



JUNE 2005

Zündfolge

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



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KALENDER

June 2

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

June 4

CCA National Board Meeting. Portland. See the May *Zündfolge* for additional information or contact Wynne Smith at Wynne.Smith@bmwcca.org.

June 7

Deadline for the July 2005 *Zündfolge*.

June 25

Tech Session at Griot's Garage Car Care 10 a.m. to noon in Fife. See promo for details.

July 1-3

SOVREN Historics at Pacific Raceways.

The Club will participate in the Car Corral during the SOVREN Historics. See the additional information in this *Zündfolge* issue. The Club contact is Lucetta Lightfoot: lucettalightfoot@msn.com.

July 5

Deadline for the August 2005 *Zündfolge*.

July 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.

July 24

The 25th Annual Concours. The E28 5 Series (1982-1988) is the featured car. The Club contact is Lance Richert at lance@richertnet.com.

July 30th

Dyno Event & BBQ. Begins at 10a.m. at the Carb Connection, 13611 NE 126th Place ST 240, Kirkland, WA 98034. To RSVP or ask questions contact Jeff Butler at jeff@hauryscollision.com or call 206-365-1565.

August 2

Deadline for the September 2005 *Zündfolge*.

August 4

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

August 14

The E30 Picnic. At the Triple-X Drive In, in Issaquah. The Club contact is Lance Richert at lance@richertnet.com.

FROM THE
EDITOR

- All contributions and correspondence with the *Zündfolge* staff need to be sent to Lucetta Lightfoot, the *Zündfolge* editor, at lucettalightfoot@msn.com. 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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ON JUNE 11TH, SATURDAY, we'll be having another one of those events you really don't want to miss. If you enjoyed visiting Vintage Racing Motors or the Pat Hart Collection, this is a meeting for you. We'll be meeting at new *Zündfolge* advertiser, Group 2 Motorsports. Group 2 does work on street cars, vintage cars and race cars. They are one of those hidden, little-known mechanical shops car enthusiasts really should know about. You'll have a chance to see the shop and hear what they have to offer from proprietor Joe English.

Group 2 specializes in new Minis, Alfas and BMWs but work on lot of other types of cars too. They do suspension preparation, wheel and tire work and vintage race car preparation and support. They also do most routine maintenance and mechanical work. See their website at: www.group2inc.com. Besides that, they are a Tire Rack installer and you can drop ship from Tire Rack to Group 2.

But the real draw is the car collections housed in the building next door to Group 2. These will be open for us to view and enjoy. There are two separate collections on two separate floors. The top floor houses Ken McBride's eclectic collection. The short version of the collection is this: it is probably what you would do if you had the money.

The longer version: There are about thirty cars here, and the range is amazing in its diversity. It includes: a one-off Rolls-Royce concept car from the 1930s, a very rare Mercedes-Benz supercharged roadster from the classic

era, a Porsche GT3, a 1955 Chevy with a supercharged engine, an Allard, a Duesenberg, both a 300SL roadster and gullwing, a classic Thunderbird, a pre-war Packard, a VW bug cabriolet, a 1955 Cadillac convertible, an Alfa Romeo vintage racer, the very first fuel-injected Corvette sold, a 1950 Mercury, a Ford Falcon raced by Dan Gurney, a Talbot Lago racer, a Morris Minor pickup truck, several hot rods and a limo or two. Oh, yeah, and a well-used, ex-Don Kitch, Neon.

Not enough? Add to that a bunch of automotive art on the walls, a large matchbox collection, vintage dealership signs, a bunch of vintage kiddie cars, a pool table and slot car set on the mezzanine, scooters, a full kitchen and a library stocked with *Road & Track* magazines from the 1950s and 1960s. Like I said, what all of us would do if we had the money.

Still not enough? Well, the other collection downstairs, which I have not seen, is stocked with vintage Ferraris and other exotica. But we'll get surprised together because this area wasn't open when I visited.

The event is June 11th, Saturday, from 10 a.m. until noon. Group 2 is located in the Interbay area, near Fisherman's Terminal, between Magnolia and Queen Anne in Seattle. It is not easy to find, so start out early and follow the directions. The address is: 4442 27th Avenue West. There is no cost for the event and no need to reserve a spot. Just show up.

David Lightfoot

DRIVING DIRECTIONS

Get to 15th Avenue West which runs between Queen Anne and Magnolia in Seattle.

From Downtown

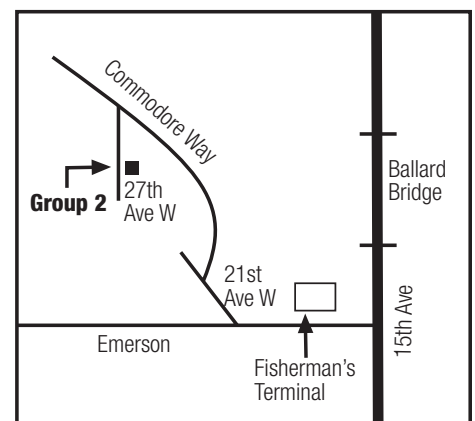
- Elliott Avenue runs from downtown along the waterfront and turns into 15th Avenue West as you go north from downtown.
- Go past the Magnolia Bridge and the Dravus St. exits. Take the Emerson/Nickerson St. exit and then take the branch towards Emerson St. Follow the sign towards Fisherman's Terminal.

From Ballard

- Go north on 15th, the major north/south road through Ballard (the Ballard Bridge road).
- Immediately south of the Ballard Bridge, turn right towards Emerson St. and Fisherman's Terminal.

From Either of Above

- Go west past Fisherman's Terminal, turn right on 21st Avenue West.
- Stay on 21st, which will bend to the left and turn into Commodore Way.
- Turn left on 27th Avenue West. The area is industrial, and the road is poor quality, but stay the course. You'll see the BMWs outside a building that looks like a warehouse. You're there. The address is 4442 27th Avenue West, Seattle, WA 98199.



The classic 503 and 507 sports cars mark their 50th birthday this year. In particular the BMW 507, designed in 1955 by the legendary Albrecht Graf Goertz, is the focus of this month's cover. See the article in Mformation for more details.

Photo by BMW Press.

Dyno Event & BBQ

July 30

or Maybe Gear Head
Get-together, Bench Racing
Session With Proof, or Just
All Around Good Time at the
Carb Connection

IT'S TIME WE GET TOGETHER and see what happens when the rubber meets the rollers. How much power does that software, air intake, exhaust system really add? What about bigger upgrades?

Alex and the guys at the Carb Connection in Kirkland are hosting a dyno tech session for our Club at a discounted rate starting at 10 a.m. on Saturday, July 30. We will pay only \$75 (normally \$145) to run our cars on their Dyno Jet 248C. Make up to three runs and get a print-out (\$10 to burn a CD) of your car's actual horse power at the wheels as well as air fuel ratio.

The Club will be providing the BBQ and refreshments around noon. There is plenty of parking on the back side of the building by the dyno room, so whether you're going to run your car or not, join fellow gear heads in having a great time.

To RSVP or ask questions contact Jeff Butler at 206-365-1565 or email jeff@hauryscollision.com.

