

JULY 2004



Zündfolge

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





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Club Activities 3
Motorsports 8
8 Series 10

The Unstage Mechanic 18
SIG Happenings 21
Classified Marketplace 24

KALENDER

July 1

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. RSVP to Club President.

July 2-4

Historics at Pacific Raceways. Come join the car corral at the SOVREN Historics races. Contact Lucetta Lightfoot at lucettalightfoot@msn.com or 206-282-2641 to see if there is still space in the corral. See the May and June *Zündfolges* for additional information.

July 4-9

BMW CCA National Oktoberfest, to be held in Pasadena, CA.

July 9-11

Portland Historic Races. PIR July 9-11, 2004, registration details in the May *Zündfolge*. Caravan information contact Dane & de-Anna Martin (contact info in article).

July 13

Deadline for the August 2004 *Zündfolge*.

July 24

Concours d'Elegance. On Saturday, July 24th the Club will have its annual Concours d'Elegance at Cedar River Park as part of Renton River Days. The featured BMW is the 8 Series. Please see this *Zündfolge* issue for additional information.

August 3

Deadline for the September 2004 *Zündfolge*.

August 5

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. RSVP to Club President.

August 28

Mountain Twisties Tour. Contact Martin Hovenkotter at mhoven@comcast.net for additional information.

September 5

Italian Concours d'Elegance, in Seattle at Piers 62 and 63. The summer-ending show on the pier is, well, without peer. This year's 13th annual show promises some of the most distinguished Italian models and marques ever, attracted by awards that rival those of the world-famous Monterey Concorso Italiano. Also, the show will feature a planned celebration of the Maserati marque: six exemplary specimens from the 1950s to 2000 that celebrate the manufacturer's 90th anniversary. Volunteers are needed to help park cars in the morning and to work at the front gate. Please call the Lancasters at 253-946-4100 to volunteer. More information at www.italianconcours.org.

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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Club Raffle: Race an E30 Hornet to Benefit the NW Parkinson's Foundation July 24



HERE'S YOUR CHANCE to drive an E30 race car and support a worthy local charity: The Northwest Parkinson's Foundation. As an added bonus, the raffle winner will also receive an opportunity to drive at either a BMW Club two-day Novice School or one-day High Performance Driving Event.

The race car is a yellow 1984 318i, built to race in the popular Hornet race series at Evergreen Speedway. The ready to race E30 Hornet is being donated by Club member Wes Hill for this event. Hornet rules require most of the car to remain stock, including a working radio and horn. No prior racing experience is required to drive in the Hornet race.

The twenty-odd minute race will be Saturday, September 25, as part of a big thrill show and fireworks display at Evergreen Speedway in Monroe. You can expect about forty other yellow cars to be on the grid for the green flag start, all running with 4-cylinder engines. We will coordinate a big Club Night at Evergreen Speedway that evening, so expect around 100 Club members to come out and heartily support you, amongst an overall crowd of a few thousand fans. We will get

the Hornet to the track, you just need to arrive and drive. You will be responsible for your entry fee for the race. Check the Club's website for additional information and disclaimers about this raffle, and images of the E30 Hornet!

Raffle tickets are \$5 each or three tickets for \$10. If you don't want to drive in the Hornet Race, you can still support the NW Parkinson's Foundation by purchasing a ticket and designating BMW Club President Tom Cox to be the celebrity driver that evening.

We will have the E30 Hornet on display and selling tickets at Club events in July, and will hold the drawing at the BMW Club Concours d'Elegance on July 24th. You need not be present to win. You can also purchase raffle tickets by mail (make checks out to BMW CCA). Please send to Lynne Eskil, 15662 N.E. 70th Court, Redmond, WA 98052.

If you have questions, contact Lynne Eskil at Lynne.d.Eskil@Boeing.com or Lance Richert at Lance@Richernet.com.

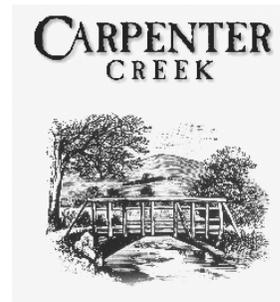
To learn more about the Northwest Parkinson's Foundation, visit www.NWPF.com.

MS Hub Benefit Lunch and Wine Tasting

August 22

BEGINNING AT 1:00 P.M., Sunday, August 22nd, Carpenter Creek Winery will host an afternoon lunch and wine tasting event on its scenic grounds in Mount Vernon. Hand made grilled sausage, salad, artisan bread and plenty of wine for consumption and tasting should make for a pleasant summer afternoon among fellow wine and BMW enthusiasts. Jeff Hammer, the wine maker, will be on hand to discuss his wines. The grill will be running from 1:00 until 4:00, so show up any time after 1:00!

The lunch will be a benefit for MS Hub (mshub.org), a Seattle-based medical center dedicated to the comprehensive treatment and cure of multiple sclerosis and associated neurological diseases.

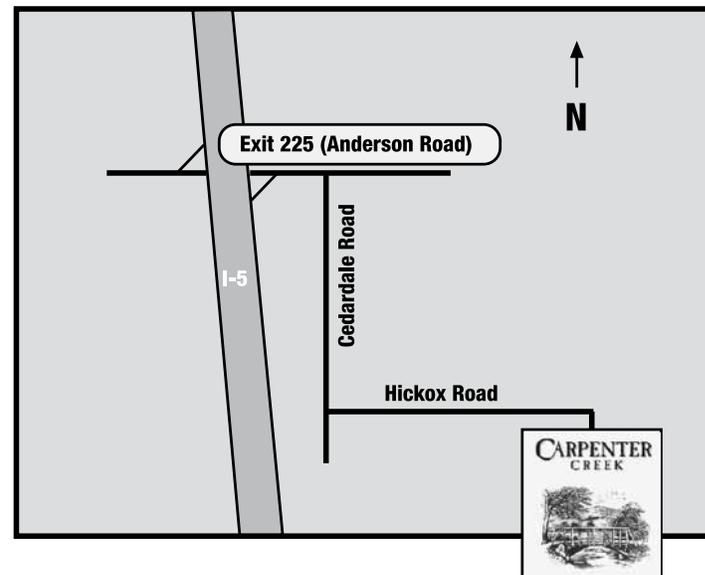


Donations from Carpenter Creek Winery (carpentercreek.com), Haury's Lake City Collision (haurycollision.com), Hops Mountain Ale House, Lombardi's Neighborhood Restaurants

Racing make the event possible.

There is a suggested door donation of \$25 per attendee, to benefit MS Hub. Additionally, the

winery cellar will be open for event attendees and 25% of the proceeds for all wine sold will benefit MS Hub. Please RSVP to jsage@drizzle.com as attendance is limited.



This month's cover shows a sampling of the 8 Series BMWs which will be featured at the BMW CCA Puget Sound Region's Concours d'Elegance, on July 24 at Cedar River Park in Renton. Come to the Concours to see these beautiful BMWs and many more. Please see page four of this *Zündfolge* for additional information on the Concours.

Cover photo taken by Lucetta M. Lightfoot.



Concours d'Elegance and BMW Heritage Picnic

July 24

JOIN US FOR THE 24TH ANNUAL CONCOURS D'ELEGANCE AND HERITAGE PICNIC at Cedar River Park in Renton, again sponsored by BMW Seattle. This year we are pleased to be included as part of the 21st 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 Saturday, July 24th.

Come see the history and beauty that make up the BMW heritage. This event always is very popular with 300-400 people in attendance. We anticipate close to 150 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!

This is a 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 and a non-competitive display class, where you can roll your BMW out for display without being judged.

Not sure if you are up for having your BMW judged? We judge only on cleanliness, and not on originality. The judging forms can be reviewed on the Club's web site. You must be a member of the BMW CCA, BMW ACA or Canadian BMW CCBC 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 between high- and low-mileage cars. Best in show is determined by taking the top BMW from the each class, and lining them up for a final review by a three judge team. Previous scores are not considered, as the judges choose the cleanest, most dazzling BMW on the lawn.

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.

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 the 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 activity, and pony rides will be near. Renton River Days will have many other activities for children.



2004 BMW CLUB CONCOURS D'ELEGANCE CLASSES

Class #	Class	Models	Years
01 <i>display only</i>	Pre-War	All	1928-1941
02 <i>display only</i>	Post-War/Old Range	501, 502, 503, 507, 3200CS Isetta, 600, 700	1952-1965 1955-1965
03	Vintage Small Cars	1502, 1602, 1802, 2002 1500, 1600, 1800, 2000	1966-1976 1962-1972
04	Vintage Big Cars	E3 2500, 2800, Bavaria E9 2000CS, 2800CS, 3.0CS	1968-1977 1965-1975
05	Early 3 Series	E21 3 Series, 1st E30 3 Series, 2nd	1977-1983 1983-1991
06	Early Big Cars	E12 5 Series, 1st E28 5 Series, 2nd E26 M1 E23 7 Series, 1st E24 6 Series	1972-1981 1982-1988 1978-1981 1977-1987 1976-1989
07	Modern 3 Series	E36 3 Series, 3rd	1992-1999
08	Current 3 Series	E46 3 Series, 4th	1999-current
09	Modern Big Cars	E34 5 Series, 3rd E32 7 Series, 2nd	1989-1996 1988-1994
10	Current Big Cars	E39 5 Series, 4th E38 7 Series, 3rd E65 7 Series, 4th E53 X5 E63 6 Series	1997-current 1995-2001 2002-current 2000-current 2004-current
11	Z Cars	Z3, Z4, Z8 roadsters and coupes	1995-current
12	8 Series Featured Car	E31 8 Series	1990-1997



Featured Car: 8 Series

The featured car this year is the venerable 8 Series. There will be a special class for the 8 Series. We hope you consider bringing your 8 Series out, whatever condition it is in. The more the merrier! Dozens of 8 Series are anticipated this year.

