were spotted a few minutes later



L to R: Officer Mark Wong, Officer Jim Britt, Amy Mason and Chris Mason.

walking down the street. At this point, we went "code" with lights and sirens and booked it through the streets to get to where the kids were. Mark says, he doesn't do lapping days because he gets to drive like this every day. It takes a lot of skill to maneuver a big Ford Crown Victoria quickly through traffic. Something else I haven't really noticed about police cars is they park wherever they want to; middle of the street, on the sidewalk, wherever. Anyway, back to the iPod case. Mark and I show up, park in the middle of the street and Mark jumps out to help question the three guys. I get out and try to stay out of the way but still see what is going on. We then go pick up the victim, bring him back and

he identifies two of the guys. Mark gets the iPod back and we take the kid back to where we picked him up. Mark takes his statement, takes pictures of the iPod and we head back to the station to write up the full report along with the other officers who brought the two guys back for questioning. The two guys end up being transferred to juvenile detention which I'm told is not that common. So, I felt like we really did something nice for this kid. The reason the police were able to do such a good job is the victim gave a very good description of the two thieves and this allowed police to spot them.

Mark showed me how he uses a radar gun. We sat and shot traffic for a while but no one was going fast enough over the limit for Mark to go after them. It was interesting to see how the gun hits different cars in a stream of traffic. It has an audible tone that matches the speed it is reporting so you can easily tell when it sees a car going faster than the ones around it.

Amy and Jim had some interesting cases as well. Amy speaks some Spanish so she was taken to an accident scene to help out as a translator for one of the drivers in the accident. They picked up a baby from the court house. They responded to a silent alarm at a Starbucks that turned out to be a false alarm. They stopped someone who had turned left at a "no left turn" sign. The driver turned out to not even have a license. It is pretty amazing there are unlicensed drivers who are driving around on the roads with the rest of us.

Amy and I both had to ride (me in the uncomfortable back seat of course) back to the station at the end of the shift with Mark because Jim was called upon to deal with an incident which was going to take more time than we had left and not something that us ride-along folks should be hanging around to watch.

This was a really great experience and I recommend you give it a try if you get the chance. It is better to set up something like this ahead of time so the officer knows they are going to have a rider. Thank you very much to Mark and Jim for showing us a day at their jobs.

By Chris Mason



THE BMW SHOP
2242 N. Williams Ave.
Portland, OR 97227
503-232-5545
bmw.shop@attbi.com

The Portland Area's Premier Independent BMW Shop

**A Higher Standard of Service
Exclusively for BMW Enthusiasts**

We know the BMW alphabet, from Alpina to Z3. From 1960's and 70's era 2002s to 21st century 333 horsepower M3s, we're familiar with their needs, history and technology.

Complimentary loaner BMWs
available to clients

Discounts to Club Members

Club Member Owned

Don't miss out
on the pleasure
of driving your BMW!



30 years in the auto service industry.
Only Bosch Authorized Service Center on the Eastside.
Bosch warranty service.
Complimentary wash with maintenance service.
Discounts for club members.



AutoHaus - Vick, Inc.

14121 NE 24TH Bellevue WA 98007

T. 425-644-7100

F. 425-643-6318

www.autohausvick.com

autohausvickinc1@qwest.net



SPECIAL LIMITED TIME OFFER

BMW Club Sweatshirts and Long Sleeve T-shirts and Ladies T's

ONCE A YEAR, we order more of our standard short-sleeve Club T-shirts to fill our inventory for the year. At this same time, we can also accept special orders for the same colorful Club logo design printed on either a sweatshirt, long sleeve T-shirt or ladies V-neck T-shirt! *The deadline to order your custom Club shirts is April 30.* Shirts will be mailed the middle of May.

100% cotton Long Sleeve Shirts are \$20 and are available in white or light grey.

100% cotton Ladies V-neck T's are \$15 and are available in white only.

95% cotton Sweatshirts are \$25 and available in white or light grey.

(These are the highest quality Fruit of the Loom and shrink a lot, so order your size accordingly.)