Jeff Butler
Tech Events Chair



13611 NE 126th Place ST 240
Kirkland, WA 98034
www.carbconn.com



Griot's Garage Car Care Tech Session

June 25



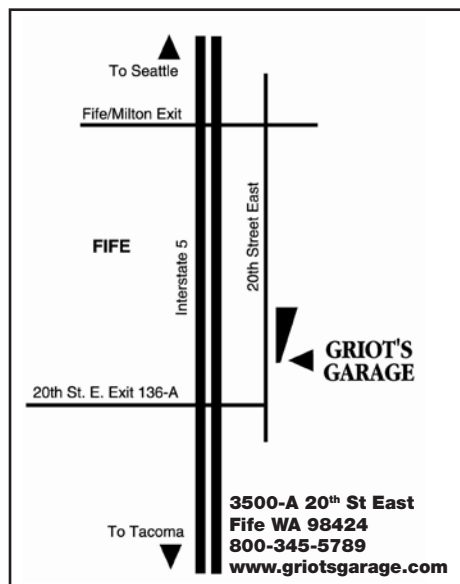
JOIN YOUR FELLOW BMW CLUB MEMBERS at a pre-Concours car care tech session at Griot's Garage from 10 a.m. to noon on Saturday, June 25. This is always one of the more popular events of the year; please join us! For those planning to enter their BMWs in the judged category at the Concours d'Elegance in July, Griot's

Garage will present tips and tricks to help you score maximum points!

Griot's Garage recently completed construction on a new Car Care School and R&D garage. Our Club will be the first group to use the space. They have also enlarged their retail store and now carry all their car care products. Everything is now located at their corporate headquarters in Fife, a half a mile west of BMW Northwest. Griot's Garage will provide a free Car Care Product sample to all those attending plus breakfast eats and coffee. Don't miss this fun and informative tech session. *NOTE: Products may be purchased from their retail store between 9 a.m. and 2 p.m.*

This event is free to attend, but for planning purposes, please RSVP by email to me at Lance@Richertnet.com. Guests are welcome.

Lance Richert



FROM SEATTLE

- Motor south on I-5. Take the Fife/Milton exit.
- Turn left at the light, and go over the freeway. Turn right at the next light onto 20th Street E.
- Continue west about 3/4-mile, and turn left into their parking lot.

FROM OLYMPIA

- Motor north on I-5 to the 20th Street E. exit, number 136-A. The off ramp will take you right.
- At T-Intersection, turn left on to 20th Street E.
- Continue East about 1/4 mile, and turn right into their parking lot.

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Pacific Northwest Historics

July 1-3

THE BMW CLUB will once again participate in the Car Corral. There are still a few spots left in the Car Corral. Come out and join your fellow BMW Club members at the 17th Annual Pacific Northwest Historics at Pacific Raceways (PR), July 1-3, 2005. The Historics feature many of the world's rarest and most beautiful pre-1970 race cars. All proceeds benefit the uncompensated care program at Children's Hospital and Regional Medical Center in Seattle.

To participate in the BMW section of the corral, you must register and pay \$25 per day in advance. This \$25 covers the car and driver. Each additional passenger will be charged \$25 at the gate. Children will be charged less than \$25. The BMW corral has always had a waiting list in the past, so sign up early to secure a place for your BMW. You may only sign up for one day.

Again, this year there will be judging of the cars in the corral. Corral cars

The Historics features many of the world's rarest and most beautiful pre-1970 race cars.

must arrive and be parked in the corral between 8-10 a.m. each day. Corral participants are invited to take part in a parade lap of PR, during lunch each day. New this year, is a \$1 donation for participation in the parade lap. We will have a hospitality tent in the BMW corral to promote and answer questions about the Club. We are looking for Club volunteers to help for an hour or so in the BMW tent. If you are interested in helping please indicate this on the registration form. To register, fill in the registration form and send it with a check and SASE. If you have any questions, please contact Lucetta Lightfoot at lucettalightfoot@msn.com.

Pacific Northwest Historics July 2 and 3, 2005 (choose one day only)

Name _____
Address _____
City/State/Zip _____
Phone Home (____) _____ Work (____) _____
Email _____
Year/Model/Color of BMW you will be driving _____
Volunteer at the BMW tent? ☐ Yes ☐ No
☐ Saturday, July 2nd at \$25 **OR** ☐ Sunday, July 3rd at \$25 (**one day only**) \$_____

Please make checks payable to BMW CCA Puget Sound Region. Send registration and checks to Lucetta Lightfoot, PO Box 99391, Seattle, WA 98139. Include self addressed stamped envelope.

Yahoo! Group

I THINK WE ALL AGREE that the raised awareness on SPAM is actually a good thing, but unfortunately, it's shut down the email system that we have for the Club. If we continued to do it the old way, there was a real threat that the Club would be labeled a spammer and get black listed on the web. Two complaints have been lodged, so we need to pull the plug on the whole thing.

So we've set up a new way to communicate with news on events that we need to get out faster than the *Zündfolge*.

Please go to <http://autos.groups.yahoo.com/group/bmwccapsr/> and join our new group if you'd like to receive email updates about coming events. I have hidden the member list, so your email address will be kept private. Only moderators can send email, so it won't turn into five emails a day from this new Group. We really rely on email to get the word out to the membership, so please consider joining.

Tom Olsson

Greenwood Classic Car & Rod Show

June 25

FIVE HUNDRED CLASSIC CARS and hot rods will be on display at North Seattle's Greenwood District car show on June 25th. The cars, all over twenty-five years old, will compete for trophies in seventeen different classes, including Street Rods, Customs, Classic Antiques and something called the "Low Brow Class." Food, sidewalk sales, music and family entertainment from 10 a.m. to 4 p.m. make this an event for all ages. BMW owners are encouraged to participate. For more information, contact the Greenwood-Phinney Chamber of Commerce via email at info@greenwood-phinney.com, or see their web page at www.greenwood-phinney.com.

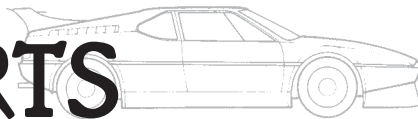
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The Thurman Munson Theory

by Walt Conley

August 2, 1979, Thurman Munson, All Star Yankee catcher, let his Cessna Citation jet get too slow, too low and he crashed.

Several years ago a friend of mine kept telling me he wanted to take one of our schools. The only problem, he said, was that he didn't have a "sports car" that would make the experience "fun." Even though I told him that having a sports car was not required, he wanted to wait until he got a car he felt was worthy of bringing to a school. Finally, the big day arrived and he had his sports car, a very fast, low-slung car with sports suspension and nimble handling—he was in heaven!

Less than two weeks later he gave me the bad news that he had been in an accident with his new car. Without hesitation, I said, "I bet you were driving on a windy road, went into a corner a little fast and you spun off to the inside of the corner." He was shocked because he couldn't figure out how I knew exactly what had happened. I didn't know but I made an informed guess based on human nature with the odds stacked in my favor from hearing many such stories. I had feared from the day he told me of his purchase that this accident was unavoidable. I've heard this same story too many times.

"...probable cause of the accident was the pilot's failure to recognize the need for, and to take action to maintain, sufficient airspeed to prevent a stall into the ground..."

NTSB accident report

First, the performance capabilities of today's cars are pretty amazing—whether it's a sports-oriented variety or a touring wagon. They handle pretty much every driving situation you throw at them and they can make you feel like God behind the wheel. And therein lies the problem. We get lulled into a false sense of security that we are a better driver than we are. By the time the car lets us know that we've run out of talent, we can find ourselves in a basket full of trouble. Someone once said that "owning a world class car does not make us a world class driver." How right that person was. When we think that it does, I affectionately call it "The Thurman Munson Theory." Too much performance coupled with not enough experience.

"The pilot also failed to recognize the need for timely and sufficient power application to prevent the stall."