Attendance Raffle

Exeter Detailing in Seattle has provided an exterior detail to 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, 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

Early registration fees are \$20 for Display Classes and \$30 for Judged Classes if postmarked by July 19th. After July 19th, Display Classes are \$30 and Judged Classes \$40. Refunds for cancellations are available through July 22nd. Our Canadian friends may pay in Canadian dollars at par, as our way of saying thanks to them for coming down. Register early to secure your spot!

Lunch and Snacks

Northwest Coffee and Catering will be on hand selling box lunches for \$7.50. They will also have other snacks and drinks available during the day. Bring some extra cash to keep your hunger at bay!

Schedule	
9:30 a.m.	Begin check in and parking of judged and display BMWs
11:00 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
3 p.m.	Awards and door prizes (time approximate)

Directions to Cedar River Park Just east of I-405 in Renton, 1717 Maple Valley Hwy and House Way

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.

24th Annual BMW CCA Concours d'Elegance Saturday, July 24, 2004 – Cedar River Park, Renton

Name _____ BMW CCA # _____

Address _____

Phone (H) _____ Phone (W) _____

Email _____

Car year and model _____ License # _____

Comments _____

- Judged Class \$30 (\$40 after 7/19)**
- Display Class \$20 (\$30 after 7/19)**
- Display Class (non member) \$30 (\$40 after 7/19)**

All BMWs entered in either Judged or Display classes receive:

- Griot's Garage Car Care starter kit
- 11x17 full color event poster
- Commemorative refrigerator magnet
- Opportunity to win raffle prizes from BMW Seattle and Griots Garage!

Make checks payable to BMW CCA and send to Lance Richert, Concours, 6240 127th Ave. S.E., Bellevue, WA 98006.

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Recap of the Winery and Sakery Tour

WHAT A GREAT TOURING EVENT we had on Saturday, May 15th. Lots of wine tasting, a few sips of sake, very nice lunch at the brew pub, and most importantly, enjoying the company of our friends while driving our BMWs on nice country back roads. We even enjoyed the company of our fellow Puget Sound Club friends, Lucetta Lightfoot, Alan James, and Tom and Pam Ferrell. Under cloudy skies, 21 cars and 41 people departed the Sykart Indoor Track parking lot and headed to SakeOne in Forest Grove. Angie gave a very informative tour of the brewery and we enjoyed tasting the many different types of Sake.

Montinore Estate Winery was our next stop. In the tasting room, they had half of their U-shaped bar reserved for our club members, glasses ready and bottles opened. A frenzy of wine tasting ensued! When we left the winery, two boys watched our BMW caravan and jumped up and down with excitement.

A short drive down the highway, we arrived at Elk Cove Winery. Our BMWs lined up in four rows to totally fill the parking lot. Quite a sight! Beautiful setting with rows of grapes all around.

Our drive to the Golden Valley Brew Pub in McMinnville was right on schedule. At 2:00, our hungry group pulled into downtown McMinnville anticipating lunch at the restaurant. But, what was that barricade doing in the middle of the street?

I pulled up to the stoplight and asked the policeman, "Can we go through?" He said, "No, you must turn left!" But I told him that I had a group of twenty BMWs behind me. "Turn left!" Well, as it turns out, our plan for a perfect drive was defeated by aliens! Did you know that May 15th is the day of the annual UFO Parade in McMinnville? Lots of people in costumes with antennas on their heads caught our attention. So, we turned left and chaos ensued. Driving down side streets trying to find the restaurant, we all split up. Finally, everyone found the restaurant and we had a great lunch.



Photo by Brian Cone.

Our last winery was the beautiful Chateau Benoit, recently renamed Anne Amie Winery. On top of the hill, with a great view of the valley, we took a group picture to commemorate our event. The tasting room was very busy but had a special section set up just for our club. Such great service.

Our final drive took us through the back country to Bald Peak State Park. When we arrived, a lone 6-series was parked in the lot. The driver must have wondered why such a large group of BMWs were arriving late in the day. The park was a good place to recount our adventure and talk about future events.

Please consider signing up for a Portland Club touring event. We have a drive scheduled every month through October. Check out our website for updates and directions: <http://www.bmwacaportland.com/>. Hope to see you there!

*Brian Cone, BMW Club Driving Event Coordinator
Portland BMW Club Secretary*



Foothill Run Tour Replaces the Mountain Twisties

THE FOOTHILL RUN was pressed into service when the Mountain Twisties Run areas—Cayuse Pass and Mt. St. Helens—got hit with a freak snowstorm the day before the tour was scheduled.

The Foothill Run was documented and developed by Doug Barritt, CCA member, and is a wonderful loop of ninety-nine miles of foothill roads in King and Snohomish counties. The route runs roughly from North Bend through Carnation to Sultan to Snohomish and then finishes in Redmond. Some of the documentation is in a *shorthand code* which Doug and his group of M Coupe drivers understand very well. When the run was pressed into service literally overnight without the usual pre-run documentation test of the route directions, some people were lost in the North Bend area. My apologies to those people.

Of the thirty-four cars which left the kickoff point in Issaquah, twenty-nine made it to the first rest stop in Sultan and all cars that took the next leg arrived in Snohomish for lunch. A smaller group left the Snohomish airport and journeyed south to Redmond.

After our initial problem we had interesting roads, great scenery and some wonderful driving ... highlights included the

Cherry Valley Loop, the Ben Howard Road and Storm Lake Road. High Bridge Road capped our day.

In my effort to pre-drive all roads before we try them I have recently tried to drive the Mountain Twisty route and was stymied by closed roads and snow on the road so it seems the earliest we should reschedule it for is August 28th.

Join us at the BMW Club safety clinic March 28

At last a racing store that comes to you!

Armadillo Andy will present vital information about helmets, gloves and personal safety equipment; what's legal, what's not, and why. He'll reveal secrets about how to purchase the right safety equipment for you and the BMW you drive.

Andy will be bringing the entire Showroom/Trailer so that you will be able to see, touch, fit and even purchase your equipment right at the clinic.



"It is easy to see why everyone in the NW racing community knows and respects Andy [owner of Armadillo Racing]."

— Mike Blaszcak.

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TC Klein Tech Session Recap

ALL IN ALL, IT WAS A GREAT DAY, regardless of the changing winter like weather! We had fifty-five members attend in the morning and forty attend in the afternoon plus quite a few that hung around all day!

TC fielded a ton of questions and relayed excellent suspension advice. Several Club members walked away from the event happy to finally understand the *mystery* of suspension components.

Club member, Todd Nicholson, *volunteered* his car to be the surgical candidate for the day. Walt Conley and Todd installed a TCK adjustable over kit on the car, with TC's supervision.

The afternoon session had a bonus. TC used a very technical tool to show us how to do an alignment. That's right, he used a string! Turns out, it is pretty darn accurate, if done right.

Including Todd's, there were three BMWs on hoists that showed the progression of BMW suspension from stock to double-adjustable coil-over, plus Lance Richert's full-tilt race prepped suspension and Dean Schindell's incredible M1.



Eric Meislahn, our newly appointed Club videographer, broadcasted live the entire event to a TV in the back of the shop, allowing those in the back to see up close the work being done to the car. Kudos to Eric for his quick work in making the set-up work flawlessly. There will be a video of the event available in a few months. I'll let the Club know when we have it ready.

Auburn Foreign Car gave away six six-packs of Mobil 1 engine oil, and the top raffle prize was a very valuable NASCAR-style wheel stud conversion kit, worth \$200! The raffle winner was John Brodel! Congratulations! Thank you

Auburn Foreign Car and TC for the generous raffle prizes.

TC thought the event went well and was very happy to finally meet some of the people who have bought suspension *bits* from him in the past. He extends his gratitude to all and hopes to see everyone at SCCA Speed World Challenge Touring Car race on July 24th, in Portland, where he will be racing his 325.

Thanks to all who made it a wonderful day including TC Kline and Kline Racing, Auburn Foreign Car & Glen Brown, Lance Richert, Walt Conley, Todd Nicholson, Eric Meislahn, Rick Gulstrom.

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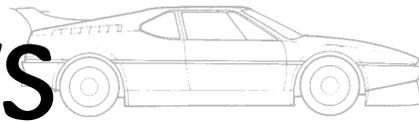
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A Mid-season Review

I'M STARING AT THE MONITOR the day after the June 6 driving school and waiting for inspiration to strike. *Zündfolge* deadlines are like six-year-olds, they're relentless. So it's already time to write something that all three of you who read this column haven't heard already. Lacking inspiration, I'll cover the year so far and then talk about things to come.

Where We've Been

We began the year with a mostly new Driving Events committee, albeit with help from a lot of old hands. As we started the year we developed a set of goals:

- 1 Provide high quality, safe events for our members.
- 2 Create a streamlined and less paper-dependent registration process.
- 3 Edit and update our web site and log books.
- 4 Bring our local events in line with CCA national standards and procedures.
- 5 Delegate duties and responsibilities to designated committee members.
- 6 Solicit feedback from instructors and students in order to refine policies.

