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Zündfolge

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

A close-up photograph of a sailboat's hull, which is dark blue. The words "BMW Power" are printed in large, white, sans-serif capital letters. Above the text, a white mast and a white dome-shaped structure are visible against a clear blue sky. In the bottom left corner, a red and white diagonal striped sail is partially visible.

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KALENDER

January 6

Deadline for the February 2004 Zündfolge.

January 8

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

January 24

Banquet. Dinner, friends and BMW legends. Yes, that is dining with the legends for only \$35. You can't beat that. All the details and the registration form are in this Zündfolge issue.

February 3

Deadline for the March 2004 Zündfolge.

February 5

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

February 7

E46 tech session and open house,
9:00 a.m. to 3:00 p.m. at Eastside Bavarian.
See this issue of Zündfolge for more information. RSVP to Bill Spornitz at bimbill@cs.com.

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- 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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2003 Annie & Steve Norman Classic Motorcar Mini-Rally

On Saturday afternoon November 8th, the 2003 Mini-Rally was held on Bainbridge Island. Skies were clear, the temperature warm for November, and the driver/navigator teams eager to get underway to see what traps Rallymaster Doug Breithaupt had set. Car #1 left the Island Country Inn at 12:51 p.m. precisely, with the rest of the field following at one-minute intervals. Thirteen cars in all participated. Proceeds from this rally benefit The College Planning Network, a non-profit organization assisting people seeking educational opportunities.

The route led the teams all around Bainbridge, but with a special emphasis on waterfront roads. At one point competitors were directed down a long stretch of scenic beach-front road, and instructed to maintain an average speed of 10mph. At that speed, teams could enjoy the view—at least the drivers could. Many a navigator was heads-down in calculations and had to be reminded to look out the window once in a while. However this wasn't just a weekend drive with spectacular scenery. Doug also threw in some interesting navigation challenges, including a "double-onto" trap that caught some experienced teams.

Glenn Mounger of Bainbridge graciously opened his private collection of classic automobiles and automobilia to the participants, for a mid-rally break. Participants enjoyed the collection, and Mr. Mounger's stories about each car. One team in particu-

lar was so enthralled that they lost track of time and were about four minutes late starting the next stage. They were observed engaged in some spirited driving while trying to make up the lost time.

As darkness began to fall, participants were back at the Island Country Inn, rehashing the afternoon's adventures. Dinner was at a Thai restaurant in Winslow, with rally placements announced and trophies awarded after dinner. Club members put in a strong showing, taking the top three spots and several other of the top ten places.

1. **Jamie Thomas and Dean Schindell**
1997 BMW M3
2. **Alan Chockie and Antoinette Slavich**
1958 Alfa Romeo Guilietta (drove a E36 Alpina 328i)
3. **Bob Mearns and Matt Mearns**
1990 BMW 325is
4. **Nick Jeremica and Jeff Moss**
1969 Mercedes Benz 280 SL
5. **Mitch Comstock and Jina Clark**
2003 BMW M3
6. **Dawn Minette and Jon Reicken**
2002 BMW M3
7. **Marie Stevenson and Bob Sherman**
1974 MGB GT
8. **Doug Shepherd and Jerry Miller**
2001 BMW 330ci
9. **Janet Pearson and Gordon Sivley**
2000 BMW 328i
10. **Nita Smith and Gayle Meldonich**
2003 VW Beetle Cabriolet

E46 Tech Session/ Open House

February 7

The first tech session of 2004 will serve two purposes. First, it will feature information and demonstrations on the maintenance and repair of the E46 3 series. In addition, it will introduce Club members to a new independent BMW service facility in Issaquah.

The E46 3 series enters its sixth year of production with the 2004 model year. That means that, in theory at least, some of the cars are pushing 100,000 miles. That's hard to believe for many of us who still think of it as the brand new 3 series. This event will focus on the maintenance requirements, and the equipment necessary to perform them on an extremely sophisticated and complex automobile. We will hear discussions on a range of topics including the low down on the E46 steering rack and the M3/S54 engine issues. We also hope to delve into some of the more popular aftermarket upgrades such as a short shifter installation. At this time the details of the day's activities are still "in work."

The event will be hosted by Eastside Bavarian, which just opened this past November. Located in Issaquah at 1480 19th Ave. NW, it is in a business complex just behind Issaquah Chevrolet at I-90 exit 15. It is owned and operated by Jaime Baker and Dave Scafidi. Jaime came from BMW of Bellevue, where he was the shop

foreman and Dave will be familiar to many from his years with Strictly BMW. The third member of the team is technician Chris Gochev, also coming from BMW of Bellevue. All three are BMW factory trained and have many years of combined experience. To put that experience into practice they have equipped the facility with the latest in BMW diagnostic equipment. This allows them to perform services on all BMW models including the newest 7 and 5 series and the X series. An example of their effort to provide state-of-the-art service is their alignment rack. It uses digital imaging to determine wheel alignment and is, to say the least, very impressive.

The open house portion of the event is planned to run from 9:00 a.m. to 3:00 p.m., so feel free to come and go as your schedule allows. The tech demonstrations will take place during the morning. The event will be catered as well, so plan to spend some time and enjoy. By the way, Saturday is a regular business day for Eastside Bavarian. They plan to operate Tuesday through Saturday. This event is open to all Club members and guests, whether E46 owners or not. Look for a map and further details in the February Zündfolge.

Please RSVP so we can plan appropriately to bimbill@cs.com.



This month's cover photo features the new Formula BMW. See page 19 for more information on this exciting new race series.

Photo by BMW Press.

Thanks Car Tender

Our Club's second Women's Tech Session hosted by Car Tender in Seattle set a new precedent with two women Club members, Carrie Bishop (E30 325e) and Miki Haraguchi (E36 M3), personally demonstrating basic maintenance procedures on their own vehicles using their own tools. There were over thirty registrants and the event was extremely well-attended and enthusiastically received.

The curriculum served to educate the attendees about the basic functioning of their BMW, and mandatory maintenance procedures such as performing critical fluid checks, inspection of the braking system, brake fluid bleeding, spotting potential alignment problems, and doing oil changes. Proper work procedure and safety were demonstrated and emphasized as well.



Photo by Carrie Bishop.



Photo by Lucetta Lightfoot.



Photo by Lucetta Lightfoot.

This Tech Session was a huge success in providing women with a safe, low-stress environment in which they felt free to ask questions, take notes, and observe work being done first-hand by peers. There was a high level of curiosity and engagement, and due to this level of enthusiastic participation we plan to continue this format of presentation in future events.