Second, manufacturers design a natural understeer into cars to make them more stable to the casual driver. This is a good thing as more often than not, this is a safe design attribute. However, a driver can still do things that turn understeer into oversteer. In my friend's case, I guessed that he would be driving his sports car in a "spirited" fashion and would eventually enter a corner at a speed that made him uncomfortable, and the natural reaction to fear is to slow down. Slowing down results in weight transfer from the rear tires to the front tires. In a turn, this weight transfer also results in the front tires

"owning a world class car does not make us a world class driver."

having more traction (turning more) and the rear tires having less traction (turning less), and you get oversteer. With oversteer comes more fear, more slowing, more oversteer and the car most often leaves the roadway on the inside of the turn. Like Thurman Munson who with too little experience bought a high performance private jet, my friend *failed to recognize the need for, and to take action to maintain proper weight balance of the car. The driver also failed to recognize the need for timely and sufficient power application to prevent oversteer.*

We have natural and understandable reactions to situations, and like the one described above, what common sense tells us may not always be the right reaction. Taking a driving school, any driving school, gives us a basic knowledge of car control—actions and reactions. It also shows us that some of our long standing beliefs (shall

we say bad habits?) may be wrong, or at least not the right reaction in some situations. It may also explain to us why the things we have done instinctively in the past work the way they do. Continuing with driving schools lets us practice these skills so that they become not so much a conscious thought process as a subconscious action on our part. Hopefully, we have become a better and safer driver, and in the process we have met some great people, developed new friends and had a lot of fun.

All the people involved in our driving school program are committed to helping you reach your driving goals, whatever they might be, and we will do everything we can to make sure you have a great time doing so. Starting with our novice skills day in the spring, we offer six to eight school opportunities each year to learn more about yourself and your car. Our next school is July 10th followed by August 28th and wrapping up with a fall Bremerton school November 19th. We hope to see you at the track soon, whether you're in your dream M-car or the car you've been driving for the last ten years.

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2005 Driving Events Calendar

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:

June 11 PCA PNWR Day at Bremerton
15 NW ALFA Club School at Pacific Raceways
24 Tri-Club School at Portland International Raceways
25-26 BMW CCA IEC School at Spokane Raceway Park

July 22 BMW ACA School at Portland International Raceway
29 NW ALFA Club School at Pacific Raceways

August 26 PCA PNWR Skills Day at Bremerton

September 13 BMW CCBC School at Mission
15 NW ALFA Club School at Pacific Raceways
24 PCA PNWR Skills Day at Bremerton

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SIG HAPPENINGS

Northwest 02 Fest

July 23

THE 4TH ANNUAL NORTHWEST 02 FEST is planned for July 23rd. The event will be located once again at Torguson Park in North Bend, WA. There will be event t-shirts available and door prizes for some lucky winners. All BMWs manufactured before 1980 are welcome to participate for \$5 cash at the gate. We have had over fifty 2002s show up for this event for the past three years, and hopefully this year we will see lots of new people and all the faithful regulars too! For additional information contact Brian Capp (contact information below).

Brian Capp, NW 02 SIG Chairman
425-888-4002, b2002c@comcast.net

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
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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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Bimmerfest 2005 Tours

EIGHT CARS AND THEIR DRIVERS left the Northwest for Santa Barbara stopping the first night in Eureka where we enjoyed a fine private meal in the wine room of 301 at Carter House in Eureka. The following day, we traveled through the Redwood Forest on the Avenue of the Giants, had lunch in Mendocino, and



by far the largest Bimmerfest gathering ever.

The day following the event, some of us headed up Hwy 1 with 29 BMW cars led by the *Bay Bimmerz* to Moro Bay for lunch. We continued north on Hwy 1, through San Simeon, Big Sur, and Carmel. We bid the big group farewell near Castroville, and pressed on to San Francisco with our remaining three cars from the Northwest, crossing the Golden Gate Bridge for a wonderful dinner on the water at The Spinnaker in Sausalito. The full moon was rising just above the Bay Bridge while we sipped our drinks from our window table.

The next day we were rejoined by one of our cars to make four following a twisty route from Larkspur to Bodega Bay, Stewarts Point, Healdsburg and ultimately, the famed Benbow Inn where we enjoyed cocktails, a fine meal and stayed the night.

We headed home by way of Eureka, Hoopa Valley and Happy Camp, on more twisty and scenic roads, to the Oregon Border where we joined I-5.

Everyone had a great time on our tour of California & Bimmerfest. We hope to return next year for more fun. In the meantime, you won't want to miss the next Bimmerfest tour scheduled for late June to and from Calgary via numerous twisty and scenic roads selected by Club member Larry Kangley.

As written up in last month's *Zündfolge*, the second annual Bimmerfest in Canada will be held on Sunday June 26th 2005 in Calgary. We are planning to take two days to get to there and three days to get back. We will leave the morning of

June 24th, crossing the North Cascades Highway, heading east to Pend Oreille then into Canada, over Kootenay Pass, through Lake Louise and on to Calgary.

Leaving Calgary, we will head south, cross Crowsnest Pass, reenter the US into Montana, drive along Lake Koocanusa, through the Cabinet Mountains, to Missoula. We will

then cross Lolo Pass, go through Grangeville, Lewiston, Elgin, Tollgate, and Pendleton on the way home to Seattle.

If you are interested in joining us for all or part of our tour to Calgary, please contact Steve Larimer at larimersteven@yahoo.com. For more information about Bimmerfest, please visit www.Bimmerfest.com.



Photo by Jason Tang.

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Photo by Guillaume Houle.



cruised through the California Wine Country covering numerous twisty and scenic roads along the way. In the Bay Area, we joined the very well organized *Bay Bimmerz* caravan of some 74 cars for a total of 82 BMWs headed down Hwy 101 to Santa Barbara.

The event at BMW Santa Barbara featured well over 800 BMWs and more than 2,500 participants. It concluded with a 271-car "rally." These numbers are some 30% higher than the previous year making the event this year



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How do you want to drive ?

Spring Rally Report

Jeff Schlimmer, rallymaster

IT WAS A DRIVER'S RALLY with winding roads and scenery, and it was a navigator's rally with challenges for both seat-of-the-pants and math-oriented teams. It was a rally to remember.

After a fast transit on I-90, the first stage took an easy pace. We reviewed ONTO, OPPORTUNITY, PAUSE, and Main Road Rules throughout Tiger Mountain then down Cedar Grove Road to Landsburg and Ravensdale. From there, the second stage accelerated. We practiced Main Road Rules and invented on-the-road time computations at higher speeds to Kangley and down to Hwy 169; after a one-lane bridge over the Green River Gorge, we wound through Black Diamond, down Green Valley Road, over the river a second time, and down into Enumclaw.

During lunch, our twenty-seven BMWs were complemented by a gath-

ering of eight stainless steel-skinned DeLoreans, a significant fraction of the 8,000 crafted.

After lunch, the third stage heightened the intensity. We mastered OPPORTUNITY and trusted our odometers as we drove further south into former coal-mining communities close to Mt. Rainier; at low speed, we found winding one-lane roads, turned at 1-2-3 opportunities (twice) in the tiny town of Carbonado, and circled around no less than five loops in nearby Sumner.

The afternoon Monte Carlo was a nice break, and we watched our clocks with half of the teams earning bonus points.

The final stage was intense but novel. We sped up again and tried our hand at a new time-based instruction, heading back north over the Green River, around Lakes Sawyer, Money-

smith, Holm, and ONTO (and off and on again) Wax Road to end at Lake Wilderness Park in Maple Valley. As the timing became more challenging, we found safety in numbers—one checkpoint team reported four cars simultaneously approaching two abreast!

Overall, the rally mandated a relaxing pace—up to 9 ½ minutes between instructions—and hectic—as little as one second. We drove 184 miles in 5 ¾ hours, but the leisurely 32 mph average doesn't reflect the energy we invested in staying on (and getting back on) course. Best of all, we all made it to the banquet at the Elk Run Golf Club in Maple Valley to enjoy fine dining and humorous remarks by experienced rallymaster Doug Briethaupt. When the scores had been tallied, Scott and Laurie Hieronymus took 1st place in the open class, besting their previous result by 13 places! Louie Lindenmayer and Charles Beeson took top honors for the E28 class, an excellent showing for their first-time out.