Attempting to achieve these goals has meant making some changes and experimenting with different event formats. For example, we have seen color-designated instructor sub-groups, vinyl press-on numbers for instructors and students, online downloading of registration and tech forms and a registrar's page on the web site to monitor school openings and provide up-to-date information on registration requirements. As of this writing, we have had an instructor clinic, a two-part novice program and our first regular driving school. All events have sold out and the response from our members has been enthusiastic and very positive. Thank you.

Where We're Going

TRACK SAFETY

We are now using corner workers from the SOVREN (Society of Vintage Racing Enthusiasts) Guild of Children's Hospital and Regional Medical Center. The feedback from the June 6 event regarding their performance has been outstanding. They were skilled and enthusiastic. They radioed back comments, both good and bad, about various drivers. And the fee we pay them goes entirely to charity. We couldn't be more pleased. I want to especially thank Lynne Eskil for organizing and managing this changeover.

REGISTRATION

This is a huge job. It has been taken over entirely by Louis Hesselt van Dinter and Jane Otway. They bring enormous energy and fresh ideas to the task. Louis is in the process of creating a database, listing every driver who attends one of our schools, which will include his/her skill level, past driving experience and instructor comments. This monumental undertaking will ultimately provide the committee with the tools to assign run groups and instructors based on an individual's personal needs. As always, we ask you to fill out your registration forms legibly and mail them in early. In addition, last minute changes create huge problems. We urge you to make your plans early and avoid cancellations except under unavoidable circumstances. Remember, we run the schools rain or shine. Cancellations received less than seven days before the event will result in forfeiture of your entry fee.

DOCUMENT UPDATES

During the second half of the year we will revise our student logbook to reflect current policies as well as a new system for designating driver levels. Once completed, we will have copies printed for hand out at our October 17 Novice Skills day. In addition we will edit the Driving Schools page of the web site to reflect these same changes.

CCA BY-LAW COMPLIANCE

Beginning with the August 29 driving school we will require all convertibles to be in complete compliance with CCA standards. I will quote them verbatim:

"Sect. III, 2.8.7 CONVERTIBLES— are not allowed in sessions driven at speed without a roll bar and 5- or 6-point harnesses. Arm restraints are strongly recommended. The use of a roll bar meeting the minimum requirements described in Appendix B is strongly recommended. Cars with factory installed, fixed rollover protection (targas, t-tops, etc.) are a chapter decision. Cars equipped only with factory pop-up posts are not allowed. Exclusion of convertibles is also a Chapter option."

We realize this creates an added expense for convertible owners. However, we simply have no choice but to enforce this provision. Where installed, we will accept cars with fixed hoops as found on the Z3/Z4 but we will require 5 or 6-point harnesses. These must be installed according to the manufacturer's guidelines. If you are unsure about compliance contact me directly.

DELEGATION

I am very lucky to be surrounded by a group of skilled and dedicated committee members. They are all volunteers who give their time and energy willingly. We frequently hear from our students how smoothly and efficiently our events run. We're glad they appear that way. I particularly want to thank Driving Events Assistant Chairman Tom Olsson Jr. who carries the load when I'm out of town and Walt Conley, our Chief Driving Instructor, who has put in untold hours developing a truly outstanding instructor corps. Along with Louis, David Lightfoot and Ken Hill, they comprise the core of the folks who make this happen.

FEEDBACK

As always, we encourage you to let us know what you like and don't like about our events. We have made several changes this year as a direct result of comments from our members.

With the mailing of this issue of the *Zündfolge* registration is officially open for the August 29 driving school at Pacific Raceways. The entry form is also now available on our web site in PDF format for those who prefer to download it there. See you at the track!

Bill Spornitz

2004 Driving Events Calendar

BMW CCA PSR Events:

August 29 Driving School, Pacific Raceways

October 17 Novice Skills Training, Bremerton

30 Driving School, Portland International Raceway

Other Events open to CCA Drivers:

July 2 BSCC Lapping Day at Brem
10 IRDC Competition School at PR
11 NW ALFA Club School at PR
14 Corvette Club School at PR
17 PCA PNWR School at PR
29 BMW ACA School at PIR

August 5 NW ALFA Club School at PR
14 PCA PNWR Skills Day at Brem.
20 BMW ACA School at PIR
22 NW ALFA Club School at PR
27 PCA PNWR School at PR

September 10 NW ALFA Club School at PR

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

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: pat.hillyer@comcast.net

www.bmwpugetsound.com

Puget Sound Region—BMW CCA BMW Driver Training Event Registration Form Pacific Raceways, August 29, 2004

Each driver must be a current member of BMW CCA, BMW ACA, BMW CCBC, PNWR PCA, or NWARC. Each driver must have attended a novice school.

August 29 (Sunday) Cost is \$140 (Entries can be postmarked no later than August 10, 2004.)
For two drivers sharing a car in the same run group add \$25 per day.
For two drivers sharing a car in separate run groups, the full cost applies to each.

Total Amount Enclosed \$ _____
Make checks payable to **BMW CCA** and mail to **Louis Hesselt-van-Dinter**,
1528 231st Street SW, Bothell, WA 98021.

NOTE: Each driver is required to submit a completed and signed form. Please print legibly! If we can't read your information, you are not registered. You will be notified when you are registered via email.

Name _____ CCA Member # _____
Address _____ Apt # _____
City _____ State _____ Zip _____
Phone (message capable) _____ Email _____
Car Model _____ Year _____ Color _____
Driver's License number (not plate number) _____ State: _____
Driving School Experience: Event—month/year (continue on back) _____

Driving Level (level signed off in your Club logbook.) (Check One)
 I first signoff I second signoff II first signoff II second signoff

Name & Phone of emergency contact: _____
Allergies or other special medical information: _____

This is not a racing school. This is a high speed driving school, on a racetrack, under close supervision by instructors. While the overriding consideration during the operation of the event is safety, incidents may occur that could cause vehicle damage and/or personal injury. You will be driving in a class session with other students and instructors whose vehicles may be uninsured and/or unregistered.

You are totally responsible for the safe operation and safe mechanical condition of your vehicle. BMW CCA, the Puget Sound Region, its officers, instructors, staff, and facility providers assume no responsibility in the event of an accident, of any kind, in the course of this event. If this is of concern to you we recommend that you contact your own personal insurance carrier for advice to determine what coverage would be in effect during this school.

Submission of this application is your acknowledgment of the above and agreement to attend under these conditions.

Signature: _____ Date: _____

Check and make sure you have filled in all the required information and that it is legible.

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8 Series: An Engineering Marvel

By David Clary

POWER. GRACE. SOPHISTICATION. STYLE. EXCLUSIVITY. The BMW 8-series had all of these attributes when it was introduced into the North American market as a 1991 model. It was an ambitious car for BMW; the E31 was a demonstration of their engineering prowess and they were eager to introduce it to the waiting world. According to a BMW executive, there were orders for 35,000 cars and production was expected to be 8,000 the first year and 12,000 per year after that; a three-year wait list for the car before it ever set a tire into a showroom. This changed significantly shortly after the car was introduced and BMW did not reach the sales targets it had hoped for.

Design of the 8 series commenced in the mid 1980s and was introduced in Europe in 1989 and sold through 1999. In North America model years were limited to 1991 through 1997. The website (www.e31.net) only lists 7,232 U.S.-spec E31s produced with 6,788 exported to the United States. There were seven different models offered in North America from 1991 through 1997:

- 1991-1992 850i with the 5.0 L 296 HP V-12 and 4-speed automatic
- 1991-1994 850i/Ci (Yes 1994; there is one in Canada) with the 5.0 L 296 HP V-12 and Getrag 6-speed manual transmission.
- 1993-1995 850Ci 5.0 L V-12 and 4-speed automatic, essentially upgraded trim and passenger airbag
- 1994-1995 850CSi with the 5.6 L 372 HP V-12 and Getrag 6-speed manual transmission
- 1996-1997 850Ci with the 5.4 L 326 HP V-12 and 5-speed automatic
- 1994-1995 840Ci with a 4.0 L 286 HP V-8 and 5-speed automatic and
- 1996-1997 840Ci with the 4.4 L 286 HP V-8 and 5-speed automatic

The 8-series was quite simply an engineering masterpiece. Even by today's standards, the E31 chassis is remarkably aerodynamic. Integrated bumpers, flush door handles, flush glass, recessed wipers, retractable headlights, sculpted fairings on the lower sills, specially designed mirrors, and a relatively high deck all added up to a Coefficient of Drag (CD) of only 0.29. It also had very low sensitivity to crosswinds, low and balanced lift com-

pared to other models, and very little wind noise due to the smooth body sculpture. The 850CSi with its more aggressive front and rear spoilers and wider tires lost a bit of ground but still only had a CD of 0.31. For comparison, the E24 635CSi had a CD of 0.39 and the 750i had a CD of 0.34 for the E32 and 0.31 for the E38.