100% cotton Short Sleeve T-shirts are \$15 and available in white or light grey.

Sizes available for all shirts are adult small, medium, large, x-large and 2x-large. Child size shirts can be ordered too; contact me for specifics. Please include postage and packaging costs of \$4 for the first shirt, \$2 for each additional shirt. Please make checks payable to BMW CCA. We now can take credit cards as well! Include your name, address, phone number and email with your order.

Mail Orders to:

Lance Richert – Club T-Shirts
6240 – 127th Ave. S.E.
Bellevue, WA 98006

Questions? Contact Lance Richert at 425-644-8009 or Lance@Richertnet.com

T Shirt Order Form			
Shirt Code	Size	White or Grey	Amount
T TLS TV S	Smal Medium Large X-Large 2X-Large	W G	
T TLS TV S	Smal Medium Large X-Large 2X-Large	W G	
T TLS TV S	Smal Medium Large X-Large 2X-Large	W G	
T TLS TV S	Smal Medium Large X-Large 2X-Large	W G	
Shipping Cost: \$4 for first shirt, \$2 for each additional shirt			
TOTAL			

Shirt Code	Code Description	Cost
T	T-shirt short sleeve	\$15
TLS	T-shirt long sleeve	\$20
TV	T-shirt lady V-neck (white only)	\$15
S	Sweatshirt	\$25

Where to send your shirts (PRINT NEATLY)

Name _____

Address _____

City/State/Zip _____

Phone _____ Email _____

Credit Card Type VISA Mastercard

Name on card _____

Amount to charge _____

Card number _____ Exp (MM/YY) _____

Signature _____

Payment Information

Please make personal checks out to BMW CCA. Credit card payments accepted too. Email me with questions at Lance@Richertnet.com. Add \$4 shipping on the first shirt, \$2 shipping per each additional shirt. **Orders must be received by April 30, 2005, to get in on this great Club shirt offer!**

Established 1979

GERMAN CAR SPECIALISTS INC.

SERVICE & REPAIR

It's all we know!

BMW

12408 S.E. 38th
Bellevue, WA 98006
Behind Factoria Cinemas
www.germanauto.com



425-644-2799

EXETER  DETAIL

ULTIMATE AUTO DETAILING

**We protect your investment with only the finest products.
Call us when you're ready for showroom quality results:**

(206) 622-9800

771 N. VALLEY ST. WWW.EXETERDETAIL.COM

I'VE WORKED OUT A PLAN for finally fixing my damaged 2002Ti. I have all the body pieces, the rear clip and trunk lid needed to repair the damage caused by a stolen truck's crushing whack. I also scored a great deal on a set of BMW 2002 Turbo fender flares to make it easy to fit larger wheels and tires. Some 15 x 7 wheels and 205/50-15 tires should fill the flared wheel wells nicely, and give it the better grip it needs. (Details of the crash damage are on the Club's Bulletin Board at <http://www.bmwpugetsound.com/vbb/showthread.php?s=&threadid=26152>).

Early in March, I'll have the front end apart to replace the tired steering pieces. After replacing the tie rods, track rod and ball joints, the car's steering should be much easier and smoother. We'll have to see how it is once I get the 15-inch rims and tires on it. I won't have to parallel park it much, so that's a good thing. The new rear sheet metal should be installed by the end of March. I'll have to then get it inspected by the Washington State Patrol for a salvage title and re-registration. It'll have some primed bodywork, but it'll be safe and road worthy. It should be a lot of fun again.

Why do it at all? Before the crash, it looked nice and drove well, but I didn't drive it on a regular basis. I guess the biggest reason to fix it is the car's simplicity, the fun way it drives, plus it has a motor that I built myself. I've rebuilt that engine three times over the past thirty years. It has been through three hot rod evolutions, with side draft carbs and a performance cam for over 333k of its 433k miles. It makes all the right sounds and responds with great ease at the slightest push of the throttle. I can't forget all the miles and fun.