This event was not geared towards making wrenches out of the uninitiated, but to raise awareness and reduce the level of intimidation many people have

regarding their cars. The goal was to show that there are still things that the average owner can and should do on their own, what those things are, and that having a greater amount of knowledge can definitely help when discussing issues with a professional technician—even as vehicles get more and more complex.

Lucetta, Carrie and Miki would like to thank everyone who came out and made this event a huge success, and to Car Tender for graciously hosting this event and providing the space. We hope to see you next year!



Photo by Lucetta Lightfoot.

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BMW's have always been about the "driving experience." They aren't always the sexiest cars out there, but practical and very fun to drive. The experience behind the wheel crosses all model lines and many different years. This feature is the hardest thing for the other manufacturers to copy, the "soul of a BMW." We all feel that at times the wonderful communication between man and machine. So here's how this my story goes.

It was late one night, heading home from my friend's home near Kent. The Bimmer was singing its song to me. The familiar road lay ahead, the traffic was very light. The first turn is that nicely banked off ramp where I love to pass the slow pokes on the inside. At about 70-75 it is a nice moderate G turn. The Bridgestone's hold so nice on the gentle bend. The straight comes up next, watch the mirrors for anybody strange leaving the main road. The next on ramp is carefully watched for the police. Good, nobody there so up to around eighty for the next stretch. The next right-left is so sweet; squeeze on the power, adjust the steering wheel ever so gently to stay right in the middle of my lane. The fun is steering through the turn feeling the slip angle gently changing as the speed increases. The road is clear, the upcoming right is banked, with a gentle rise and fall to sling the car out of the turn if done correctly. Checking the left for entering traffic, the long flat straight approaches. It's flat, has a great line of sight and is very hard for the police to hide.

I've done this road for so many years, never at the regular limit unless the weather is pathetic. This night the road is

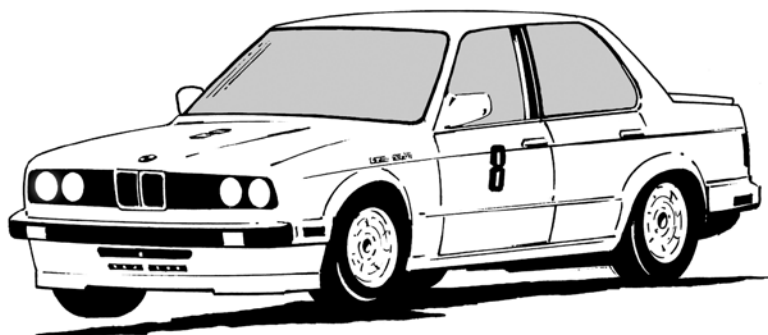
empty, the right foot becomes heavier and the fun begins. The speedometer swings over to the right, the eyes scan the horizon, the attention goes up and the road disappears beneath the wheels. Quickly the right foot lifts, slowing the car as the city approaches. It's over in about 15-20 seconds. One Saturday the WSP found a place to hide in the meridian, so I make sure I'm down to the speed limit as I clear that spot. The years on this road have been good for me. Never an enforcement issue, many fun blasts leaving the other guy behind. For years with the 2002ti and its loud Webers roaring through the night, or now with the silent stealth 325i quietly breaking triple digits, the road has been good to me. Never have I been the victim here, well maybe the one time I wondered about the fast approaching 914 Porsche. Make that a 914/6 Porsche and I was in the 2002ti. That time discretion was the best choice. I know my limits. *It's exercising the car officer!*

The times I've driven this in other cars, my wife's Neon for example, it just is not the same. The way a BMW drags the

driver into the experience of driving can become addictive. It is hard to describe this to someone. It has to be experienced first-hand. It comes with a basic 3 or 5 series, much more so with the sport models. I recently heard a doctor I know talking about the drive he took in his 2000 BMW 3 series xi wagon. "The car turned like it was on rails." "Welcome to the club buddy." The way the car fits you, the pedals work right, the controls fall properly into reach.

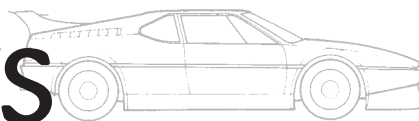
Thankfully the other manufacturers haven't figured it out completely. I've always preferred rear wheel drive. I want to steer the rear with the gas pedal changing the slip angle with my foot. The E30 is a little harder to deal with once loose and sliding than the 2002, which has a tighter limit-slip and once loose is easier to catch and control. It couldn't be the driven mileage difference could it? Maybe a little. The old 2002 sits under a cover nowadays. It'll still start up after sitting out in the cold for two to three weeks. I need to get the tabs renewed so I can "exercise it" like it needs to be, a nice twenty mile drive. Happy New Year.

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2004 Driving Events

With memories of Laguna Seca still fresh in many of our minds it is already time to start thinking about the 2004 Driving Events season.

Our tentative schedule is displayed on the side bar. The dates aren't firm until we sign the contracts with the individual tracks, however, most have been verbally confirmed and we hope will remain as published. As you can see, we have a somewhat less ambitious schedule than last year. This is due in great part to the increasing difficulty in securing dates at nearby venues.

You will notice that next year we will be doing a Friday Driving School at Pacific Raceways. In talking to many of our drivers at the end of this season, the consensus seemed to be that with enough advanced notice this would be a viable option to simply reducing our total number of schools. Also on the schedule is a short road trip to Portland International Raceway. The short drive should allow many of our members to take advantage of an exceptional facility. If you've never driven Portland, don't miss this one.

The season kicks off with our annual Instructor Clinic, to be held at Pacific Raceways on February 28. The clinic is offered to all our current instructors as well as those level II drivers who have an

interest in instructing with our Club. In addition to the school on February 28, we will hold a half-day classroom training session on February 21. The venue has not yet been finalized but it will probably be at the Mercer Island Community Center. The session is planned to run from 9:00 a.m. to 1:00 p.m. Chief Driving Instructor Walt Conley plans to focus strictly on teaching/driving skills. We want to make this user friendly, concise and to the point.

The February Zündfolge will contain more specifics regarding the Instructor Clinic and Ground School as well as a registration form.

I want to close by saying a big THANK YOU to our instructors and staff. Our Driving Schools program functions solely because of the dedication and hard work of these folks. During 2003 those of you who attended our schools noticed a new format that serves to maximize track time as well as provide a tolerable workload for the instructors. This entire process relies on a large number of skilled instructors, the goal being a 2-1 student-to-instructor ratio. To attain that ratio we need to retain our long time instructors as well as add new faces. We need to hear from instructors what you like and don't like about the current format as well as what will keep you motivated and coming back. Feel free to contact Walt Conley or Bill Spornitz with you ideas or gripes. And again, thank you.