The further integration of computers allowed BMW to increase the chassis stiffness and rigidity over prior models yet it weighed eight pounds less than the E24 6-series chassis (728 pounds vs. 736 pounds). Roll hoops formed by the A and C pillars and roof provided rollover protection and the tremendously strong door sills, crush zones on the front and rear and sides provided significant protection to the occupants. A driver's side airbag was standard in 1991 and a passenger airbag was added in 1993. Due to the lack of a B-pillar the seat provide the anchoring system for the seat belts and have the added advantage of positioning them correctly as the seat is adjusted.

The front suspension was based on the seven-series but the rear 5-link suspension was all new and provided significant handling and stability advantages and provided for a reduction of high-speed oversteer and passive rear wheel steering further added to the stability of the car.

Weight distribution due to aluminum engine weight was 52% front and 48% rear, more balanced than most people assume looking at the massive V-12 engine filling the engine bay.

The 8-series incorporates electronic throttle control which allows for other systems such as the speed limiter (155 mph), cruise control, Automatic Stability Control (ASC), and traction control (+T) to interface seamlessly.

Multiplexing was also introduced for handling the electronic systems & communication between computer systems and the devices they controlled resulting in a 50% reduction in the number of wires needed in the wiring harness.

And the 8-series is quite simply a styling knockout. Elements of the M1 nose, E30 M3 fender flares, and other classic coupes were combined into a stunning shape. This was a rebuttal against the common criticism that has been leveled against BMW; same sausage, different lengths. This was a completely different sausage.

So why did the 8-series get a fair number of unfavorable reviews and criticism from BMW fans, especially coupe fanatics? There are two primary reasons; 1) misunderstood marketing target and 2) performance, especially in light of its cost.

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In BMW's internal book, *A New Look At Technical Features BMW 850i*, the first chapter covers the marketing plan and the very first line is key: "The 850i Coupé should not be regarded as an improved 6 series model; it is a totally new development. With this model BMW penetrates the top segment of the international sports car and coupé market, and at the same time approaches a new buyer group of independent minded individuals, located on the very highest level." The target group had a household income of \$175,000 (in late 1980s dollars) with an average age of 47 and they expected 78% to be male. The problem was that people outside of BMW were expecting a replacement for the 6 series and judged the 8 series on that basis. In their minds the shark had become a whale; it was over 600 lbs. heavier, significantly more expensive, twice as complex (two of everything—no waiting), not any faster and it didn't feel as sporty, especially compared to the M6. *Their beloved sports coupe had been replaced by a two-door 750!* It is unfortunate for both the 8-series and BMW, that BMW did not concurrently introduce a new replacement 6-series. If they had done so, the 8 would have been judged on

its own merits and purpose. The 7-series cars were similar in weight, expense, complexity, and performance yet these cars were well received and sold well because the purpose of these cars was well understood.

From a performance aspect the regular 8-series (these comments do not apply to the CSi) suffered from a double perception whammy: 1) It was not as fast as it looked due to the powerful styling but high weight, moderate horsepower, and autobahn gearing. 2) It felt slower than it was. BMW did an excellent job at taking the edge off the car to soothe the harried executive. The result of both of these is a car that generates high expectations yet feels anything but sporty. Even to this day people who do not understand the 8-series come away feeling underwhelmed to the point of asking if there is something wrong with the car.

The net effect of the marketing vs the reality is that the 8 series cars in the early 1990s were the dot.coms of their day. Lots of hype and marketing followed closely by a bust. By 1992 production and sales numbers had dropped precipitously down to a few thousand cars worldwide and never recovered. But just as with dot.coms, a value is being rediscovered. A decent

early 90s E31 can be had for the same price as a several year-old Ford Explorer; quite a bargain for such a well engineered, sophisticated car. People now understand that the 8-series is a very different car than the 6-series. And it hasn't hurt either that BMW has introduced the next 6-series, fifteen years overdue.

So the prices have become much more reasonable and the cars are gravitating towards people more willing to modify the cars to get back some of the performance and feel, that BMW tuned out. Because of the mild state of tune the regular models respond quite well to upgrades. Chips give a healthy bump in power and extend the power band to higher RPMs. Several after market suspension kits, wheel & tire packages firm up the comfortable ride into a more responsive handling car. Also common is swapping out the rear axle to a shorter ratio, better suited to North American style of driving.

So now for quite a reasonable price, today one can have an 8-series that has a performance to price ratio that is much better than the original, has stunning good looks, and is exclusive. It has come into its own.

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8 SERIES



Dan Anderson's silver 1997 DINAN 840.
Photo by Duane Montagne



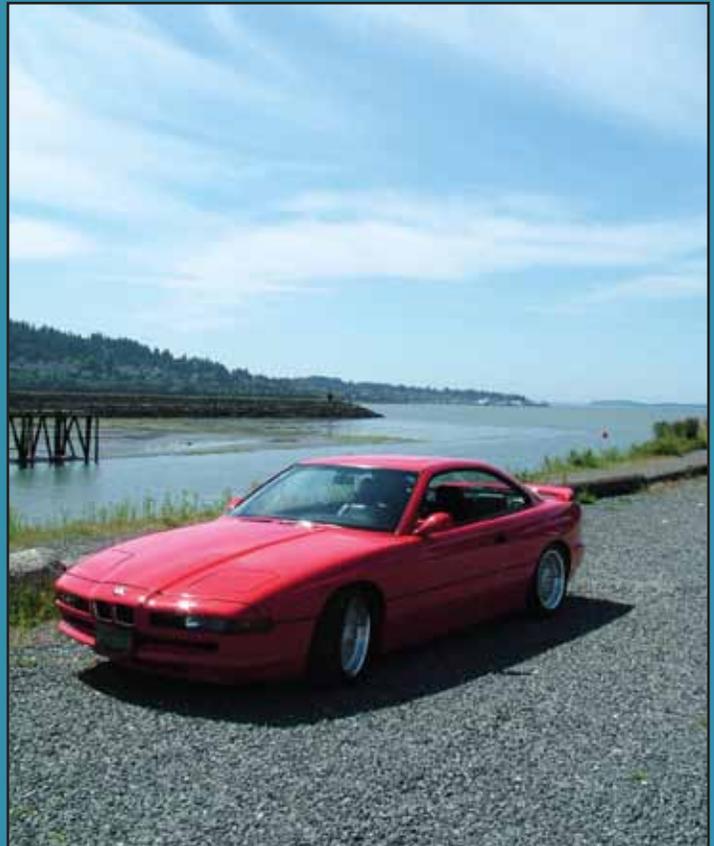
Robert Dunn's black 1991 850i.
Photo by Lucetta Lightfoot



Don Dallenbach's calypso red 1991 850i.
Photo by Duane Montagne



Steve Taylor's dark blue 1991 850i.
Photo by Duane Montagne



Tom Carter's brilliant red 1991 850.
Photo by Matt Ferbrache



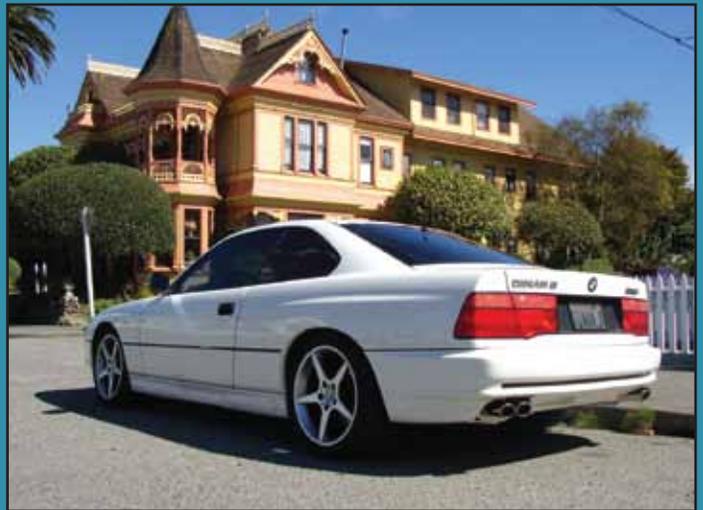
Robert Dunn's black 1991 850i on the track at Pacific Raceways.
Photo by Cleve Collinsworth



John Meyer's brilliantrot 1991 850i.
Photo by John Meyer



Don Dallenbach's calypsorot 1991 850i.
Photo by Duane Montagne



Dan Martinez's alpinweis II 1991 850i.
Photo by Dan Martinez



Evan Morris's green 1993 850Ci.
Photo by Evan Morris



Jerry Baumchen's black 1997 840Ci.
Photo by Mary Ritzman

8 Series Owners' Stories

Dan Anderson

I had a 1985 6 Series which was a "hybrid" Motorsport model specially obtained by the then-sales manager of BMW Seattle. I got it essentially new and would have driven it forever if I hadn't found this near new 1997 840. The original owner is a very wealthy Stanford professor, who started three companies based on inventions he made at the University; Stanford being a unique institution in permitting their personnel to retain rights to their inventions made on campus. He ordered the car through Dinan, and says he spent more than \$15,000 on their extra goodies before it was delivered to him. I'm not sophisticated about what all he had done, but he said there are two special control chips in the engine system and one in the transmission; and the exhaust, brakes and suspension were improved. The car is labeled DINAN 8. The point of my personalized plate is that people from MIT know that "MIT-8" means my course major was Physics.