Thanks again to Tom Cox, Zena Bartusch, Dave and Kathy Beddows, Jamie Thomas, Scott Sangster, and Gene, Carin, and Melinda Schlimmer for manning the checkpoints. Joyce Schlimmer ran the rally start and banquet at rally's end, and Gene Schlimmer tested the rally and mounted all the beautiful trophies. Special thanks to Jamie Thomas for laying out the Monte Carlo and the final stage of the day. Dave Beddows came down from BC to test and measure the entire route, gave Jamie and me innumerable pointers, and provided the rally software. And, thanks to the rallyists for persevering to the end!

Results

Car #	Description	Driver	Navigator	Points
19	Silver 1990 325is	S. Hieronymus	L. Hieronymus	24
22	Black 1997 M3	D. Bunge	T. Means	27
8	Red 1988 325ix	D. Breithaupt	V. Breithaupt	27
18	Silver 1996 328is	D. Schindell	S. Gable	28
15	Grey 1984 318i	K. Becker	H. Becker	32
2	Black 1973 3.0cs	K. Olsen	S. Olsen	32
20	Beige 1999 540i	J. Glass	D. Glass	42
17	Blue 2002 325Ci	A. Chu	A. Grimes	42
3	Silver 2000 Z3	D. Swanson	M. Swanson	44
14	Red 2001 M5	T. Gorman	D. Gorman	49

Participants also included: W. Ayers / K. Ayers, A. Chong / N. Keller, S. Hampton / T. Lamb, D. MacKinnon / D. MacKinnon, R. Michaelis / A. Weiss, D. Morgan / K. Chantrey, R. Palon / K. Palon, J. Pearson / G. Sivley, K. Riley / L. Riley, D. Toyama / A. Masumoto, and R. Wakefield / B. Doran.

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Rally Notes

IT WAS WITH A MIXTURE of anticipation and trepidation that we packed the black coupe for our first outing as participants in the Club Spring Rally. The car was fine, and in fact looking forward (as only a 32-year old car can, being a full member of the family, like a happy black Lab) to the event. It was me.

I knew that the hand off of the Club Rally to Jeffrey Schlimmer and family had gone to good stewards of the event. But I also knew he had suffered the whims and caprices of my previous rally route designs, visited my off course traps, and fallen victim of double loop traps. He had enlisted expert assistance in Jamie Thomas and Dave Beddows to confound and confuse this year's crop of hopefuls. We were hopeful that that we could beat the odds, see into the mind of the new Rallymaster, avoid the pitfalls and come out with single digit scores. It was not to be.

As we usually do, we decided early on that week-ends are not for the exercise of the mind with mathematics. Our whole life is lived in close approximation and intuition. We therefore resolved to do no calculations, keep an eye on the route instructions and try real hard not to get lost. With new tires, the speedo is only a couple of mph off, so by simply adding about four mph to requested speeds, we are generally pretty close.

Then the Rallymaster assigned us the number 2 starting position. This is like breaking the trail in cross country skiing, or being the lead-out rider for a Tour de France stage. The number 1 car understandably spends the day zooming

off and on course, coming back at you, passing again, doing u-turns, skidding to stops and generally acting like an over-excited Jack Russell. This affects every decision we make in car number 2. We are just conservatively tooling along, trying to run our own program, and focus on the route, while car number 1 is jumping all over the place.

We thought we were doing ok. We had not visited any off course locations. We think we saw most of the checkpoints (but who really knows?). We were feeling good.

Then came the last stage. About halfway into it we came to an instruction that for us, seemed un-executable. We were joined by several other cars in this little universe where space and time expands while precious seconds drip away from the Heuer rally clocks like ice cream from a cone in a hot hand. After a few u-turns and another attempt from scratch, we simply followed the mass exodus from that dark locale, only to find that the next instruction absolutely required you to know where you were leaving from! We had no clue.

The good news was that we were not alone! At the end of the day we placed sixth, only eight points out of first. And here is the story, the first place car collected 24 points! The Rallymaster won!

It was a great first effort. Good roads, good organization, challenging routes. Clearly the whole family chipped in, and all deserve great credit. We are already looking forward to next year. Jeffrey, please do it again!

Ken Olsen

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Spring Rally



Photo by Daigoro Toyama.



Photo by Daigoro Toyama.



Photo by Louie Lindenmayer.



Photo by Louie Lindenmayer.



Photo by Daigoro Toyama.



Trophies.

Photo by Daigoro Toyama.



More Trophies.

Photo by Daigoro Toyama.



Awards dinner.

Photo by Daigoro Toyama.



DeLoreans sharing the parking lot.

Photo by Louie Lindenmayer.

Concours d'Elegance and BMW Heritage Picnic

Sunday, July 24th

Cedar River Park, Renton

Sponsored by BMW Seattle

JOIN US for the Silver Anniversary Concours d'Elegance and Heritage Picnic at Cedar River Park in Renton. This year we are pleased to be included again as part of the 22nd Annual Renton River Days community celebration coordinated by the City of Renton. Our big show will be part of the many activities for the public to enjoy. Nearby will be music on two stages, arts and crafts booths, food vendors, an art exhibit, and other activities for the whole family. Mark your calendar for Sunday, July 24th. We are pleased to have our show back on Sunday! This will allow you to spend Saturday giving your BMW the spa treatment before rolling out to the Concours on Sunday!

This is a special day for Club members to come together and enjoy each other's company as well as display their BMWs at their very best. There will be two classes you can choose from for your BMW. A Judged class, with our famous etched glass trophies awarded to the winners. There is also a non-competitive Display class, where you can roll your BMW out without being judged. Plus, the Doritos Challenge is back!

Come see the history and beauty that make up BMW's heritage. This event always is very popular with 300-400 people in attendance. We anticipate close to 200 BMWs on display, spanning seven decades. Be sure to be part of this exciting day. This year we are pleased to welcome the local BMW Motorcycle club. Motorcycle club members will be displaying their BMW motorcycles with us. Expect five decades of motorcycles!

Judged Class

Not sure if you are up for having your BMW judged? We judge only on cleanliness, and not on originality. Review judge forms on the Club's web site. You must be a member of the BMW CCA, BMW ACA or Canadian BMWCCBC to participate in the judged classes.

Cars are judged in three major areas: Exterior, Interior (including trunk) and Engine Bay. The underside of the car is not judged. Each class is judged by a three-member team whose independent results are then totaled to determine a score. This process is designed to be as fair and objective as possible. For class competition we have re-instituted bonus points for mileage, which evens out the competition for high versus low mileage cars. Best in Show is determined by taking the top BMW from each class, and lining them up for a final review by a 3-judge team. Previous scores are not considered as the judges choose the cleanest, most dazzling BMW on the lawn.

Display Class

The Display Class is a terrific way to take part in the event for those who don't wish to compete but want to come and show off their car. Just wash it, clean the wheels, and you'll be good to go! You'll be parked with the judged cars in your class. All participants will receive a Griot's Garage sample kit, commemorative 11x17 poster, cool refrigerator magnet and chance to win raffle prizes during the day.

Doritos Challenge is Back!

First made famous by the Z3'ers when the Z3 was the featured car in 2001. This special award of a bag of Doritos and a special beverage (plus whatever else I can come up with) will be awarded to the judged car that ends up with the median score of all judged BMWs. Yep, this is the prize coveted by those that want to have their BMW judged, but don't want to spend more than ninety minutes cleaning it up.