Now all it has to do is just be a street-legal hot rod M10 2002Ti. I don't have to drive it to work on Monday. I can take the back seat out and not feel bad about it. Two nice Recaro seats will do just fine; I don't need to carry anyone in the back anymore. I've got an E30 for that.

Speaking of E30s and seats, the height and backrest adjusters in the driver-side seat in my 325is have stopped working. When I pull the lever on my comfortable sport seat to adjust

Just keep an eye out for a yellow, flare-fendered 2002Ti, driven by someone with a big grin on his face.

the height, it falls to the floor. The only way to get it back up is to stop the car, get out, and lift it up by hand. The backrest adjustment needs an arm once in a while to pull it up.

E30 sport seats have four gas-pressure spring struts: two power the up and down of the seat bottom and two support the backrest adjustment. They are just like the larger gas pressure struts that support the hood and convertible trunk lid. My car's gas springs had lost their pressure due to age and use. Replacement parts are available: the seat back spring struts are 52-10-1-916-601 and the seat-bottom units are 52-10-1-965-646 (replaces 52-10-1-965-602). I looked at other BMW models and only manual seats will have the spring struts. I'm not sure if non-sport seats in an E30 are the same, as I couldn't tell from the ETK if they also use them. I purchased the parts from Pacific BMW in Glendale, California. Pacific BMW does an internet and mail order business and had the best prices by a long ways, and they were very pleasant people to deal with also.

To install the struts, I first removed the seat from the car for access to the seat internals. It takes two bolts and two nuts to remove the seat completely from the car. Remove the side covers

to reveal the seat-bottom struts and the seat back to get to the backrest struts. The backrest struts are the weaker of the two. Pry off the little retaining clips carefully as they can be reused. You might want to buy extra clips just in case. Remove the failed strut. To install the new one, place one end on its stud then, using a big screwdriver as a lever, compress the other end until it pops onto the other stud. Put the clips back on and it's done.

The seat-bottom struts are much tougher. I had to compress them in my vise and carefully retain them with safety wire. It took a couple of attempts to get them set to the right length. Install the round end and then the forked end. I then cut the safety wire and removed it. The strut unit has a lot of pressure behind it. Be very careful trying to compress and secure it. The seat-bottom struts are not for the faint of heart; I'd recommend that you tackle the bottom struts only if you are properly equipped and skilled. The backrest struts can be done by most any do-it-yourselfer.

After you've got them in, replace the back cover and sidepieces and put the seat back into the car. You'll find it so nice to be able to make small adjustments to the seat as BMW intended it.

So while I spend my free time wrenching on that old 2002, get out and take a nice spring drive to enjoy your BMW. Just keep an eye out for a yellow, flare-fendered 2002Ti, driven by someone with a big grin on his face.

● TERRY FORLAND
● MARK ISRAEL

QUALITY · COLLISION · RESTORATION

425-823-4282
INSURANCE WORK WELCOME



13209 NE 126th PL. SUITE 140, BLDG. A KIRKLAND, WA 98034

The Ultimate Drive Shaft for BMW & Mercedes

Precision remanufactured with care exclusively by Driveline Service of Portland



- In Stock for OVERNIGHT DELIVERY
- BEST Warranty in the Industry
- 5-Year/50,000 Mile - Plus Labor REBATE

www.driveshafts.com/bmw
800-227-8608



Safety Gear/Racer Q&A Seminar Recap

ABOUT 45 PEOPLE came to listen to Andy Collins give an excellent lecture on the ins and outs of choosing the proper safety gear for the track. After an entertaining class, we all had a chance to shop in the Armadillo Racing trailer. Quite a few people went racing in the go-karts between seminars!

Wes Hill did a great job covering the aspects of local club racing and campaigning an E30 BMW race car. Several of the local conference racers were there showing their cars and adding commentary to Wes's presentation. A good time and plenty of bench racing was had by all.

Thanks very much to Andy Collins from Armadillo Racing, Traxx in Mukilteo and Wes Hill for their help in putting this event on. *Jeff Butler*



*Service

*Parts

*Boutique

*Accessories

Bellevue

The Ultimate Driving Machine deserves the Ultimate in Care and Service.