Tom Carter

I always wanted an 8 Series from the first time I saw one. When the time and price was right, over two years ago, I started a search here in Canada and looked at many examples of cars and colours. Nothing really caught my eye as distinctive so I kept on looking. Then saw an ad in the Autotrader for a Bright Red (Brilliantrot) E31. I called the phone number in the ad and it turns out the seller and the car was in Winnipeg Manitoba and I was in British Columbia. To make a long story short, I agreed to purchase this "catch me if you can" coloured car sight unseen. I flew to Winnipeg with a one-way ticket and drove it home. Car was totally stock and needed little to make it look pretty. I have added: Conforti engine management chips, Dinan transmission management chip, Stainless steel brake lines, 17" BMW BBS Style 5 wheels, Yokohama AVS Sport Performance tires, AC Schnitzer rear spoiler, H&R springs, Customized fabricated stainless steel exhausts, Urethane suspension bushings,

Brembo crossdrilled rotors, Brembo four-piston front calipers, Euro sport mirrors, Euro front marker lights, K-Bar Performance anti-sway bars, and many more cosmetic items. And, purchased another identical Red/Black E31!

Dave Clary

I still remember when I first saw an 8-series. It was in the early 90s and I was at Woodinville auto auction when I spotted a car parked in the covered parking. I never saw a car like it. Sure there are sports cars and luxury cars but this seemed to combine the best of both. Mesmerized, I inspected the car in great detail and tried valiantly to keep from drooling. It was not up for auction, I think it was the owner's personal car, but it didn't matter because there was no way my wallet would have swung the car and I doubted the owner would have accepted an offer of various body parts. So I vowed to bide my time and as my career progressed and the cars depreciated I knew one day the lines would intersect.

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It happened a little over three years ago after a long search. I wanted a 6-speed, with service records, preferably Calypso Red or Mauritius Blue, and it would have been icing on the cake if it had M-parallel wheels and other goodies. That narrowed it down to easily less than 100 potential cars nationwide; patience is required when looking for a specific E31. Amazingly the first one popped up two blocks from my house but I decided to pass. Finally after several other close deals, one appeared on e-bay that had been in the Dupont Registry with no price. It was a 1991, Calypso Red, 6-speed, M-parallel, H&R springs, Bilsteins, CSi body kit, Euro CSi spec front brakes, Jim Conforti engine chip, CSi mufflers, various other bits and only 79K miles. Hmm, the owner must be getting desperate. Cashier's checks in hand, I flew to Texas (I couldn't bring myself to spend that much on a car I hadn't driven) and closed the deal with the owner. He ended the auction early, and arranged for shipping. That was a loooong two weeks.

Since then I have enjoyed the car tremendously. It is my daily driver and now has about 105K miles on it with no major repairs other than a clutch change (to a CSi clutch) and maintenance. It's not the fastest car around, especially off the line, but that isn't why I bought it. The autobahn lineage comes through as the car wants to stretch its legs and really comes into its own at higher speeds. Someday, when my car isn't my daily driver anymore, I'd love to take it to the track and let her fly. The ergonomics are superb; every other car now feels just wrong.

Even after three years, I still turn around to look at the car when I walk away; I think it is one of the best looking cars ever made and I love to watch it move down the road when someone else is driving it. And the great part, thanks to the Internet, is that there are a growing number of nuts like me out there that can find each other. There are now over sixty people in the Northwest e-mail group and several have gone 'round the bend and have two (or three). Like many other owners, I dream of finding that perfect CSi someday. But at least I have my regular 850 to tide me over as I bide my time once again.

The first time I spotted the elegant BMW Eight Series Coupe and drove it, I knew it was what I was looking for.

Don Dallenbach

I grew up in an era of good old American high-octane fun in southern Minnesota. I bought my first car, a 1956 Chevrolet Belair when I was 14 years old with lawn mowing and hay-baling money. Fast-forward through dozens of Detroit-powered iron, English and Italian built sports cars, I found myself looking for a premium ride in 1996.

The first time I spotted the elegant BMW Eight Series Coupe and drove it, I knew it was what I was looking for. Ultra sleek styling and innovative onboard electronics, and the smooth, torque-laden V-12 engine, are a few of the attributes that attracted me to Eight Series ownership. The DINAN engine and transmission chips, Stage II suspension and Ate binders installed on the car, arguably make it one of the best open road cars available.

An additional benefit of ownership is the extended family that goes along with it. I recently attended the Left Coast 8 Fest in Garberville, California with 87 owners equally fascinated by the uniqueness of this marquee. (www.8-fest.com) The camaraderie and overall success of the event was by far more than ever anticipated. The event drew owners from Ontario to British Columbia, Alaska to California, Georgia to New York and several points between, all driven with a passion for the 8 Series BMW.

Every time I step into this classy beast, turn the key and hear the music of the 12 cylinders in unison, it brings a smile to my face and pride in ownership of this Bavarian marvel. My son David and I are once again looking forward to the Concours event, this year featuring the 8 Series.

Robert Dunn

In 1991, I saw a black 850 on the cover of a car magazine. I thought, "that is the most beautiful car I have ever seen!" Ten years later I was finally able to afford one. A black 1991, that is.

John Meyer

I bought my 1991 850i in August 2000. It was a stock 850i with a 6-speed manual transmission. In the spring of 2001, I went through the BMW CCA Driving School and got hooked on high performance driving. I attended BMW CCA and ProFormance driving days in 2001, 2002 and 2003. You may have seen my bright red 850 at the track.

One of the biggest complaints about the 850 coupe is its weight and lack of performance. I decided that BMW had the right idea with their lightweight CSL versions of the 3 Series coupes. I decided to use that concept for modifying my 850. To lighten the car I have removed: the two 90-pound front power seats (replaced with Recaro shells and 5-point harnesses); the back seats and center console; the 10-speaker stereo system and power amp; the console-mounted cell phone and trunk-mounted transceiver; the trunk liner materials; and the power sunroof. Gained back a little weight with the addition of the roll bar. Overall the car has now lost 250 pounds to date. I plan to remove the following items: entire air conditioner system; center muffler; replace the very heavy power adjustable steering column with lighter, simpler manual adjust column from European 850s; change to one battery system.

Performance modifications include extruded honed intake manifold, Schrick performance cams, Conforti chips, Eisenmann race exhaust and MK Motorsport sport catalysts. The engine was dyno'd at 350 HP (versus 296 stock)—still passes state emissions test! Other modifications in the works include: Bilstein sport shocks; H&R springs; K-MAC adjustable camber/caster plates; Greg Kovecses sway bars with adjustable end links; Brembo brakes; 3.15 LS differential (vs 2.62 stock—25% change); 18" BBS lightweight wheels (vs 16" stock) which will have R compound tires next year; and CSi nose and tail.

I will miss this year's track season with all the work I am doing, but am looking forward to next year!



Fast Women

AT LAST YEAR'S enduro, I wandered in teamless, and formed a team with three other wander-ins. Enjoyable as it was, I thought it would be more fun to join a team beforehand, perhaps practice together, have a strategy or two ... But as I looked at the forming teams, I saw that there weren't a lot of women out karting. As lighter folk have a natural advantage, this seemed rather odd. I decided to form an all-women's team, on the theory that lightness and sanity would prevail over testosterone.

The next step was to solicit some women to join the team. I got two women on board, Jamie Thomas and Stephanie Richert. And at three women we stayed; the other women we recruited were busy, or not interested, or, like my coworkers, gave me an odd look when I asked if they wanted to go karting. We scheduled a few practices in the evenings at Sykart. And we picked a team name—the Fast Women.

The course had made another change since the change just before they got the new karts (clear enough?), so the practice was helpful. As we practiced, we couldn't help noticing that karting novice Lance Richert was pulling some pretty good laps. I asked if he'd be willing to join our team and wear a stuffed bra and a dress. No way. A wig? Well ... OK ... Lance became the fourth Fast Woman. He mentioned a speed secret—driving the course in

the tandem kart with his son in the back; like a slugger practicing with a weighted bat, or a distance runner with ankle weights, trying to drive fast with excess weight, awkwardly distributed, made one all the more faster in the regular karts.

The day of the enduro. With my usual degree of forethought, I spent the morning frantically trying to find a wig for Lance. Eventually, I found a little girl's dress-up kit in Target that included a set of braids in a blue color not typically found in nature, and a fluffy color-coordinated purse to match. That would have to do.

Our fourth Fast Woman was much more organized than I was; Lance had brought a board with time-to-pit to flash at the driver. With no stop for refuel scheduled, how we handled the pitting was entirely up to us. We picked even 1/2 hour stints, with the first driver on deck in case the driver out had to come in early, due to fatigue, annoyance or needing a potty stop. We were then called up to qualify. To qualify, we drew positions out of a hat. We got 10th spot—dead last. Tom congratulated me on my Minardi qualifying.

I buckled in, the non-drivers left the pits, the karts were started, and off we went. Lance suggested strategy worked well—right foot down all the time, and modulate speed with the brakes. It's a



very speedy way around the course, and I picked my way through traffic. I found decent passing zones, and good zones to run someone into a wall without looking like I meant to. I was thoroughly enjoying myself; the normal ten-minute runs are much too short, and this 1/2 hour session was a blast. The karts vary from day to day, and today, 10 was a good kart. As it turns out, Mark the Brit pitted before me, and so I was able to squeeze up to first before pitting. I hopped out of the kart, eager to send Lance blazing on his way to gain some more ground. Lance hopped in and ... his girth exceeds mine. The belt cinched too high for him to buckle it. Stephanie, who was aiding him in getting set, tugged on it, but that only cinched it tighter—we had to relaaaax, pull sooo gently, let it go back a little, pull sooo gently—a maddeningly frustrating process with the clock ticking. After what we were sure was a 1/2 hour pitstop, off he went.