Schedule

- 9:30 a.m.** Begin check in and parking of Judged and Display BMWs
- 11 a.m.** All Judged and Display BMWs checked in
- 11:30 a.m.** Judging Begins, all hands off Judged BMWs
Activities for children
Griot's Garage detailing demonstrations
- 2-3 p.m.** Awards and Door Prizes (time approximate)

25th Annual BMW CCA Concours d'Elegance

Name: _____ BMW CCA #: _____

Address: _____

City/State/Zip: _____

Phone: (____) _____ Email: _____

BMW Year/Model: _____ License #: _____

Volunteer at the BMW tent? ☐ Yes ☐ No

Comments: _____

☐ Judged Class \$30 (\$40 after 7/18) ☐ Display Class \$20 (\$30 after 7/18)

☐ Display Class, nonmember \$30 (\$40 after 7/18)

Credit Card: ☐ Visa ☐ MC Card Number: _____ Exp (MM/YY): _____

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Signature: _____

TOTAL _____

If paying by check make checks payable to BMW CCA Puget Sound Region. Send registration to Lance Richert, Concours, 6240 127th Avenue SE, Bellevue, WA 98006.

Thanks to our Sponsors!

Our event this year is once again being sponsored by a generous donation from BMW Seattle. Next time you are at their dealership, be sure and thank them. BMW Seattle is providing the beautiful glass trophies as well as nice raffle prizes. Griot's Garage will also be in attendance as the official Car Care Sponsor of our event. Griot's Garage will be providing gifts for participants, raffle prizes, and will have representatives on hand demonstrating how to use their products. Griot's Garage will present a special Preservation Award for the BMW that is best preserved without a restoration.

Children's Activities

We will have a special tent with activities for kids including a coloring, and pony rides will be near by. Renton River Days will have many other activities for kids nearby.

Featured Car: E28 5 Series 1982-1988

The featured car this year is the E28 5 Series. There will be a special class for the E28 5 Series. We hope you consider bringing your E28 5 Series out, in whatever condition it is in. The more the merrier! Dozens of 5 Series are anticipated this year.

Attendance Raffle

Exeter Detailing in Seattle has provided a complete standard detail which will be raffled off as part of our ongoing yearly Attendance Raffle.

Volunteers Needed!

This event requires many volunteers to spend part of the day helping make the event a success. We need people to help judge cars, help with check in, coordinate parking the cars, helping in the children's tent, etc. If you would like to help, please contact event chair Lance Richert at 425-644-8009 or Lance@RichertNet.com.

Costs

Costs are the same as last year, see the registration form for specifics. Our Canadian friends may pay 25% less to compensate for the exchange rate. It is our way of saying thanks to them for coming down. Register early to secure your spot!

Lunch and Snacks

There will be a mobile Thai Food trailer serving lunch. There will also be other snacks and drinks available during the day. Bring some extra cash to keep your hunger at bay!

Cedar River Park
Just East of I-405 in Renton
1717 Maple Valley Hwy & House Way

DRIVING DIRECTIONS:

From I-405 South:

- Take Exit 4 (Maple Valley exit). This will take you onto Sunset Boulevard NE.
- Go left at the second signal light (this is Maple Valley Road, Highway 169). Get into the right lane, travel a short distance, and turn right into Cedar River Park.

From I-405 North:

- Take Exit 4A (Renton/Maple Valley exit).
- Turn right at the end of the exit onto Highway 169, Maple Valley Highway. Get into the right lane, travel a short distance, and turn right into Cedar River Park.

2005 BMW Club Concours d'Elegance Classes

Class #	Class	Models	Years
01display only	Pre-War	All	1928-1941
02display only	Post-War	501,502,503,507,3200CS	1952-1965
	Old Range	Isetta, 600, 700	1955-1965
03	Vintage Cars	1502, 1602, 1802, 2002	1966-1976
		1500, 1600, 1800, 2000	1962-1972
		E3 2500,2800,Bavaria, 3.0S, 3.0Si	1968-1977
		E9 2000CS, 2800CS, 3.0CS	1965-1975
04	Early 3 Series	E21 3 Series, 1 st	1977-1983
		E30 3 Series, 2 nd	1983-1991
05	Early Big Cars	E12 5 Series, 1 st	1972-1981
		E28 5 Series, 2 nd (Featured Car)	1982-1988
		E26 M1	1978-1981
		E23 7 Series, 1 st	1977-1987
06	Modern 3 Series	E24 6 Series	1976-1989
		E36 3 Series, 3 rd	1992-1999
07	Current 3 Series	E46 3 Series, 4 th	1999-2005
		E83 X3	2004-current
		E90 3 Series, 5 th	2006-current
08	Modern Big Cars	E34 5 Series, 3 rd	1989-1996
		E32 7 Series, 2 nd	1988-1994
		E31 8 Series	1990-1997
09	Current Big Cars	E39 5 Series, 4 th	1997-2003
		E60 5 Series, 5 th	2003-current
		E38 7 Series, 3 rd	1994-2001
		E65 7 Series, 4 th	2002-current
		E53 X5	2004-current
10	Z Cars	E63 6 Series	
		Z3, Z4, Z8 roadsters and coupes	1995-current
11 display only	Mini		2002-current

Haury's Paint and Body Work Tech Session Well Received



THIS PAST APRIL 23RD Jeff Butler and Zac Underwood, Club members and owners of Haury's Lake City Collision, conducted a top notch clinic providing over fifty fellow Club members valuable information and insights into the complex automobile collision repair business.

Jeff's outstanding presentation gave attendees a far greater appreciation for the many challenges confronting an automobile repair shop in mediating issues arising between the customer and the customer's insurance company.

A Club member's BMW was on display demonstrating how professional repairs performed with state-of-the-art Celette dedicated fixture repair equipment can diagnose the severity of damages and facilitate the necessary repairs. The Celette Sevenne System uses rigid fixtures developed from vehicle manufacturer blue prints and is required by BMW, Audi, Porsche, Volkswagen, Volvo, Jaguar, and Mercedes Benz for structural repairs. This system realigns the vehicle on the repair bench and only applies realignment forces to the damaged area. When replacing structural parts the fixture ensures exact placement of the new components. (See www.celette-na.com for more information.)

Two E36 Z3 M Coupes and an M Roadster were on display to illustrate repair and reinforcement procedures employed by Haury's to address differential bracket and rear floor structural failures. The new Randy Forbes dual



differential bracket reinforcement kit was available for examination.

A new 645Ci Cabriolet, donated by BMW Seattle, was on hand to assist in a discussion of new techniques required to repair aluminum structural components as well as body panels. Haury's is one of two repair facilities in the Seattle area working with BMW to become certified to perform structural repairs on BMWs containing aluminum components.

Ken Dueck, the Pacific Northwest BASF Representative spoke about current and future paint technology. Current paint products are far more

environmentally friendly and durable although more difficult to use than previous paint formulations. The refinish professionals at Haury's are trained and certified by BASF and BMW in the application of the original paint our BMW's came with. Ken also explained how BASF's BMW specific product provide UV protection throughout the thickness of the clear coat (unlike the competitors' products) and complete bonding between coats of different materials to create one continuous film. He pointed out that BASF is the OEM supplier to BMW and the only paint manufacturer that meets BMW's global warranty criteria.

As the tech session came to a close, Club members were provided with handouts covering the products Haury's uses in their shop. A door prize drawing was also conducted with the lucky winners receiving wine donated by Club member Sage Schreiner and his race car sponsor, Carpenter Creek Winery in Mount Vernon, WA. Haury's also donated several gift certificates to Lombardi's Restaurant.

Thanks again to Club members Jeff Butler and Zac Underwood for being such generous hosts and dedicated Club supporters.

Jim Millet, Event Coordinator

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TECHNIK

edited by Greg Mierz

The 2002Ti now has new steering and a new backside, and another E30 325is road trip is in the works.