Bill Spornitz
Driving Events Coordinator

2004 Driving Events Calendar

February

28 Instructor Clinic, Pacific Raceways

March

13 Novice Skills Training, Bremerton

20 Driving School, Pacific Raceways

June

6 Driving School, Pacific Raceways

25 Driving School, Pacific Raceways

August

29 Driving School, Pacific Raceways

October

17 Novice Skills Training, Bremerton

30 Driving School, P.I.R. Portland

All dates are subject to change. Other club dates will be added as they become available. For a complete calendar of club driving events and contact information, visit our web site, *Driving Schools*

www.bmwpugetsound.com

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First Year on the Track

I couldn't sleep the night before Novice School. The prospect of being able to find out what my 540i 6-speed was capable of in a safe and controlled environment was thrilling, but doubt competed for mindshare too. What if I knocked over all the cones in the slalom? What if I totally lost control on the skidpad and bent my ego, or my car? So with a little sleep and a lot of coffee I set out for Bremerton Raceway that late-March Saturday morning. An E30 M3 tucked in behind me on Highway 16 just past the Narrows Bridge, then an E46 behind the M3. I pulled off for gas a few miles later, and the others followed. As we chatted around the gas pumps and established we were all headed for the same place, I could sense in the other guys the same mix of excitement and apprehension that I was feeling. After all, we were about to have the kind of fun in our cars that we can't have on the street, at least not without looking over our shoulders every few seconds.

Well, I don't remember knocking over any cones that day, but I did lose it on the skidpad—a lot. No mangled car or ego at the end of the day though—just a big silly grin and a headache. We had been warned in ground school about the headache. A full day of adrenaline loading will do

that to you, but I didn't mind too much. I learned a great deal. Some of my 30-year driving habits served me well, and some didn't. It's nearly as hard for some of us pre-ABS old-timers to make ourselves turn the steering wheel under heavy braking as it is for bowling balls to make themselves float, but the patience and encouragement of the instructors was effective.

Six short days later was Novice Day 2 at Pacific Raceways. The day started with an extraordinarily slow lap, walking speed in fact. We hoofed the 2.25 mile course to spend quality time looking at each braking zone, turn in, apex, and track out. We built speed over the course of the day, and by late afternoon most were hitting autobahn-worthy rates in the straightaway. Funny thing about straight line speed though; going really fast and seeing the speedo cranked further around than I'd ever seen it before was really fun once or twice. But it quickly hit me that it takes no particular skill to find the floor with my right foot while going straight. But negotiating the turn 3b (at a speed less than a quarter of the straightaway speed) was getting to be more fun every lap as my line got better; as I was improving a skill.

"Be Safe, Have Fun, Learn Something, Go Fast" is a motto associated with our Club's driving schools. During the

schools this year, which I made nearly all of, I saw all of that happening.

BEING SAFE: I found myself much more comfortable driving in track traffic at considerable speed than I feel most days on the local freeways at the speed limit. That's because everybody on the track is driving predictably. You don't have to worry about the guy in front of you doing something unexpected, and he doesn't have to worry about you.

HAVING FUN: There's still some teenager left in me these many decades later, that still thinks spirited driving is a hoot.

LEARNING SOMETHING: The Club has an emphasis on learning at driving schools, and even the most seasoned driver can benefit from having an instructor in the car for a session or two. Instructors routinely asked me before we took to the track what I wanted to work on (and some of them even listened). I believe I improved with every driving school this year, both from instructor help and experience gained solo. Not to mention learning from riding with instructors in their own cars, and absorbing knowledge just by hanging around more experienced drivers and listening.

GOING FAST (SEE "HAVING FUN"): Although work kept me from participating in the Laguna Seca trip in November, I did manage to make it to Thunderhill in June. I had only two regular driving schools in my log book then and I was inclined to be a bit intimidated by the new track and the experienced drivers around me. That was kind of foolish of me though. The track was new to almost everybody, and all of us were experimenting with the best ways to get around it. At one point I asked one of the senior

drivers to ride with me for a few laps and help me with the line through a series of turns I wasn't happy with. He was very helpful, and (this was the high point of my year of high-performance driving) commented that my line through another set of turns was better than he was managing. So much for being intimidated.

OUR CLUB INSTRUCTORS are special people. It takes a rare degree of patience, dedication, and no small amount of fortitude to spend long days in the right seat. In return for short stretches of free track time, they climb into everything from big 7-series sedans to Z roadsters, shout to be heard through helmets over the wind and road noise, and calmly explain why it wasn't a good idea to enter that turn back there going quite so fast. They show up at event after event, and it's not just because they get to wear those cool blue jackets. Instructors I've spoken to about why they instruct talk about how they get a kick out of helping people improve their driving skills. This is why our driving schools are the bargain of the century—all that dedicated teaching talent is coming to us for free.

Reflecting on a season of driving schools as the winter rain falls, I think I'm a better street driver than I was a year ago, and not just because my edge-of-the-envelope car control skills are better. As important as that stuff is, I find that I no longer use the street as a venue for driving thrills (well, not much). Now I have a better, safer place for that, and the thrills are much better. I look forward to next year and honing my skills, driving more new tracks, and some more post-adrenaline headaches.

Bob Mearns

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Banquet Program: BMW Legends Night

January 24

This event is a celebration of BMW's heritage and a chance to see some models of BMWs that are rarely seen.

If you haven't registered for the Club's annual banquet and auction, do it now! The event is only a few weeks away and you're not going to want to miss it. We'll have the usual fine dinner with BMW friends in a classy setting. This year we will be at the Design Center in Seattle. The Design Center was chosen to accommodate cars on the floor of the banquet hall. This year, rather than an after dinner speaker, the cars will be the stars.

Of course, we'll have our great silent and live auctions, this year benefiting the Multiple Sclerosis Society. MS is a disease that affects a lot of people, especially in

northern climes and finding a cure is certainly a worthy cause. Plus, there's sure to be some items you desire among the donations by Club supporters and members. Bid early and often.

A couple of special items in the live auction will be race car related donations by Lance Richert and Ken Hill. Lance will allow the winning bidder to drive his E30 race car at a Club Driving School. How often do you get a chance to drive a real BMW race car without having to invest thousands of dollars? Plus, Ken Hill will donate the opportunity to drive his E30 race car in a Novice Race at a local race track! This is a once-

in-a-lifetime event for most people. Actually, for most it would be a never-in-a lifetime event, but if you're the successful bidder, you'll have the chance. We accept credit cards. Ladies and gentlemen, start your Visa cards!