We had dropped several spots, but Lance did what he could in bringing us back up. And oh, how fabulous that Fast Woman looked with his blue braids flying behind him in the breeze!

Jamie's and Stephanie's stints avoided drama in the transitions, and each did very well, improving significantly over their practice times and not slowing down near then end of their stints.

The final standings were ... posted somewhere. We didn't win. But for a bunch of amateurs, we put up a good fight, and after some more practice, we fully expect to come back and kick a lot of heinie next year.

I owe a big thanks to Sykart, Tom Olsson for arranging this, and of course, to the Fast Women, who were quite patient in putting up with me and are a blast to drive with.

Carrie Bishop



THE WINNERS' PODIUM

- 1st (239 laps) Taryn and the Terminators
Dave Ely, Taryn Sparacio, Evan York, and Kevin York
- 2nd (239 laps) Bad Kitty Motorsports
Reid Sargent, Mark Tyson, Ryan Heironymus, and Johnny Le
- 3rd (235 laps) Bristow's Blasters
Pete Bristow, Eddie Lo, Jamie LeMessurier, and Cory Marshall

2004 Karting Enduro Recap



SIXTY PEOPLE GOT UP WAY TOO EARLY on a Sunday to come and race at Sykart in Tukwila. We had ten teams with four drivers each. The idea was an open track for two hours. Each team had to do three driver changes. At the end of two hours, the team with the most laps won the race. Everyone did a great job! It was good, hard racing with no major incidents. The finish was very close. First and second were on the same lap after two hours! Thanks to everyone who participated for driving so well! I'd like to also thank Lucetta Lightfoot, Alan James, and Duane Montagne for all of their help flagging. I couldn't have done it without you!

Tom Olsson

Duffey Lake Tour

August 14 & 15

DO YOU LIKE TO DRIVE? Do you like great scenery? Do you like great friends and company? Do you enjoy twisty roads? If you answered yes to any or all of these questions, the Duffey Lake Tour on August 14-15, 2004 is an event you don't want to miss. This is an annual event put on by the BMW Car Club of B.C.

Saturday morning takes us up the beautiful Sea-to-sky highway. Saturday afternoon is the trip over the event namesake, "Duffey Lake Road;" a wonderful twisty mountain pass which has become a Mecca for car and motorcycle clubs. There are many scenic stops along the way and a wonderful country style barbeque on Saturday night in Merritt, B.C.

Sunday lunch is held at Manning Park Resort followed by a trip to the top of the world.

We welcome all our BMW friends to join us and encourage those who have not yet experienced the Duffey Lake tour to join us.

Hotels

FRIDAY NIGHT, VANCOUVER, B.C. (OPTIONAL)

If you would like to travel up to Canada on Friday, August 13, we have arranged a group booking at the Aston Pacific Inn (www.pacificinn.com).

We have blocked a small number of rooms until July 13, 2004. You can book a room by calling 1-800-667-2248 or 604-535-1432. Please tell them you are with the BMW Car Club. The rates have been secured at \$109 Canadian.

SATURDAY NIGHT, MERRITT, B.C. (MANDATORY)

This is a first come first serve arrangement if you want to stay with the group at the Best Western (www.nicolainn.com). The club has arranged a group rate of \$80 Canadian for a double occupancy room. The hold on rooms is good until July 30. Please tell them you are with the BMW Club of BC and quote reference number 1135.

If you are coming, you must contact Dave Beddows at 604-816-2467 or Dave_Beddows@bmw.hm.

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The Unsage Mechanic

J. SAGE SCHREINER

Brain Fade



AS I COULDN'T SLEEP WELL the night before my first 2003 race, I got to Pacific Raceways very early for the Friday test-and-tune. I set aside a few paddock spots for E30 folks and my friends from Portland, Jeff and Judge Penick.

Friday was my opportunity to learn the car's new suspension. It was also the first time I had driven my race car for six months. Things were very different. The car had far less body roll. It reacted much more quickly to steering, throttle and brake input. The negative camber, or inward tilt, of the wheels, added to the ability of the car to corner. The same camber, however, reduced the amount of rubber on the ground when driving in a straight line. This had the effect of making it easier to lock up the brakes. This would come back to bite me later that weekend.

One of the things I noticed was the car made a loud 'banging' over big bumps. It wasn't immediately clear what caused it. I looked at a variety of possibilities, but couldn't find any obvious problems. It sounded like it was coming from the rear of the car.

By the end of Friday, I had managed to put in about 120 miles. The handling dynamics were drastically different. I was no longer able to anticipate understeer and oversteer before they happened. Things happened more quickly. I was going to have to recalibrate myself to the new handling characteristics. As my number one goal was always not bending my car, this meant approaching the limits very slowly and very carefully.

Saturday morning there were five E30 race cars parked together, including

Lance Richerts/Auburn Foreign Car four door, Greg Miller's white E30 325e, Dale Beuning's and Ken Hill's E30s. It was great having a lot of knowledgeable folks around to help.

For the morning practice sessions, I kept my driving dialed back, as I reacquainted myself with race car traffic. For the afternoon qualifying session I tried to concentrate on pushing the car a bit. My times were disappointing, however, around 1:52.2, which was about half a second slower than I had been at my fastest the previous year. Also, the banging was getting worse.

It appeared that the anti-roll-bar mounting tabs were bending—despite being reinforced with welded tabs. Wes Hill took a look and pointed out that the sway bar was bottoming out against the chassis. We shortened the adjustable links. I also noticed that the adjustable spring perch for the front left strut had loosened itself, letting the car rest on the shock. This isn't optimum! Looking at it closer, it appeared that the small allen locking screw had fallen out, probably because it hadn't been properly tightened down when the car was corner weighted on Thursday. I slightly adjusted the spring perch so that the car weight was held by the spring. The next time out, some of the banging and clunking was gone, but I was hearing a clattering from the front at odd times.

Saturday afternoon I had my car looked over for its yearly technical inspection. The inspector provided a few pieces of advice, including some additional places for roll cage padding. He

also noted that he really liked what I had done with the battery and that it looked solid and safe. I don't get many compliments about my car, so I savored it. Additionally, he tested the master cut-off switch. When he flipped it, it killed the engine perfectly. Hopefully, it would never have to be used again.

The following morning, I worked on bringing up my corner entry speed incrementally. My qualifying times were around 1:50.2—almost a second and a half faster than my previous record time last year—and on unshaved, slower tires. That was more like it. It felt really fast ... but at the same time, I wasn't pushing the car yet. The year before, I knew my corner entry speeds were "right" when it was a fight to bring the car down to the apex of the turn. The car was tracking right to the apex. Two of the senior racers commented on this, as well. I set this as a longer term goal—slowly increase corner entry speed until it was a 'fight' to bring the car down to the apex, and the car was slipping and scrubbing, not driving, through the turn.

Because I wasn't running in the novice race group this weekend, both of my races were on Sunday afternoon. My first race was Improved Touring B, in Group 5. Group 5 was a much faster group than my old home of Group 2, as it included fast 6 cylinder cars. I had done some quick calculations, which told me that I had to watch out for lapping cars after about 15 minutes. I wasn't too worried about the race though—as the only entrant in ITB, all I had to do to "win" was finish.

The race wasn't exciting for me—but, approaching turn 9, just before the straight, I saw the Turn 9 flagger scrambling for the yellow. The spectators at turn 9 were making vigorous pushing motions towards the outside of the track, i.e. go wide! Even before I made it around the corner, I knew that another car had gone into the wall through 9. Sure enough, an E30 BMW had hit the wall pretty hard and was sitting on the inside of the corner just past the apex. By the time I was half-way around the track, the full course yellow was out. Just as it came out, another E30 325i blew by me. Just past turn 6, the 325i pointed me by, recognizing that he'd passed under the yellow. As the race was due to be over soon, they black-flagged the session and brought us in.

A little later, the race steward came by and asked me about my “pass under the yellow” on the exit of turn 6. I let him know that it was the result of a point by, and he was happy with that answer.

I had an hour before my G-P race. On rough pavement, there was still a lot of clattering from the front of the car. I poked around and found that there was a little play in the strut. Since this would require disassembling the strut, it wasn't possible for me to fix on the spot and it wasn't clear that it was responsible. With Ken Hill's help, we also found that my control arm ball joint mounting nut had worked itself partially loose. That's very bad, since if the control arms breaks loose, you're guaranteed to spin suddenly and violently. Yikes! I put a bunch of extensions on a ratchet and tightened the hell out of the nut. For good measure, I capped it with a second nut, to assure that it wasn't going to loosen.

I finished tightening the ball joint nut just in time to drive down to pre-grid for the GP race. Unfortunately, the previous race grid was delayed to clean up an incident, so I ended up sitting in pre-grid for about twenty-five minutes. I was very thirsty and hot.

I had qualified right in the middle of a group of six GP cars that were all with in about one second of each other. That promised close racing. My hope was that I would be able to fight my way out of the group of close cars to clean air.