I COMPLETED the steering parts replacement before installing the rear clip. The passenger-side tie rods were the cause of most of the steering stiffness. The steering box also had a bad spot you could feel as you turned the wheel. Swapping it for another used steering box took care of that. With any repair this complex, the estimated completion time is flexible. In the case of the steering, the idler bushings took too many hours. What a pain in the back that was. The only saving grace was that I didn't need to complete the job before work on Monday. I reinstalled the gas tank and fuel pump temporarily, so I could drive the car around the block to check it out. No rear glass, but it steered much easier and with no flat spots. The steering work seems to be successful.

I had planned to replace the rear sub-frame bushings at some point before putting the car back on the road. When I noticed that the rear wheels weren't centered left to right, I got curious. Looks like the mounts have slipped and possibly ripped the centers out. I don't think it happened right after the accident, but weakened and possibly broken by it, all it took was a little too much throttle, or maybe the bumps on and off the trailer. Now that they're broken, it's time to replace them. New stronger ones with polyurethane inserts are on the way. I'm also going to install polyurethane bushings in the front. The passenger side bushing has some oil leak damage and the polyurethane bushings are easier to install anyway. Squeaks be damned; it's a track toy car now.

The body has a complete shape now. As I inspect the trunk and finalize what to do to finish it, I plan to go the easy route, something like a pick-up truck's bed-liner finish. I realize that now that since the car will always have a salvage title and never be worth what it might have been, I should just do what I want. Basically I'm a hot-rodder at heart. I can't leave anything stock. It still needs the rear fender flares. Installing rear flares on the 2002 is like installing wheel tubs on a Detroit muscle car. I will cut

the outer panel into the shape I need and then make the inner wheel fit the outer. It will allow a much wider and higher wheel/tire combo. The fronts are much simpler, just measure them and cut the fender.

Next comes the time-consuming detail work to get the body ready for painting. The body that remains is pretty straight but has paint that is too thick to paint over; need to sand it down a few layers. The body shop that installed the clip also installed a new passenger rocker panel. It makes that side of the car stiffer than it's been in years. Part of the driver's side rocker panel needs replacement. I'm glad I ordered both. If anyone tells you rust sleeps, don't believe them. As I find more little spots to take care of, I'm so glad the E30's rust prevention is so much better than the 2002.

This summer I'll drive the 325is down to Santa Maria, California for my 10th high school reunion, around three thousand miles in a little over one week. What kind of preparation does it need? Well, the fan clutch is weak and the rear driveshaft u-joint is acting up. I plan to do both beforehand to insure a safe and reliable trip. The new oil cooler seems to delay the temperature increase while sitting in traffic. I may go with a new thermostat also. July in Southern California can get hot, and I know the A/C will get a workout. I want to see which thermostat is currently installed, as the car may be running a little cooler than it should. The gas mileage will be better if it's warmer. A cooler thermostat is a band-aid fix for a weak cooling system and may explain why the temperature only runs at the one-quarter mark until it's in traffic. Once in traffic, the temperature slowly increases to the half-way mark, possibly because the fan clutch not working like it should. Sounds like another weekend project before July's trip.

If all works out, the 2002 should be done before the SoCal trip, the summer 2002 meet, and maybe display it at Concours. Keep on the lookout.

The Un*ge* Mechanic

J. Sage Schreiner

Shunt

It was like one of those flying dreams that turns into a falling dream.

I WAS SIDEWAYS on the long, barely curving back-straight at Portland International Raceway. I was sailing gently across half an inch of water. I was not touching the pavement—just floating, rotating, sailing gently and very slowly sideways, and more sideways. There was water everywhere. Biblical quantities of liquid—in the sky, in the air, on the pavement. I counter-steered. More sideways. Added more steering input. More sideways. Gently added throttle, more sideways. Reduced throttle. More sideways. I was rotating very slowly and very inevitably. The inside wall looked close and was getting closer. I had a lot of time to contemplate the various outcomes. None good.

There was water everywhere. Biblical quantities of liquid—in the sky, in the air, on the pavement.

Yellow streaked across my hood and there was a thump and a shudder and I wasn't sideways. I was backwards. I was off the pavement, skittering across the soaking wet grass. From long habit, both hands were off the wheel (steering wasn't going to do anything) and the clutch and brake were both jammed to the floor. From long habit, my head tracked acutely over my left shoulder, the direction I would prefer to be going, but was not. The car slid in slow motion. It was very freeing. The result was absolutely out of my control. I watched the yellow streak resolve itself into a Datsun, contact the wall, deform, be spat back twenty feet, and stop. I grabbed my harness and straightened my head.

The car hit the wall obliquely on the right rear. It bounced and rotated and hit the wall again on the front right, slid away from the wall and stopped. Both impacts were violent. There was grass

and dirt on my face. The engine was still running. I checked the gauges. They were good, but I could see that the hood was buckled. My race was over. My first emotion was one of disappointment. I had been in a very good position to win another race, and now I was DNF. On the other hand, I could tell that I was in better condition than the yellow car. I was in better condition than the red Miata that had stuffed it in the same place a lap before. That was something.

I put the car in first, and let the clutch out. The car crept. There were no funny noises. Since I could move under my own power, I drove behind the protective wall where the mid-back-straight turn station was located. I gave the turn worker a thumbs-up. He asked, "All electrical off?" I checked. All electrical power was off.

As I climbed out, I noticed with some annoyance that the sun was peeking from behind dark clouds. The rain was slowing. This is called irony, and I've noticed it happens a lot when I'm racing, mostly to me. Calling it "irony" is a literary way of describing the intense and irrational irritation when impersonal Nature gives you the bird, personally. After a few moments, the sun was very bright, and everything was steaming. Pavement that was under two feet of water moments before was starting to look merely soaking wet. I watched the pack circle behind the pace car, as the wreckers zipped to and fro, mopping up automotive gore. There was nothing I could do now except watch. I watched. The cars raced, and I did not.

I had just had a "shunt." This is a fancy (in a white Zinfandel, pinky-up Formula 1-watching) way of saying that I had just stuffed it. "It" being my shortly before attractively painted Inka Orange BMW.

The weekend had started much better. See my notes on irony, above.

Girlchief, Racerdog and myself drove down to Portland very early

Saturday, May 5th, under gray skies. We arrived 15 minutes before my practice session was due on track. It was very important to me to have all the track time possible, as I had recently made a change to engine controller and tweaked the front toe setting of the car. My practice session would be a chance to validate these changes.

The minutes were ticking away as I found a paddock spot next to Jeff Peneck, ran to registration, and then ran all the way back across the paddock to tech with my safety equipment and logbook. Girlchief helped every step of the way. When I made it back, I unloaded the race car, kicked the tires, donned my safety equipment and drove out on track. The engine ran well. My RPM change to the circuit board hadn't busted anything. On the other hand, the car was driving very crabwise. My feeble attempt at tweaking the toe had obviously messed something up.

Toe is the angle of the front wheels in relation to each other. "Toe in" means that the distance between the front of the wheels is smaller than the distance between the rear. The car is pigeon-toed. "Toe out" is the exact opposite. I had tried to set the toe at dead neutral, on the premise that the reduced drag down the straight would make me faster.

One of the Strictly BMW pit crew (and a former student) was walking by as I grunted around under the car. I explained my problem. A few minutes later he was back in my pit with a simple measuring system that would set my front toe in relation to the rear wheels of the car. It took us about twenty minutes to fix the problem.

For afternoon qualifying, the toe problem was fixed. The car felt fast. The skies were still gray, and rain was beginning to drizzle. I could feel the track getting wetter and slicker, so I focused on getting a few quick laps. I came in early, as the rain had started to come down harder and I was on slick tires. I

must have done something right, because when the Group 2 times came out, I had qualified first in GP. Sunday times are usually faster, and I knew it probably wouldn't stand Sunday morning.