Now back to that program. We'll be taking a walk through BMW history by hearing the stories of four examples of BMW Legends created by our favorite car company over the last eighty years. Only eight years after getting in the car business, BMW unleashed the 328 on an unsuspecting world in 1936. It became the greatest pre-war sports car and had a significant influence on sports cars through the 1960s. During the 1950s, BMW again produced a legend, this time the 507. It was based on the humble underpinnings of the 502 sedan. But the Count Albrecht Goertz-designed bodywork made it one of the best looking cars of all time; it still looks good today. Another BMW classic.

In the 1970s, BMW was a much bigger company and was spreading the word via racing. A mid-engined sports car was needed to compete with the Porsches of the 1970s. The idea of the M1 was born. Street versions were needed to homologate the car for

racing purposes and 400 were built. It's ironic that the M1 never accomplished much as a race car but the street car became another classic of its era. It didn't hurt that the M1 was given an elegant and understated body that has never gone out of style.

By the 1990s, BMW had been going from strength to strength for decades. The story goes that the top two executives at BMW were admiring a 507 and wondered aloud what it would be like to build such a car in the modern era. Fortunately, these two men were able to do more than dream; they made it happen. The Z8 was commissioned as the modern evolution of the big, V8-engined 507 of the 1950s. BMW built 5,700 of these beauties over four years ending in May 2003.

A perfect example of each of these four BMW Legends will be on the banquet floor. One by one they will be spot-lit and uncovered as each owner tells the special story of their car. It will be a night not to be missed.

What we have in mind is the perfect evening for the BMW aficionado and a chance to shake off those winter doldrums. Come on out and join us!

David Lightfoot

Banquet Registration

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Address _____
City/State/Zip _____
Home Phone _____ Other Phone _____
Email _____

RESERVATIONS FOR:

	Prime Rib	Salmon	Veg.
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Name _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Name _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\$35.00/pp if postmarked by 1/5/04.

\$45.00/pp if postmarked after 1/5/04

Final Deadline is January 17th (Must be received by this date.)

We cannot accommodate walk-ins or registration during the last week before the event. Checks payable to BMW CCA, PSR.

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Banquet Program: BMW Legends Night

January 24

Date and Time

The banquet will be January 24, 2004.

SCHEDULE

5:30	Silent Auction begins
7:00	Dinner
8:00	Announcements/Live Auction
8:30	Program
9:30	We're Done

Dinners

The dinner choices include prime rib, grilled cherry wood-smoked salmon, or vegetarian dinner. All the meals include salad, vegetable, bread, dessert, and coffee service. Alcoholic beverages, including wine, are available at the no-host bar. Dinner price is \$35 per person if you postmark by 1/5/04 and \$45 per person if received after 1/5/04. Despite the very reasonable price, this is not a buffet.

Dress Code

You don't need to wear a suit and tie to this year's banquet. Business casual is the preferred mode of dress. We'd prefer no jeans or athletic shoes but mostly we just want everyone to be comfortable. And be there! Ladies there is nothing stopping you from dressing up. I know the cars aren't doing business casual, so don't be shy if you have a spectacular outfit.

Other Clubs and SIG

We're extending a special invitation to the members of the BMW Clubs in Portland, Spokane and Vancouver, B.C. We encourage the various Clubs and Special Interest Groups to attend. Get together a group of 8-10 and you will have a whole table for the evening.

A Final Word

Register now and set the date aside. We're going to have a great time. The final deadline for all registrations is January 17th, 2004. We cannot accommodate walk-ins or registration during the last week before the event. For questions contact de-Anna Martin at 425-820-5068 or de_annaj@yahoo.com.

Volunteers

If you would like to help during the event with registration, the auction or check in/out please contact de-Anna Martin. We are also looking for somebody to "flip the switch" on those spotlights.

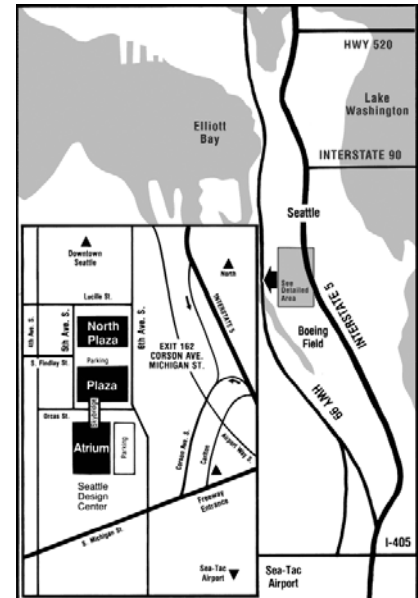
Place

The banquet location is Seattle Design Center at 5701 6th Avenue South, Seattle, WA 98108. Just off I-5 in the Georgetown area of Seattle.

de-Anna Martin, Banquet Coordinator

- Off I-5 take the Corson Avenue/Michigan St Exit (Exit #162) toward Michigan St.
- Stay straight to go onto Corson Ave S. Turn right onto S Michigan St.
- Turn right onto 6th Ave S. Travel about .5 mile.
- Turning left onto Orcas will place you in front of the parking garage (on right).

There is ample free, covered parking in the SDC PLAZA building. Take the elevator up to the main floor and walk across the sky-bridge. The banquet is in the SDC ATRIUM building. See the attached map for the orientation of the buildings.



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Auction to Benefit the MS Society

At this year's Banquet, proceeds from the Auction will benefit the work and research of the National Multiple Sclerosis Society. The National MS Society is the largest private sponsor of MS research in the world. They support research and training projects aimed at finding the cause of MS, better treatments, and a cure. The MS Society also identifies promising areas of research and promotes activity in those areas.

What is Multiple Sclerosis?

MS is thought to be an autoimmune disease that affects the central nervous system (CNS). The CNS consists of the brain, spinal cord, and the optic nerves. Surrounding and protecting the nerve fibers of the CNS is a fatty tissue called myelin, which helps nerve fibers conduct electrical impulses.

In MS, myelin is lost in multiple areas, leaving scar tissue called sclerosis. These damaged areas are also known as plaques or lesions. Sometimes the nerve fiber itself is damaged or broken. Myelin not only protects nerve fibers, but makes their job possible. When myelin or the nerve fiber is destroyed or damaged, the ability of the nerves to conduct electrical impulses to and from the brain is disrupted, and this produces the various symptoms.