17 Factory Trained Technicians

Genuine BMW Parts

425-643-4544

Mformation

2006 BMW 3 Series Sedans (U.S. models) Product highlights

General

- BMW's most accessible, best-selling Series, appearing in its fifth generation
- Initial models are 325i Sedan and 330i Sedan, both 4-door sedans
- Both models powered by an all-new generation of BMW's turbine-smooth, high-performing "straight six" engines
- Built in Germany (325i also built in South Africa beginning Summer 2005); production of U.S. models begins in early March 2005.

Engine, both models

- All-new 6-cylinder engines; new generation called N52
- Magnesium/aluminum composite construction of engine block
- Valvetronic variable valve lift; eliminates conventional throttle, improves power, torque and fuel efficiency (official U.S. EPA mileage ratings not yet available)
- Electric coolant pump and volume-controlled oil pump are further innovations

- Both U.S. models have 3.0-liter displacement
- Ultra Low Emissions Vehicle (ULEV2) rating

Engine, model-specific

325i Sedan

- 215 hp @ 6250 rpm, 185 lb-ft. torque @ 2750 rpm
- Single-stage induction system

330i Sedan

- 255 hp @ 6600 rpm, 220 lb-ft. torque @ 2750 rpm
- 3-stage induction system

Transmissions

- 6-speed manual standard on both models
- 6-speed automatic optional on both models
- 6-speed Sequential Manual Gearbox (SMG) optional on 330i only, as of September '05 production (requires Sport Package)
- New-type differential standard throughout Series

Chassis features

- All-new chassis/body structure
- New aluminum double-pivot strut-type front suspension system
- New 5-link rear suspension system
- 4-wheel ventilated disc brakes with increased dimensions
- New-generation Dynamic Stability Control, with many new braking functions
- Available Active Steering; varies steering ratio according to vehicle speed and other factors
- Run-flat tires standard across the board
- Standard wheels and tires:
- 325i—16-in. wheels with all-season tires
- 330i—17-in. wheels with all-season tires

HAURY'S LAKE CITY COLLISION SERVICE

"Service and Quality You Can Count On"



*Club Member Owned and Operated
Newly Remodeled State-of-the-Art Facility
Computerized Color Matching
Insurance Claim Assistance
Lifetime Warranty*

(206) 365-1565
11514 Lake City Way NE

Hours: M-F 7:30 a.m. to 5:30 p.m. Sat. 9 a.m. to 1 p.m.




ULTIMATE MOTOR WORKS

Reliable and honest
Factory-trained
Major service
Exhaust systems
Brakes
Clutches
Suspension work
Engine replacements



Tom Garman BMW Technician
Pete Jackson Service Consultant

(425) 823-1212
13635 NE 126th Place, Kirkland, WA 98034



- Sport Package wheels and tires:
- 325i—17-in. with differentiated front/rear sizes, performance tires
- 330i—18-in. with differentiated front/rear sizes, performance tires
- Flat Tire Warning standard

Exterior features

- All-new body design
- Moderately increased exterior dimensions
- Xenon Adaptive headlights standard on 330i, optional on 325i
- Ground lighting in door handles
- Adaptive Brake Lights

Ergonomics, luxury & convenience features

- New Dynamic Cruise Control standard; can apply brakes lightly if necessary to maintain set speed (new capability)
 - Available Active Cruise Control; assists driver in maintaining following distance
 - Increased interior and cargo space
 - Leather-wrapped tilt/telescopic steering wheel with multi-function controls
- Manually adjustable front seats standard in 325i; power seats optional in 325i, standard in 330i. Include memory for driver's seat and exterior mirrors, automatic tilt-down of right-hand exterior mirror for reversing
- Sport seats with power-adjustable back-