Sunday dawned clear and gorgeous, but I watched the weather report of "thunder showers" with some trepidation. All things being equal, the front drive cars have a pretty nice advantage in the wet. I kept my fingers crossed that it would be wet for qualifying (so no one could beat yesterday's time) and dry for the race.

Qualifying looked like it might be wet. I put rain tires on my car on the premise that it would be good practice if it rained for the race. Qualifying was dry as a bone. Sliding around the track on full-tread depth tires was fun, but it wasn't fast. I could tell, however, that my increased RPM limit was making me faster. I could spend more time on corner exit in a lower gear. That was good.

It was dumping rain at our lunch driver's meeting. The first race started in the wet, but the rain stopped, and it began to dry out. I took the rain tires off my car and put on dries. Then it started to rain again for the second race. I took the dries off and put on my rain tires. There were a lot of people like me, standing in the paddock, staring off in the distance and trying to figure out where the heck the weather was coming from. About three laps in the second race, the rain turned off like a faucet, the sun came out and the track dried off. Within a few minutes, it was bone dry. Huh. Okay. The weather was clearly not predictable.

I had a tough decision to make. With a top qualifying time I was clearly in a position to win again in Portland. If I went out on rain tires, and it ended up being dry, I'd be at least a second per lap slower, AND it would end the useful life of the tires for the rain as all recognizable tread was scrubbed off. And it did look dry. On the other hand, trying to drive, much less race, on completely treadless tires in the rain isn't just slow, it's downright hairy. And the weather

I considered just coming in and sitting in the hot pits, but I've always had trouble giving up.

was unpredictable. But it had looked like rain before the morning qualifying and had been dry. And now it was sunny. It would be awfully silly to be out in blazing sunlight on rain tires.

With just a few minutes before I was due in pre-grid, I made the decision to go with dry tires. I torqued them on, then drove down to sit in pre-grid. At the five minute warning, the rain switch short-circuited, and all the rain fell out of the sky at once. Girlchief did her best to keep the car from floating away. Ken Hill sauntered by and said something helpful along the lines of, "It will just drizzle a bit—survive a few minutes, and you'll be fine."

Drizzle? Dude?

We cast off our moorings to follow the pace car. I realized I had a bit of a problem when keeping up with the pace car was... challenging. At thirty miles an hour, the car was floating sideways through the chicane. This is generally considered an undesirable handling characteristic. I believe in boating jargon this is known as "leeway."

We came around on to the front straight. I couldn't even see the car in front of me from the rain and the spray, much less a flag at Start / Finish. The car jerked and shuddered back and forth as I hydroplaned across deep puddles. The cars started to speed up, so I presumed the race had started, and started to increase my own speed. As we came into the chicane, I got on the brakes and immediately hydroplaned. I was able to "pass" (a.k.a. slide past) several cars, mostly because my brakes weren't working. But, everyone was turning in for the chicane, and I was still sliding. This was not good. The white RX7 who had hit me at previous race in Seattle turned just in front of me. We bumped, and I finally got enough traction to turn in.

The lap that followed was a nightmare. I could see only water. Hydroplaning was bad at forty, and constant at eighty. The car wouldn't brake, wouldn't turn, wouldn't accelerate. We entered

the back straight, and there was a red blob of a Miata embedded in the wall. I gingerly slipped past. My G-P competitors on rain tires were flying by me. Linda's 123 car was out of sight instantly. Dave Rinker's blue MINI seemed like it had hardly slowed down at all for the rain. I considered just coming in and sitting in the hot pits, but I've always had trouble giving up. I was not racing any more; I was trying not to crash. I pointed cars by as fast as I could and tried to think sticky thoughts.

As I swept through the curves leading to the back straight, I could see the yellow 510 of Scott Morton behind me. I had no chance of staying ahead. We came onto the back straight, and I moved to the left to let him by. I moved off the crown of the road into the streaming flood waters. I was going about eighty miles an hour. The car left the pavement and began to slowly rotate. The wall on my right suddenly looked very, very close. I was going to hit it, inevitably, except that Scott hit it first, bounced off and collected the front of my car.

The change from occasional driver and mostly passenger from the previous few laps to undisputed passenger was a relief. The stress flooded away as I rode the car into the wall.

At the end of the race, I crawled into the paddock under my own power. The carnage had been extreme. Many cars had been damaged, several wrecked severely. Mostly, I was disappointed that I hadn't been able to finish the race. It would set me back in the championship. But there were more immediate problems. The car was U-shaped; and peeking under it, I could see that the steering rack was seriously deformed. Before the car was raceable, this was going to have to be dealt with.

The next race was going to be at Mission, the following weekend. The clock was ticking. The first thing I did on the way home was ring Jeff Butler of Haury's Lake City Collision—one of my sponsors.

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On the other hand, trying to drive, much less race, on completely treadless tires in the rain isn't just slow, it's downright hairy.



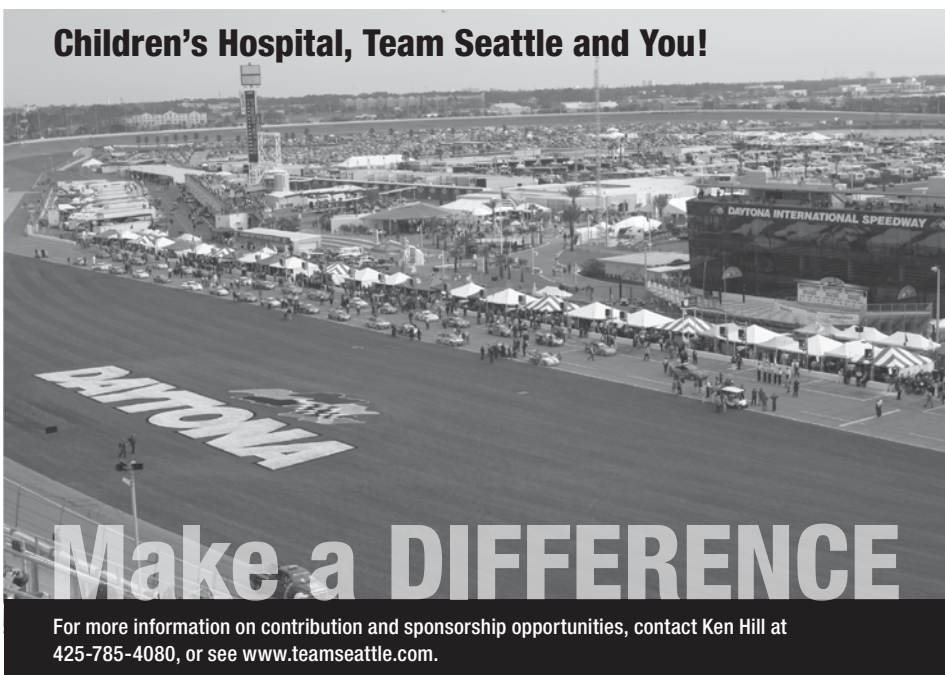
1938 BMW 328

Munich/Cernobbio. Great classic cars of the past and interesting concept cars of today met at the Concorso d'Eleganza Villa d'Este. This most traditional of design contests was held in Cernobbio on Lake Como from April 23rd to 24th. A special exhibition celebrated the 75th jubilee of famous Italian designer Pininfarina. The BMW Group, a partner in the organization of the Villa d'Este event, also had reason to celebrate: their classic 503 and 507 sports cars mark their 50th birthday this year. In particular the BMW 507, designed in 1955 by the legendary Albrecht Graf Goertz, was the focus of attention.