Myelin not only protects nerve fibers, but makes their job possible. When myelin or the nerve fiber is destroyed or damaged, the ability of the nerves to conduct electrical impulses to and from the brain is disrupted, and this produces the various symptoms of MS.

Symptoms

Symptoms of MS are unpredictable and vary from person to person, and from time to time, in the same person. For example,

one person may experience abnormal fatigue, while another might have severe vision problems. A person with MS could have loss of balance and muscle coordination; another person with MS could have slurred speech, tremors, stiffness, and bladder problems. While some symptoms will come and go over the course of the disease, others may be more lasting.

What Causes MS

While the exact cause of MS is unknown, most researchers believe that the damage to Myelin results from an abnormal response by the body's immune system. Normally, the immune system defends the body against foreign invaders such as viruses or bacteria. In autoimmune diseases, the body attacks its own tissue. It is believed that MS is an autoimmune disease. In the case of MS, myelin is attacked.

MS is not considered a fatal disease. While in very rare cases MS is so malignantly progressive it is terminal, most people who have MS have a normal or near-normal life expectancy. There are now FDA-approved medications that have been shown to "modify" or slow down the underlying course of MS. In addition, many therapeutic and technological advances are helping people manage symptoms and lead productive lives. Advances in treating and understanding MS are made every year, and progress in research to find a cure is very encouraging.

Donate Goods or Services

Success of the auction relies on Club members like you stepping up with a donation of goods or services for those in attendance to bid on. Contact Lance Richert at Lance@Richertnet.com or 425-644-8009 to provide a donation.

Lance Richert

Bid on the Donated Items!

We hope you'll attend BMW Legends Night and enjoy bidding on a wide range of fun and useful items donated by local businesses and Club members. So far we have received contributions from the following companies and we thank them wholeheartedly for their support!

Auburn Foreign Car
Bellevue BMW
Bison Creek Pizza
BMW Seattle
Bradley's Autowax Detail
Car Tender
Dent Wizard
Emerald Downs
Griots Garage
Innovative Audio
Island Detail
Longacres (racing supplies)
Snohomish Flying Services,
Scenic Flights (Ken Hill)
Strictly BMW
Tru-Line Alignments
R & K Photo
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ALSO OF SPECIAL NOTE:

Ken Hill—Drive an E30 Race Car in a local Novice Race
Lance Richert—Drive an E30 Race Car at a Club Lapping Day
Nancy Spornitz—Custom Quilt
Zündfolge Staff—Wine Basket
Lisa Luchua—Stampin' Up Basket
Shirley Wicks—Creative Memories Basket
Michelle Motta—Partylight Basket
Lisa Townsend—Avon Basket
Mary Kay Hamlin—Mary Kay Basket
Maggie Marsh—Longaberger Basket
Scott's Sealcoat—Driveway Sealcoat
Jennifer Scott—Original Greeting Cards
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Two Days of Tech

It all started when Louis noticed Marty's post about replacing his M3's rear shocks on the Club BB. Louis responded and posted a comment that he was planning on replacing his M3 front struts sometime early next year. Then Ron posted that he was having a vibration problem with his E36 M3.

By the time this rapidly growing snowball of a tech session had gotten to the bottom of the hill, it had gone from a one day event to a two day extravaganza and had gathered quite a number of participants. On Saturday November 15, Sean Donnelly swapped out the old style four spoke steering wheel for a new three spoke wheel in his E36 M3. Marty Hovenkotter's M3 now had new rear BOGE shox and Ground Control Rear Shock Mounts (RSMs). Louis' M3 had new H&R Sport springs, new Koni Sport SA's, and bmwbushings.com rsms. Ron had tried on at least one additional set of tires. Carrie Bishop pulled into an empty stall and did a little mod work to her (non-E36) 325e.

Providing technical help on Saturday was a large contingent of E36 drivers and technical stalwarts Jim Millet, Doug Haussler, Rick (I don't even remember my E36) Gulstrom, Tye Tolentino, Casey, and Kyle Hovenkotter. At the height of the Tech session there were twenty folks visiting. There was quite a large group of E36 M3's and a few other cars parked on the street.

There was lots of sharing of knowledge as people drifted from car to car. Someone had pictures of the Laguna Seca track event to share. One of the high points of the day came when Jamie Thomas and Walt Conley dropped by in Jamie's E36 M3. She was



proudly showing off her brand new TC Kline suspension, installed by TC himself. They even brought him with them. Another high point was an impromptu Shock Tech Talk given by TC.

Vendors: TC Kline Racing, Ground Control Suspension components, Pacific BMW parts department, Koni Shocks and Struts, Harbor Freight Tools, Craftsman tools, Pelican Parts and Bavarian Autosport parts sales all benefited from the green cash spread around to the parts suppliers as this snowball tech session spread into two days.

On Sunday we moved to Renton for an E36 rear trailing arm bushing Tech Session at Walt's Garage (Conley). TC Kline had installed a coil-over suspension on Jamie Thomas' M3 the previous day, so it only seemed natural to take advantage of his good nature and press him into service as the RTAB Tech Session Guru.

We had a pretty good crew of wrenches: from rank beginner (me) to fairly adept (Walt) to exceptionally accomplished (TC) and in between (Dean Schindell). We used a Technic Tool Supply RTAB removal/installation tool graciously loaned to us by Kim Burgess. It worked quite well and unlike the Victory Tool, it did not require the tab to be cut away before the RTAB could be pushed out. I did have the Victory Tool with me just in



case there were any problems. As the day progressed, I went from on-looker and tool-getter to actual wrenching.

We started out with three cars and managed to finish a fourth car (Marty Hovenkotter's) just as it was getting dark. All cars were E36 M3s. On Jamie's car we installed the TC Kline monoball. The monoball is a two piece all aluminum shell; pretty solid. Jamie's install took about one hour.

The second car was mine. I opted for the polyurethane bushings (bmwbushings.com). Unfortunately, we ran into some problems. First, we needed bigger sockets to tighten the bushings once they were in (it probably would have been good if I had completely read the directions). Fortunately, Walt lives close to South Center, so a trip to Sears was in order.

Unfortunately, my rear trailing arm bushings (RTAB) were a bit stubborn and didn't want to come out. Walt had to use a breaker bar, lots of lubricant on the RTAB tool, and lots he-man power. The TTS tool worked like a champ. The stubborn RTAB removal, was quickly followed by polyurethane installation problems. They come in two halves with a sleeve through the center and a nut at each end. During tightening, the sleeve would come out too far on one end. TC solved this problem by tacking the nut on one end.