rest width included in Sport Package

- Automatic climate control with separate left/right temperature settings, automatic recirculation control, mist control, temperature- and volume-controlled rear air outlets, microfilter ventilation and other features
- Climate-controlled console storage compartment
- 2-way (tilt/slide) power moonroof standard
- Leatherette upholstery standard, leather available in Premium Package or as stand-alone option
- Burl Walnut Wood interior trim standard; Poplar Natural Wood or Aluminum trim available at no extra cost
- 10-speaker audio system standard in 325i; 13-speaker Logic 7 system optional in 325i, standard in 330i. Either system has two subwoofers, and is MP3 CD-capable (including ID3 tag display of artist and song information)
- Sirius Satellite Radio newly available as factory option
- Split folding rear seats and ski bag optional and available in Cold Weather Package
- Power rear-window sunshade with manual rear side-window sunshades newly available
- Automatic-dimming interior and exterior mirrors available in Premium Package

- Power folding exterior mirrors newly available in Premium Package
- Digital compass in interior mirror newly available in Premium Package
- BMW Universal Transceiver (garage door opener) available in Premium Package

Safety & security features

- New front- and rear-seat Head Protection System
- Automatic safety-belt tensioners and force limits newly standard at rear outboard seating positions (were already standard on front seats)
- BMW Assist, BMW's system of in-car telematics and customer services (including automatic collision notification, Assist & SOS buttons, Bluetooth interface; TeleService, enhanced Road-side Assistance, Concierge & Customer Relations services), available in Premium Package or as stand-alone option

Factory options, complete listing Packages

- Premium Package
- Sport Package
- Cold Weather Package

Stand-alone options

- 6-speed STEPTRONIC automatic transmission
- 6-speed Sequential Manual Gearbox (330i only, available 9/05 production)
- Active Cruise Control
- Active Steering
- Park Distance Control
- Xenon Adaptive headlights with auto-leveling (standard 330i, optional 325i)
- Comfort Access (available 9/05 production)
- Leather upholstery
- Alternate interior trims
- Power front seats (standard 330i, optional 325i)
- Heated front seats
- Split folding rear seats and ski bag
- BMW On-board Navigation System and iDrive control concept with Voice Command
- Sirius Satellite Radio
- Logic 7 sound system (standard 330i, optional 325i)
- Power rear-window sunshade with manual rear side-window sunshades
- BMW Assist

BMW Press



BMW's for Sale

2003 M3 convertible: WBSBR93453PK03679 Titanium silver/Imola red leather, aluminum trim, 9,200 miles, six-speed, cold weather package, Xenons, HK. In service 8/03, warranty until 8/07 +6/100 engine. Non-smoker, no stories, garaged, Griot's products. Photos available. \$45,000 firm. Contact Scott at 503-636-2070 or email scanhinga@comcast.net. (OR)

2003 M5: In excellent condition, owned and driven by BMW enthusiast. Black on black with brushed aluminum trim, cold weather and premium package, split-rear seat, navigation, 6-CD, tires at 80%, 16,500 miles, \$58,900. Call 503-577-6090.

1995 540i: Brilliant red with tan leather interior. Automatic, Euro lights, keyless entry, Jim Conforti chip. Clean CARFAX report, engine recall work was completed. 87,000 original miles. best offer. Call Jacqueline at 206-609-5225 or email at jk@kahnteamracing.com.

1991 318iS: Silver, tan cloth interior, 181,000 miles, recent brakes/tires, runs well, has a few needs (windshield, gauge cluster, fix for the drivers seat-back, radio) but would be a great car for a high school/college student willing to put in some sweat equity, has BAS springs, Racing Dynamics bars, stress bars front and back, Bilsteins, stock basket weave wheels, make me a reasonable offer over \$2,200 and make your young student a happy BMW driver. Email Denny Organ at dorgan@starbucks.com or call 425-228-2539 home, 206-601-2537 cell.

1988 M5 E28: The Ultimate Driving Machine. If you've never had the chance to drive an E28 now's the perfect time. Excellent condition, black with tan leather interior, five-speed, power steering, power seats, power mirrors, power windows, cruise control, am/fm stereo, air conditioning, sunroof. 142,000 miles. Accident free. \$10,500. Call 425-260-9806. VIN: WBSDC9305J2791858.