Fifty-four historic cars and eight modern design studies made the contest into a great success once again. The organizing team had a range of even more stunning cars from which to choose the best models at this year's event. The contest for modern concept cars is gaining in importance each year. As Holger Lapp, head of BMW's Mobile Tradition division, said: "It underlines the connection between classic and modern design we find here at Villa d'Este." Dr. Jean-Marc Droulers, President of Villa d'Este S.p.A. and host of the event, added: "It is great to have an event of such tremendous appeal held here at Villa d'Este. Guests and participants from all over Europe and the United States prove that the Concorso has become an internationally important event not only for the classic car scene."

Italian designer Pininfarina took the opportunity of the Concorso showcase to celebrate the 75th anniversary of the company with a remarkable presentation of Pininfarina gems. Classics like the Cisitalia 202 from 1947 or the Lancia Aurelia B24 S of 1954 rubbed shoulders with the current concept car named "Birdcage," with technology based on a

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Cernobbio on Lake Como

Maserati. The company was founded in 1930 under the name of "S.A. Carrozzeria Pinin Farina." Since then, Pininfarina has written motoring history. In recent decades, Pininfarina has succeeded in winning several important prizes for its innovative design, such as the Concorso d'Eleganza Villa d'Este Design Award 2003 for the Pininfarina Rossa.

The grounds of Villa d'Este have traditionally served as a catwalk for four-wheeled gems. Guests, drivers, journalists and the jury take time to examine the cars and rate them. Finally, the classic cars and the modern show cars have to drive in front of the jury. Many of them have travelled to Lake Como under their own steam. In this show the cars are allowed to have a little patina, explained Holger Lapp.



Concorso d'Eleganza Villa d'Este

"We want authentic cars rather than perfect show conditions as at other famous shows in the world."

On Sunday the cars were parked in the gardens of Villa Erba, where the public was also granted a closer look. Afterwards the public prize was awarded at Villa Erba. Since the revival of the

Concorso tradition, more and more fans, and even more media representatives, flock to the event each year.

The winner of the Trophée BMW Group, the award for "Best of Show by the Jury," was the Alfa Romeo Cangaro

Continued on Page 22

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Continued from Page 21

Coupé Bertone, built in 1964 and brought to Cernobbio by Shiro Kosaka. It was originally built as a concept car for the Paris Motor Show in 1964 by Italian designer Bertone. Now the car celebrates a successful comeback after more than thirty years, not only being voted "Best of Show by the Jury" but also winning the Trofeo Corrado Millanta press award.

The Coppa d'Oro di Villa d'Este award—"Best of Show by Public Referendum"—went to the Ferrari 212 Export Spider Vignale, built in 1951.

The Trofeo Rolls-Royce for the most elegant coachwork on a Rolls-Royce was won by a Rolls-Royce Phantom I Piccadilly Roadster of 1927.

The Trofeo del Presidente della FIVA for the best-preserved car was given to a BMW 507 Roadster from 1957. Even at the age of 50, this car is still a prize-winner.

The award for the most sensitive restoration, the Trofeo Ruoteclassiche, went to a tiny Austin Swallow Sports Saloon MkII Coupé from 1931.

In honour of Carlo Felice Bianchi Anderloni, the late Chairman of the Jury of the Concorso, a special award for the most elegant car with a touring body was introduced last year. This year the prize

went to a Pegaso Z 102 BT Coupé Touring of 1955.

In keeping with the tradition of the Concorso d'Eleganza, the last four years have incorporated a competition for concept cars dating from the last two years. This time, eight cars were featured. The Concorso d'Eleganza Villa d'Este Design Award by public referendum went to the Peugeot 907 Coupé built in 2004 and displayed by Robert Peugeot.

BMW Group Design Talk discusses "1950's Design."

For the third time, the BMW Design Talk also took place during the Concorso. This year industrial designer Konstantin Grcic, BMW Designer Adrian van Hooydonk, Pierre Keller, director of the Ecole Cantonale d'Art de Lausanne, Lorenzo Ramaciotti of Pininfarina, and the director of the Cooper Hewitt



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1957 BMW 507

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National Design Museum in New York, Paul Warwick Thompson, discussed the impact of fifties design then and now. This event highlights the aim of BMW and the Villa d'Este organizers to present the automobile in an aesthetic context and to showcase pioneering developments in car design.



1951 Ferrari 212 Export Spider Vignale



BMW 507

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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. 64,000 miles. \$18,000. Contact Steve at 503-709-6632 or email res012yq@verizon.net.

1991 M5 E34:

WBSHD9317MBK05110. Alpine White/Gray leather. Excellent condition, 5-speed, all accessories, no track time, accident free, 147,600 miles, \$12,000. For details, call Bob at 360-424-4576.

1991 850i: Calypso Metallic/parchment. Excellent condition, in and out—garaged, non-smoker. 97,000 original miles. Four-speed automatic. Alutec M7 (17x8) 5-spoke wheels, w/ Nitto 245/45-17 NT555's (2 years old). All the standard E31 equipment, all in working order. Alpine cassette deck head, 6 CD changer in trunk, graphics equalizer in console. New batteries (4/05). Looks and runs like the thoroughbred it is. Pictures upon request. \$18,500. Contact Gary at 503-620-8994 or gary.jane@verizon.net (Portland, OR).

Parts for Sale

E36 M Contour wheel (7.5x17): essentially new, with new 225/45ZR17 Michelin Pilot Sport. \$300 obo plus shipping, if applicable. Call David Heard, evenings before 10 p.m., at 206-525-0965 or email dheardmd@u.washington.edu.

Harnesses: 6-point harness—\$180. 4-point harness—\$160. Pictures at <http://tinyurl.com/9b3af>. Chris Mason at 206-390-3195 or ChristopherMason@gmail.com.

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Wheels: Set of four 15" bottlecap style rims from a 1992 325i in good condition. Five lug, no tires included. Best reasonable offer takes the set. Great for tracking. Contact Justin at 360-929-9702 or bimberboy_07@hotmail.com for pictures and questions.

Wheels: Set of four 15" BMW replica wheels made by Mille Miglia. Less than 5k miles no rash w/ excellent Cooper tires five lug were on my E28 until accident. \$400 or best reasonable offer, email for pictures, very nice. Contact Justin at 360-929-9702 or bimberboy_07@hotmail.com (pictures/questions).

Parting out 1983 320i: Sport edition, Recorro seats, air dam, sway bar, five-speed, engine runs good. Call Mike at 425-861-6540.

E36 Eyelids Sterlingsilber: some flaws because I painted them myself. \$15 and they're yours. Never mounted. Contact Justin at 360-929-9702 or bimberboy_07@hotmail.com (pictures/questions).

E36 M3 Harmon Kardon: rear 6x9's in good condition and Harmon Kardon front tweeter and midrange, for M3 only. Bought them for my 325i and did not fit. \$100 obo. Contact Justin at 360-929-9702 or bimberboy_07@hotmail.com (pictures and questions).

E39 M5 parts (new): driving light (1), shift knob with light and leather, 18" front wheel (1), full cover, Navigation CD's (current), 6 disc CD changer, miscellaneous tools. Contact Kurt at 206-232-1202.

E39 (1998 540i) factory lights: Left and right headlights, tail lights, and side marker lights. Removed from car just after purchase in May 1998 to accommodate change to clear lenses. Three of four tabs on headlight assemblies damaged. Help me clear out my storage unit! \$149 takes them all. Contact Kim at kimbo@compuserve.com or call 206-953-2457.

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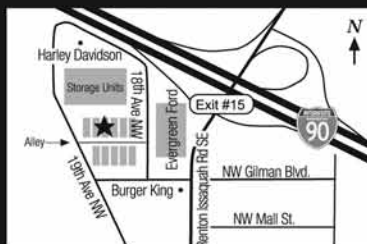


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