Just as we were almost done, the lower shock mount bolthole was cross-threaded. A quick re-tap of the hole and some judicious filing of the bolt (all done by TC) and we were back in business. Many thanks go to Marty Hovenkotter, who decided late in the day he wanted to work on his car some more and thus was able to pick up the tap.

Now it was Walt's turn. He went with the BMW OEM bushing and the Ground Control inserts. This would be the first time we used the TTS tool for both removal and installation. It went very smoothly. The TTS tool worked great and Walt's car was quickly down off the jack stands. By the time we did Walt's car, I was comfortable enough with the procedure that I was actually doing work.

Last to go was Marty's car. Marty also went with BMW OEM bushing and the Ground Control inserts. Marty's car was finished even faster.

After each car was down, we would do a quick wheel alignment with a long piece of string and a tape measure. TC showed us the procedure after we did Jamie's car and we subsequently did it on the remaining three cars.

Obviously the weather did not cooperate, as it rained on and off all day. Thankfully, we were in Walt's Garage (pat. pending). For the most part, things went smoothly. Any problems we encountered were easily solved with the right tools. Many thanks go to Walt for hosting, TC Kline for being generous with his time and knowledge, and Dean, Marty, and Casey for just helping out.

*Marty Hovenkotter and
Louis Hesselt van Dinter*

Car Repair Safety Tips

Its winter in the Pacific Northwest and that usually means car maintenance time for many of us. Whether you are doing a simple oil change or a complete tear down and rebuild of your car there are some basic rules we all need to bear in mind before, during, and after working on your car.

The number one rule of working on/ around your vehicle is safety! all other "rules" or best practices revolve around this. These tips are in no specific order and all are of equal importance.

Be Safe!

An automobile is a potentially dangerous piece of machinery. There are lots of sharp edges ready to cut you, electricity waiting to shock you, and toxic chemicals ready to poison or burn you. It goes without saying that this near two ton piece of machinery is more than happy to crush you flat with little thought as well.

General Hints

1. A new (to you) car means starting over. You may be a 1989 325 guru but when you drive home in that shiny new 2003 540 you have now become a relative beginner. Take the time to get acquainted with this new car, even the professionals have to do this.
2. Put only as much of your body at risk (under the car) as is necessary. Don't slide under the car when reaching in with one hand will suffice.
3. Wear eye protection when using a grinder, drill, or around fluids. Don't risk an eye injury!
4. Allow the car to cool prior to doing your work, even a short drive will heat up the brakes and exhaust to a level where it can injure you.
5. Clean the area to be worked on prior to starting your work. Clean parts are not only easier to handle but it will aid in diagnosing problems such as leaks, cracks, and the like.
6. Gloves not only protect your hands from injury but keep them clean too. Be careful when wearing gloves around rotating machinery such as drills and grinders, the fabric can get caught and pull your hand into a bit or grinding disk.

7. Tuck long hair into a ball cap or a hair net. Long hair can get caught in rotating parts/tools and can scalp you before you can do anything to stop it.
8. Remove any jewelry (rings, bracelets, and necklaces) prior to doing any maintenance . . . these can get caught in parts/tools and/or can conduct electricity causing injury.
9. Disconnect the battery. All but the most simple of procedures (i.e. oil change) will recommend this as your first step. Don't risk yourself or your car by ignoring this step. Make sure you know your radio code (if applicable).
10. Always wear proper clothing when working on your car. Wearing a tee shirt, shorts, and sandals is just asking for trouble.
11. Injuries happen; have proper first aid handy to deal with cuts, scrapes, and other injuries.
12. Modern automotive ignition systems operate at high voltages, always treat these with the utmost respect, they can kill or severely injure you.

Workspace

1. Make sure your work space is clean prior to starting your work.
 - Sweep all dirt and/or loose debris up prior to starting the work.
 - Mop up any/all water or other spills that could cause you to slip. This will also allow you to find any dropped hardware that may fall to the floor.
2. The work area should be level and the surface in good condition. If you must work on a dirt or gravel surface make sure your jack/jack stands (if required) are supported by a piece of wood or the like to properly distribute the load.
3. Always have adequate lighting for the work performed. Droplights, flashlights, and proper garage lighting will greatly aid you in performing your tasks.
4. Always be careful around extension cord and air lines, they are trip hazards! Try to route them in a safe manner.

Time

1. Make sure you have sufficient time to perform the maintenance, Don't Rush! This is especially true of a procedure that you have not previously attempted. If you are training or demonstrating a procedure to someone, add additional time.

Helpers

1. Get help. Find an assistant, preferably someone who is familiar with general automotive practices. If you must work alone, make sure that someone knows where you are and what you are doing, you don't want to be pinned under a car with no way out.
2. Don't be too proud to ask a professional if you get stuck. Depending upon the task at hand, the tools required, and your experience level you may need to defer to a professional shop or a more experienced mechanic to perform your maintenance. Don't risk personal injury or damage to your vehicle by getting in over your head; many tasks require special tools/skills that may not be available to the average shade tree mechanic. Most shops will allow you to ask them simple questions but they will not talk you through an entire engine swap.

Tools

1. Have the right tool for the job and make sure it is in clean and serviceable condition. (More articles on this in coming months.)
2. Make sure you know how to properly use the tool and do not use a tool for a task that it is not intended. A torque wrench is not a good hammer!
3. Get a good manual such as a Bentley for your specific make, model, and year. Read over the procedure in advance so that you are familiar with the basic steps, review any and all illustrations, and look over your car to make sure you have a general idea of how and where things are.
4. Use proper leverage with tools, don't hurt yourself by using a short wrench to try and loosen a very tight bolt.

Jacking and Supporting

1. Never use a factory-provided jack to perform maintenance! There are many good jacks available at auto parts stores and in the auto section of department stores at reasonable prices. Factory jacks are intended to support the car while fixing a flat tire by the roadside, not to support your car for extended repairs.
2. Always chock the wheels and support the car on a serviceable jack stand that is load rated for the weight of your vehicle. Do not work on a car that is supported by a jack alone.
3. Make sure your jack stand is placed in a proper place to support the weight of the vehicle. Your owners manual and repair manual will specify the approved places for jacking and supporting your car. In most cases a suspension part is not an acceptable jack or support location.
4. Test the car on the jack stands to assure it is firmly set BEFORE getting under it. Find an area on a fender or such and put your weight on it to see if the vehicle is firmly resting on the stands. It is far better to have the car fall off

the stands with you next to the car than under it; a visual inspection may not always indicate proper seating of the jack stand.

Don't be a Statistic!