1985 M635CSi: WBAAE310201051496 Diamond black metallic/ natural leather. 106,000 miles. Records since 1996. Meets CA emissions. 16" BMW (740) wheels with new tires. Garaged. Great classic. \$11,750. Contact George at 503-362-0395 or geohapp@open.org. (OR)

DEADLINES

May 2005 Issue April 5
June 2005 Issue May 3
July 2005 Issue June 7

Classified Advertising Policy: Classified ads are free to current members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed and emailed to Lucetta Lightfoot at lucettalightfoot@msn.com or sent to Zündfolge, c/o Lucetta Lightfoot, P.O.Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**

CLASSIFIED MARKETPLACE

1979 733i: Silver, four-speed automatic. New brakes, engine runs well. Needs some cosmetic work ie: front bumper, right front fender has dent, needs glass in rear passengers door and some clean-up. Bought to restore—ran out of time to do it. Car drives and runs well. Current tabs until Dec 2005. Priced to sell at \$450 obo. Contact John at 360-321-1485. (Langley, WA)

1975 530i: Light green with blue seats, four-speed manual, good tires. This little car is in great condition, no dents, a few minor paint chips (original paint) and runs really well. Current tabs until Dec 2005. Has a header but otherwise totally stock. 189,000 miles. Was asking \$2,750 but need to sell, now only \$1,900. Contact John at 360-321-1485. (Langley, WA)

Parts for Sale

Factory Repair Manuals: Two volumes of 1974-1975 BMW 528 and 530 factory repair manuals. Excellent condition, no missing pages or tears. Very thick binder type books. Everything you want to know from A to Z with excellent pictures. Great price of \$50 for both volumes. Contact John at 360-321-1485. (Langley, WA)

E30 325i Extrude Honed intake manifold: Dinan claims 15hp and sells new for \$500+. Make me an offer. Misc other E30 e and i parts, I'm trying to clean out the garage of parts. Call for list or availability. Contact Ken Hill at 425-334-7435 or khill178@earthlink.net.

E46 OEM M3 Wheels: Full set, as new-no curb rash or scratches. \$900 plus shipping. Call Bruce at 503-233-3815. (OR)

E21 320i front sway bar: Stock sway bar in new condition. Taking up valuable storage space. Make offer. Email Lucetta at lucettalightfoot@msn.com or call 206-282-2641.

E21 320i differential: Stock with less than 1,000 miles. Taking up valuable storage space. Make offer. Call Lucetta at 206-282-2641 or email lucettalightfoot@msn.com.

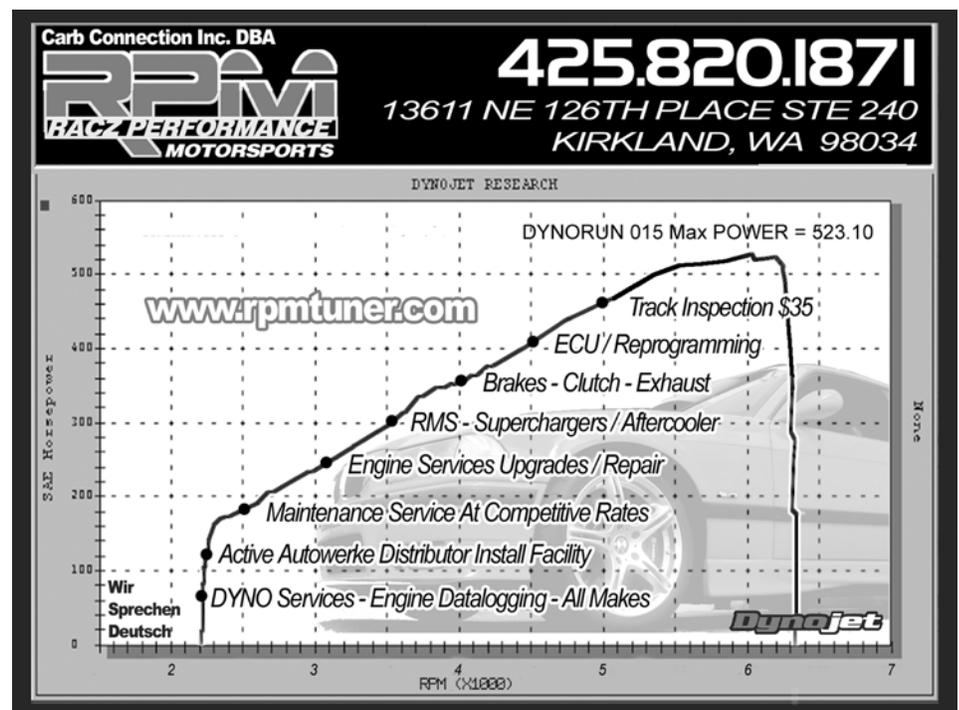
Haynes Repair Manual: Owners workshop manual for 1500, 1502, 1600, 1602, 2000 Touring and 2002. 1976 publishing date. Good condition. Make offer. Contact Lucetta Lightfoot at 206-282-2641 or lucettalightfoot@msn.com.