On the start, I wasn't able to get ahead of the pack. As expected, close racing ensued. Greg Miller's white G-Production BMW 325e was just in front of me. Margie's yellow GP Datsun 510 wasn't too far behind. After a few laps, I was able to pass Greg Miller's car. One by one, I made it past each of the cars. I was driving consistently and timing my passes well, so that I was slowed down very little by the traffic. By about lap 6 or 7, I had managed to pull ahead of the pack of cars into clean air. Each lap, I pulled farther ahead of the bunched cars behind. Much further ahead, faster cars diced it up, and I set my sights on at least catching them.

Then I hit a mental wall. My brain got soft(er), my eyes got slow, and exhaustion caught up with me.

Then I hit a mental wall. My brain got soft(er), my eyes got slow, and exhaustion caught up with me. It sucked! Suddenly, I wasn't pulling away from the pack of cars behind—and they were slowly gaining on me. I knew that there was still 6 or 8 laps to go. I blinked sweat out of my eyes. Then, heading down the steep hill into 3a, I locked up my brakes badly. I often locked up my brakes briefly two or three times on the way into 3a on

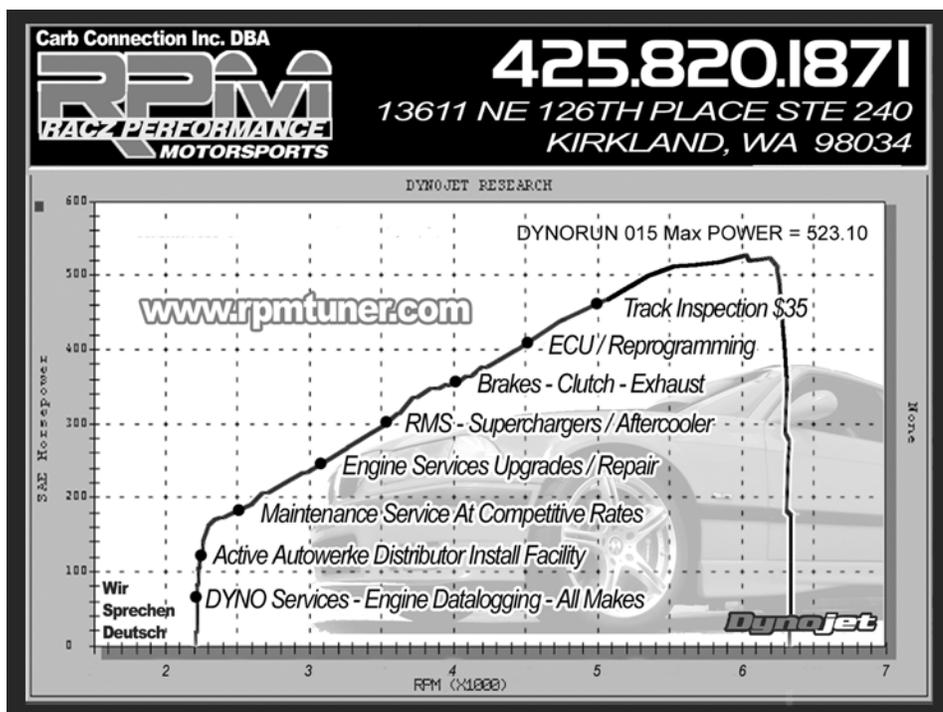
average—but each lock-up was very brief. When done properly, it sounded like ‘erp erp erp.’ When not, it was more like “errrrr” and stinky white smoke went everywhere. Locked brakes don't slow a car nearly as well as almost-locked brakes. I found myself on the run-off road. I was able to get the car back on the track, losing only a few seconds. Only one car made it by, and I was able to quickly pass it again.

A few more laps, and the pack was even closer behind me. It felt like the car's engine had lost a cylinder ... but I knew that it was the Sagepower that had blown a gasket. The race was almost over. Each time I passed start-finish without a checkered flag, I had to steel myself for one more lap. My arms were heavy and my feet numb.

Heading down into 3a, I locked up my brakes badly a second time. This time, the pack was right behind me. While I got the car turned around, the crowded pack zoomed by. I wasn't willing to pull back on track and trust to luck that I didn't cause an expensive accident, so I waited until ten or twelve cars had gone by. It was disappointing watching all my hard work evaporate. Finally, I got in behind Greg Miller's BMW. I was able to pass him the following lap—which turned out to be the last lap of the race. As I passed the checkered, I was kicking myself for not holding out for just two more laps. At least my “moment” happened in a relatively benign place, but my lack of concentration was a symptom of having to race twice in one day, as well as the general exhaustion of three full track days. As I rolled off the track, my odometer told me that I had just completed 312 track miles since Friday morning. That was a lot of time to spend on a race track in a three day period!

I finished 7th of 9 G-P cars. It wasn't a great result, and to drive such a fast (for me) first half of a race, followed by the doofus moves entering 3a, was disappointing. At the same time it showed potential. I had been able to consistently run 1.50s—much better than my previous year's record time of 1.51.8 and consistent 1.52.5s. I wasn't pushing my car in most corners, and I was very slow through the 5/6 complex. There were still one or two relatively easy seconds to be gained with the new suspension's increased limits. It was something to work on.

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Bimmerfest Update

ONCE AGAIN, BMW CCA MEMBERS from the Pacific Northwest joined with the group *Bay Bimmerz*, and headed to Bimmerfest in Santa Barbara.

Assembling in the Bay Area, the mostly California-based participants were led by the Seattle7's own Dave Clement with his recently installed BMW Mark IV DVD-based navigation system in his 750iL. Dave found it quite a thrill to essentially lead a caravan 1,150 miles from our start at Starbuck's headquarters in Seattle to our ultimate destination on Calle Real in Santa Barbara. On the way, we had one overnight stop in Pleasanton, California where we picked up about a dozen BMWs the following morning. After the last of the Bay Area cars joined us in Gilroy, California, Dave was leading more than forty BMWs in a line 8/10ths

of a mile long all the way down Highway 101 following the plan of the *Bay Bay Bimmerz*' Keith Keller.

The fifth annual all-BMW event was held on Saturday May 1st at the Earl Warren Showgrounds in Santa Barbara. The weather was absolutely perfect, sunny & warm, for the several hundred cars and more than two thousand participants enjoying the event. Bimmerfest concluded with the traditional caravan of over two hundred BMWs following a 60-mile loop through the hills above Santa Barbara!

For the second year in a row, a *Bay Bimmerz* member won the Grand Prize. This year it was a new set of Toyo tires and accessories.

The next Bimmerfest event was held on Saturday, June 26th in Calgary at Tunerworks. The Seattle7s & Seattle5s led a caravan some 675 miles to this first ever Bimmerfest event in Canada. See this space next month for the details. For more information about Bimmerfest please visit www.bimmerfest.com.

Steve Larimer

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	3.0/Bavaria 2500/2800	68-77	Gus Blazek	253-941-0463	blazeks@comcast.net
E9	2000/2500 2800/3.0CSi/CSL	68-77	Ken Olsen	425-898-8544	kenolsen@nwlink.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net www.2002sig.com
E24	6 series	76-89	Erik Brannfors	206-356-5620	brannman@qwest.net erik.brannfors@t-mobile.com
E28	528e/533i/ 535i/524td 535is/M535i/M5	82-88	Mark Seiferth	253-265-1380	mark_seiferth@comcast.net www.e28gruppe.com
E30	3 series	84-91	Rob Wagner Mike Ellis	206-835-7002 253-230-2719	tolofou@aol.com mellis310@comcast.net http://autos.groups.yahoo.com/ group/bmwe30nw/
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
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Fifty Years of Motor Vehicles

IT WAS THE SUMMER OF '54. Ike was in the White House and the Korean War was behind us. A guy named Bill Haley and a group called the Comets were about to change the music world forever with a song called *Rock Around the Clock*. I was a gangly 13-year old with a paper route.

My brother and I had been wrenching and modifying our bicycles for about four years and seeing what length of skid marks we could put down on the sidewalk. But I wanted something other than a Pedal-Matic. So I saved my money and for about \$20 bought a DoodleBug.

This was a two-wheel motor scooter about thirty inches long and about twenty-four inches high. When I sat on it I looked like an NBA player on a 3-year olds tricycle. It had a single cylinder two-cycle engine with a straight exhaust, no muffler. It had a throttle with a slip clutch, a brake, a kick-start system and no lights or electrical system of any kind. She would do about thirty MPH flat out. Crack the throttle and you were on your way.

For about fourteen cents per gallon of gas, plus a little oil, I could fill the tank and go clear across Portland (before freeways or interstates). As long as I stayed off of the main streets the police didn't bother me. The DoodleBug wasn't licensed and neither was I. But, I had mobility—a life-changing event.

I had the DoodleBug for about a year, followed by (in no particular order) another motor scooter (a larger one that would carry two people), a motorcycle, a hot rod, a drag race car, two convertibles, two Porsches, two 1957 Chevy two-door hardtops, two Ford Falcons, two VW Camper vans, a Volvo, a half dozen pickups, a bunch of four-door sedans, and one airplane. I never bought any of them new or from a used car lot; always from

private party sellers. I never financed any of them. They were all bought with cash up front. Out of all of them there are three I wish I still had.

'32 FORD 5-WINDOW COUPE: I had this car my senior year in high school, '57-'58. It was a real steel one, not a plastic repro. I drove it home—all of five miles from where I bought it—and parked it in the garage. It had a shot 59A motor. I spent the entire year working on that car. Since the engine was kaput, I decided to take it apart to see how motors worked. I took it down to every last bolt and nut, valve spring keeper, connecting rod, etc. That was a fantastic learning experience for a 17-year old kid.