A moment of distraction can lead to a serious injury for you or your car. I've seen and heard stories of every possible type of injury in the years I've been working in Auto/Marine/Aviation industries, most could have been prevented. Here are some examples:

1. I worked with a nine-fingered guy at a repair shop. He was working on a car and had not removed his wedding ring. He reached down into the engine bay and rested his hand in the wrong spot, completing an electrical circuit. The current not only melted his ring off but took the finger as well.
2. An instructor I had in a class had, years before, lost an eye while sharpening a blade type screwdriver on a grinding wheel without wearing proper eye protection. The screwdriver caught on the grinding wheel and flipped up into his eye.

3. My neighbor was doing a brake job on his mini van, supporting the vehicle with the factory scissor jack on a sloping driveway. The van fell off the jack just as he had his arm under the brake disk pinning him to the driveway. Luckily it was a nice summer day and most of the neighbors were outside to hear his screams and came to help.
4. A man operating a drill press at a fabrication shop got his long hair caught in the drill bit. Before he could reach the off switch the drill had torn a large amount of hair (and scalp) off his head.
5. A man operating a metal lathe, without eye protection, got a hot steel chip in his eye. This resulted in a very painful surgery and extended rehabilitation.
6. An individual using a standard socket on an impact wrench was injured when the socket exploded sending bits of it in every direction. Use impact sockets on impact wrenches!

Auto repair can be a very rewarding experience for you personally as well as for your pocket book. Don't be careless!

Doug Haussler, Tech Events Coordinator

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The Unsoge Mechanic

J. SAGE SCHREINER

Plug This!

As I came off the track from my fun, but soaking wet, race at Mission B.C., I had a serious problem to solve.

In the paddock, I just couldn't figure out what was wrong—every time I turned the engine on, the coolant temp looked normal, but the oil temperature would start to peg. Finally, I pulled the radiator cap off and discovered there was no coolant. At all. No coolant means that the coolant temperature gauge is pretty much worthless, since it's just measuring warm air. My girlfriend/crew chief poured water in the radiator while I looked for the leak. The hoses all seemed fine, but I was surprised to find that the coolant was gushing out of the block. It's not supposed to do that. Really.

I was surprised to find that the coolant was gushing out of the block. It's not supposed to do that. Really.

A plug had popped out of the engine block, apparently at the end of the race, and all the coolant went with it. The oil temperature hit 280 degrees, and while that is extremely hot, I kept my fingers crossed that the engine was still sound. Worst case, losing coolant can utterly destroy an engine, or perhaps "only" warp the head. If I was really lucky, I might have escaped with no engine damage at all. The synthetic motor oil in the engine doesn't break down until well over 300 degrees, so even if the motor gets very hot, it may still be sufficiently lubricated to avoid the most serious damage.

In order to avoid any further damage, Olona, myself and a volunteer pushed the car back onto my borrowed tow dolly.

After returning home, I called my engine builder. I didn't know the purpose of the plug, but he explained to me that a "freeze plug" works by releasing when engine coolant freezes and expands. Theoretically, this can help avoid damage to a car's block. A freeze plug should never come out on its own. We discussed possibilities for what might have caused the problem and he laid out some next steps.

To make sure the engine was still sound, I did a full compression check on all cylinders. Essentially, a compression check uses a tool that looks a lot like any pressure gauge. It screws into the cylinder spark plug hole. Then, the engine is turned over electrically several times, and a pressure reading is taken off the gauge. If a cylinder's pressure reading is very low, it indicates that it's not sealing properly. This is often because the seal between the head and the block is not complete, either because of a problem with the head gasket, a warped head, or because the valves aren't properly sealing the combustion chamber. In other words, a compression check is a good way to judge general engine health, although it's less useful for diagnosing specific problems.

All four compression readings were between 145 and 150 PSI. The Bentley manual suggests that readings should be between 150-160 PSI, but the slightly lower readings were what I would expect for a loosely built race engine. More importantly all compression readings were reasonably even. If there was a

problem, I would expect to see one or two cylinders with a substantially lower reading, below 100 PSI.

Since the engine seemed healthy the next step was to hammer in a new brass freeze plug. The engine has eight plugs, two for each cylinder. The plug on the right side of the engine, closest to the firewall, was the one that had popped out. It wasn't quite the hardest one to get to, but it was close. I had to jack up the car and remove the right front wheel. Even then, the exhaust manifold got in the way. The result was a difficult angle to access the plug as I tried to bang, err, "tap" it in with a hammer. The Bentley manual notes that It's important to not touch the lip of the plug as it's tapped into place, as that can distort it. Initially, I tried using a large socket that was about the same size as the plug, but because of the wacky access angle, the socket began to cut into the soft brass plug. Next, I used a wooden dowel as an extension. While I was able to get the plug about halfway in, I simply wasn't able to get it further. The angle for accessing the plug was too problematic. I stopped work for the night and slept on it.

The following day at work I chatted with a co-worker with a background in electrical engineering and materials science. He told me that the coefficient of thermal expansion of brass is much higher than that of iron. In other words, brass tends to expand more when you apply heat. Or, alternatively, shrink more with cold. This, I discovered, is why brass is used for so many different kinds of seals in the engine. As the engine heats,

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the quality of the seal improves. Most importantly for me, by applying cold, I could theoretically shrink the plug by enough to seat it a little easier.

On the way home from work, I purchased some dry ice. It worked beyond my wildest expectations, unfortunately. Using some tongs, I applied a small piece of dry ice to the half-inserted plug for about sixty seconds, until it was nice and cold. I gave it one solid tap with the dowl-hammer combination, and . . . whoops! The dry ice was so effective that the plug went too far by several millimeters. Next time, I'll remember to use less dry ice. After asking a few folks, I came to the conclusion that as long as the plug sealed coolant into the engine, it wouldn't matter that it was jammed in a little too far.

As I wasn't quite sure what had caused the initial problem, I replaced the radiator cap. I figured if the radiator cap wasn't bleeding off pressure properly, that could have resulted in coolant system over-pressurizing and pushing the freeze plug out. I also replaced the thermostat because they're inexpensive and easy to replace and a possible culprit for the system

over-pressurizing. As a just-in-case measure, I put a small tack of epoxy over each of the freeze plugs to help hold them in place.

I filled the engine with coolant, and ran it pretty hard —making sure the coolant got quite hot, and carefully monitored for leaks. There didn't appear to be any problems. I also made a point of carefully checking the oil for any sign of coolant, in case there was a problem with the head or head gasket that the compression check hadn't shown.