Miscellaneous

Kwiklift Auto Ramps: \$650 delivered within 300 miles. To see just what this is go to KwikLift.com. This is a set of auto ramps that can be set up in a minute or so and will lift your car about 20". I am able to get under the ramps on my creeper for easy access to the undercarriage. I am only selling because I have purchased a powered lift for my garage. If you want to see the lift, just call me. Jerry Baumchen 503-848-7805 (h) [days are OK, I'm retired].

Wanted

E30 325i muffler: Must be rust free and in good condition. Please email lucettalightfoot@msn.com.



BMW Seattle

BMW Service
Original BMW Parts



The Original Dinan Dealer in Seattle
All Dinan performance upgrades available



Short Shift Kits



Performance Brake Systems
Rotors, Callipers, & Complete Systems

Factory Trained Technicians
Your #1 Source for Original BMW Parts
10% Club Discount
on BMW Parts & Labor

Original
BMW Parts



The Ultimate
Driving Machine®

BMW Seattle 714 East Pike Street bmwseattle.com 206.328.8787

BMWUSA.com



BMW CLUB MEMBERS RECEIVE A 10% DISCOUNT ON LABOR

EASTSIDE BAVARIAN, AN INDEPENDENT
BMW SERVICE FACILITY LOCATED IN ISSAQUAH.

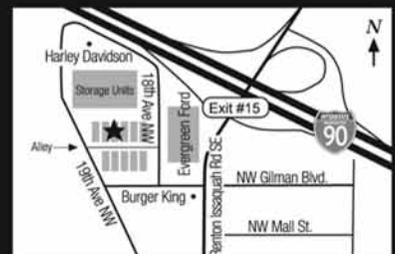
OWNED AND OPERATED BY FACTORY
TRAINED AND CERTIFIED TECHNICIANS
WITH MORE THAN 30 YEARS EXPERIENCE.
WE OFFER STATE OF THE ART EQUIPMENT
AND CONVENIENT SATURDAY SERVICE.

WE WILL EARN YOUR TRUST BY PROVIDING
THE MOST RELIABLE, HONEST AND COURTEOUS
SERVICE AVAILABLE IN THE MARKET TODAY.



WWW.EASTSIDEBAVARIAN.COM

LOCATION:
1480 19TH AVE NW
ISSAQUAH, WA 98027
TUE-FRI: 7:30-6P & SAT: 9-4P
(425) 391-1990



Car SRJ Enterprises, Inc Tender

BMW
JAGUAR
MERCEDES
LAND ROVER

IMPECCABLE SERVICE. METICULOUS CARE.



DINAN

AUTHORIZED DEALER

206.324.0345

1706 - 12TH AVENUE
SEATTLE WA 98122

WWW.CAR-TENDER.COM



BMW CAR CLUB OF AMERICA

Puget Sound Region

P.O. Box 1259, Bellevue, Washington 98009

Periodicals
Postage
PAID
Seattle, WA