'57 CHEV 2-DR HARDTOP: I bought this car in 1963. I had just gotten out of the service. It was solid black and it was my second '57 Chev two-door hardtop, the first had been all white. It had been stolen about a month before I bought it and it only had park and drive left in the PowerGlide transmission. I limped it home, put it in the garage and converted it to a straight stick with overdrive. I even tore down the steering wheel/column and put in the column-shift. I added a toggle switch just under the dash to control the overdrive, rather than the button under the gas peddle which is the way all factory cars were set-up. This allowed me to switch into overdrive whenever I wanted to. The down side is that when in overdrive you do not have any engine compression slowing you down, you are free-wheeling. One advantage was that the toggle switch allowed me to use the hill holder feature of the overdrive. I could sit at a light, facing up-hill and let the car roll back into the hill holder and sit there with the clutch in and not use the brakes.

'65 PORSCHE 356C COUPE: I bought this car in the summer of '71. I had just graduated from college. This was my second Porsche coupe; I had the first one (a 356A Normal Coupe) in '62-'63 while stationed in northeastern France. I bought this one from the original owner and the passenger door had been hit and repaired and was still in primer. The seller said that he intended to repaint the door. I told him I would take it as is. I got it home and about two months later I started tearing her down for new paint. I took absolutely everything off that car and then drove it about fifty miles out into the country (try that without a windshield) to a truly exquisite body man who painted cars in his garage in his spare time. I had it painted with an acrylic lacquer in a Plymouth yellow. After I got her all back together she was just a hair from being in first class showroom condition. I then started on the engine. I converted it to full SC specs and drilled and tapped the case for a full-flow spin-on oil filter and topped everything off with a 4-pipe Ansa exhaust system.

I wish that I still had them not because of what they would be worth today, but because of what they meant to me when I owned them. What great memories they still provide me. Today I drive a '94 Toyota pickup and a black '97 BMW 840Ci (truly the most amazing car that I have ever owned).

That's my first fifty years of motor vehicles. I doubt that I'll get another fifty but I'm going to take a shot at it. So, a poll for you folks out there in BMW-land: Any cars in your past that you wish that you still had?

Jerry Baumchen

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Haury's Paint and Body Work Tech Session Well Received

THIS PAST APRIL 17TH Jeff Butler and Zac Underwood, Club members and owners of Haury's Lake City Collision Service, 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.

Several Club members' BMWs were on display demonstrating how professional repairs can return a severely damaged Bimmer to like-new condition. Pictures and videos of these same Bimmers showed the extensive damage and dramatically

illustrated the extent to which repairs can be made.

A new 5 series Bimmer, 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 the few repair facilities in the Seattle area working with BMW to become certified to perform structural repairs on BMWs possessing aluminum components.

Jeff also compared today's paint technology with that of fifteen years ago. Current paint products are far more environmentally friendly although more difficult to use. The painting professionals at Haury's are trained and certified by BASF and BMW in the application of modern paints. Jeff also explained how BASF's BMW specific

product provide UV protection, uniform thickness and complete bonding between coats of different materials to create one continuous film. Jeff pointed out that BASF is the only paint manufacturer that meets BMW's global warranty criteria.

The formal presentation was followed by a group discussion covering such topics as obtaining an estimate from an insurance company, consumer choice of repair shop, insurance fraud, and evaluating repair shop capabilities and quality control.

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 a complete exterior and interior car detailing.

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

*Rick Gulstrom
Membership Coordinator*



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2000 M5: WBSDE9345YBZ96247, Titanium/black with Silverstone, sport version, all leather, 57,000 miles, always garaged, non smoker, no dings, clear bra, new clutch and tires, perfect condition, mostly CA freeway miles. Never tracked. Recently moved from CA to WA. \$45,000 or offer. Contact Bruce at 916-835-0774 or bghaggard@earthlink.net. (WA)

1999 M3 Coupe: Cosmos Black, black leather, five-speed, 59,000 miles. Many extras. Great car, professionally maintained. \$26,000. Contact Doug Haussler at 253-661-2761 or dhaussler@comcast.net.

1991 Dinan M5: Brilliant red with black leather interior. Dinan upgrades include performance chip, cam sprocket, Stage 2 suspension, and Stage 1 brakes. Other amenities include 18" Azev Type A wheels, new Kumho Ecsta Supra tires, short-throw shift kit, and tuned exhaust. If you would prefer listening to music over the symphony of the exhaust, you'll have a Nakamichi deck, 5-disc changer, Extant amplifier, and dual JL audio 8" subs. There's only 89,000 miles on this beautiful clean, straight, well preserved car. Asking \$20,500 to part with this amazing performance sedan. Please contact Erik at 425-705-3193 days or 206-523-0073 evenings.

1987 635csi: Red/tan leather Automatic <100,000 miles excellent condition inside and out just detailed. Second owner all records. Drove <5,000 miles/year. 4th car must sell. New everything. Transmission, drive line, radiator, wheels, tires, battery, polyurethane bushings, Bavarian autosport chip, K&N air filter, custom sheep skins on front, etc. etc. All electrics work. Never smoked in, always garaged. Super car. Contact Ron at 503-977-2868 or Ronald.A.Castner@AEXP.com.

1980 528i: Sepia Brown/tan vinyl. Exceptional condition inside and out. Original paint in excellent condition, with absolutely no rust anywhere. Car comes fully loaded with power sunroof, power windows, power locks, air conditioning, five-speed, and complete tool kit. Upgrades include Suspension techniques springs and sway bars, Bilstein gas shocks, Alpina 16" staggered rims, Alpina rear spoiler, BMP front spoiler and BMP rear apron. 103,000 original miles. \$5,000/obo. Contact Greg at 206-660-5415 (WA).

1973 3.0CS: Arctic blue with tan leather interior. This coupe is a great daily driver, and a perfect candidate for full restoration. Absolutely no rust on the front strut towers, in the trunk, etc. (the usual places on the old coupes). The sunroof and exhaust system have recently been completely rebuilt. 10,700 miles on the odometer, guessing that it's 111,000 miles. \$9,300 obo. Contact Erik at 425-705-3193 (days) or 206-523-0073 (evenings).

1972 2002: (VIN#2576588) Running project car. Original color sales brochure and road test guides. Original window sales sticker, invoice, and BMW Motors sales letter. All Maintenance records. Needs minor body/engine work and paint. \$2,000. Contact Harold at 360-886-7038.

Parts for Sale

E36 stock headlights: off a 1997 328ic, the headlights are in great shape. The plastic lenses are still in almost perfect shape. Contact Jeremy at 530-321-0743 or email bmwdriftmachine@aol.com.

E36 snow tires and steel wheels: Set of four with BMW hubcaps. Hubcaps are in pretty good condition, although each one has a small area where it has been curbed. Tires are studded Gislaved Nord Frost 185 / 65-15. Two tires have about 1/4" of tread, and the other two have about 1/8". One of the worst tires has a small gash in sidewall. \$80 obo. Digital pictures available. kndmorris@wavecable.com or 360-876-1124.

Performance Tires: Four Continental Sport Contact; two are 225/45 ZR 17 (6/32 tread depth \$100, two are 245/40 ZR 17 (9/32 tread depth) \$200, or \$300 for the set of four. Contact Caren at 206-283-5111 or toneyroberts@hotmail.com.

Wheels: Two BMW OEM steel wheels (think snow tires). Size 6Ωj x 14H2. Fits E12, 23, 24, and some later models. Used very little. \$30. Contact Nick at 360-825-0720 or Clipper123PA@earthlink.net.

Alloy Wheels: Set of four, original (from 1995 325is). Number: BMW 7JX15 is47, 1180447-5. \$500 obo. Contact David at 206-443-5626 (daytime) or dc@davidcoleman.com.

Recaro Seat: Mid 80's vintage Recaro LS seat. Covered with black cloth on the bolsters and Recaro "Spectrum Cloth" on the seat and seat-back inserts. Cloth is worn through on lower seatback. \$80 obo. Email for pictures. Contact Dale at 253-859-0593 or damail@comcast.net.

E46 Wheels: Set of four Style #54 V-Spoke Sport Package 16x7 wheels from 1999 323i. Wheels are in excellent shape, only a few minor nicks but no curb rash. Wheels mounted with 225/50-16 Dunlop SP9000 tires with 16,000 miles and lots of remaining tread. Also available is the never used spare wheel to match with a Dunlop SP2000E. Email for pictures. \$640 for the set of four, \$160 for the spare. Contact Dale at 253-859-0593 or damail@comcast.net.

Fikse Mach 5 wheels: polished 17x8.5 & 17x9 with brand new Bridgestone tires with 2,000 miles. The wheels are off a 1997 M3. \$2,400. Contact Rick Brown at 1010motoring@earthlink.net.

E30 Items for sale: Factory service manual—\$50; Bently Manual—\$25; Stock alloy wheel (with snow tire) from 1986 325—\$50; service indicator reset tool—\$25. E34 Items for sale: Bently Manual—\$25; Haynes manual—\$5; service indicator reset tool—\$25. Contact Eric at 253-691-9467 or eric535i@juno.com.

DEADLINES

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September 2004 Issue August 3
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