Happily, it looked like my engine

was healthy—which was great, because the second to last race of the season at Portland International Raceway was coming up in a hurry. I was also hoping that the race suspension that I had ordered in July from Ireland Engineering would finally show up, as I had just enough time to get it on the car. Having stiff, low, adjustable race suspension was a major go-fast modification for my car.

"Just enough time," in my experience, is another way of saying, "snowball's chance in hell."

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BMW SPECIAL INTEREST GROUPS

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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
E28	528e/533i/ 535i/524td 535is/M535i/M5	82-88	Mark Seiferth	253-265-1380	markseiferth@yahoo.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/bmw30nw/
E31	8 series	91-97	Dave Clary	425-489-4556	d.clary@verizon.net www.nw8s.com
E36	3 series	92-99	Marty Hovendotter	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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INNOVATIVE INTERIOR BIKE RACK DEBUTS ON NEW BMW X3

Taking to the trails is easier with the optional interior bike rack integrated into the all-new BMW X3 Sports Activity Vehicle. The system is able to transport up to two mountain or racing bicycles while protecting them from the elements or possible theft and also eliminates problems associated with low overhead clearance.

BMW's new bike rack features two adjustable aluminum fastening rails that are mounted on the rear cargo floor. The interior bike rack system is designed to hold one or two bicycles utilizing special parts designed to work with the built-in cargo fastening rails. The bicycle is positioned upright and firmly attached to the rails using lateral traverses. The front wheel is then secured to the bicycle frame with lashing straps.

The interior bike rack retails for \$275. The interior cargo rails are standard in the X3 3.0i, and on the X3 2.5i when equipped with the optional premium package.

The bike racks will be on sale in February 2004. Go to www.bmwusa.com.

BMW Press

NEW BMW AUTO TECHNICIAN TRAINING PROGRAM AIMS TO ALLEVIATE INDUSTRY-WIDE SHORTAGE

As part of an ongoing effort to keep pace with the ever-increasing demand for qualified service technicians, BMW of North America has introduced a new entry-level training program for automotive service technicians. The first class of 26 students has just started at MassBay Community College in Massachusetts.

The new Automotive Technology BMW Associate in Science Degree program was created by BMW to attract more young people to careers in the automotive services. With more than 1.4 million BMWs on the road today, and new sales expected to reach 300,000 annually in the next few years, the need for highly skilled technicians to diagnose and repair these increasingly sophisticated automobiles continues to escalate.

"We're delighted to be working with MassBay to bring this exciting career opportunity to residents of New England," said Gene Donnelly, Vice President Eastern Region, BMW of North America. "There is a huge demand from area dealers for qualified service personnel and a huge pool of untapped talent in the region. This program will help put the two together to help meet that demand."

In addition to the two-year associate degree program designed for entry-level students, Mass Bay is also offering a Dealer Technician Training program, tailored for BMW technicians to upgrade their technical skills.

"Every new car model pushes the technological envelope," said Arthur Motroni, Vice President, Service and Parts at Foreign Motors West of Natick, Mass. "Our technicians must receive periodic updates to keep abreast of these advances, and having a regional training program will allow them to do that with less time away from their jobs and families."

"The associate degree program for new technicians will also go a long way in easing the current shortage of skilled service technicians," Motroni added. Since part of the curriculum involves working in a dealership, the students get hands-on experience and we get extra help. Plus, upon graduation, we know they've had BMW-specific training."

The new courses being offered at MassBay augment an existing advanced training program offered by BMW since 1996. Called STEP for Service Technician Education Program, the initiative has graduated nearly 1,500 technicians from its seven regional training facilities throughout the U.S.

According to the U.S. Bureau of Labor Statistics, more than 60,000 automotive service jobs in the U.S. are going unfilled as automakers compete for skilled labor with other high tech industries. Anticipated 18% growth for the profession by 2010 translates into the need for an additional 991,000 technicians on the job.

BMW Press

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“THE SEARCH FOR THE ULTIMATE DRIVER”

The internationalization of Formula BMW has reached the United States. With this unique racing series for young drivers, which already is established in Germany, Asia and recently announced in the UK, the United States will host its own Formula BMW USA series for 2004.

“Formula BMW USA will provide the young entry-level racer, particularly from the kart racing ranks, the opportunity to experience all the demands of professional motorsport,” said Tom Purves, CEO of BMW of North America, LLC. “This is an exciting way to develop promising drivers by showcasing their talents and preparing them to compete in the higher ranks of international motorsports. We would be thrilled if the next American Formula One driver comes from Formula BMW USA.”

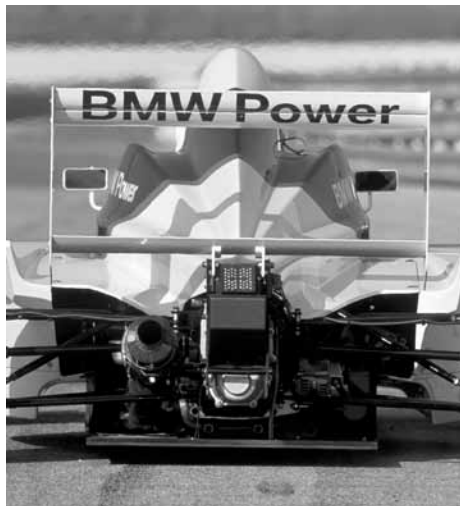
Talented drivers between the age of 16 and 23 will line up on the starting grid. They will learn the details of their sport with the most innovative Formula racing car in its class. Each of the candidates will be eligible for scholarship support from BMW of North America.

As part of the total Formula BMW USA program, drivers will participate in the Motorsport Professional training program. This program will provide young drivers with skills that they will need long term in the world of motorsports. BMW will organize several seminars conducted by experienced individuals to review important subjects such as:

- Fitness Training & Nutrition
- Vehicle Dynamics & Chassis Set-up
- Driving Technique
- Public Relations
- Media Training
- Sponsorship Research & Sports Management

“Formula BMW is firmly established overseas as the best entry-level form of motor racing for promising young karters looking for a stepping stone to single-seaters on their way to Formula One,” says BMW Motorsport Director Mario Theissen. “With a strong desire to promote open-wheel racing in the U.S., we believe this to be the perfect time for us to introduce Formula BMW to America. For us safety is of paramount importance. We believe the Formula BMW car is the safest entry-level open-wheel racecar on the market.”

The top finishing driver for the season in Formula BMW USA can go on to race in Europe, where the majority of world-class open wheel racing takes



place. The season winner will earn a \$50,000 scholarship that can be applied to a year of participation in Formula BMW in Germany.

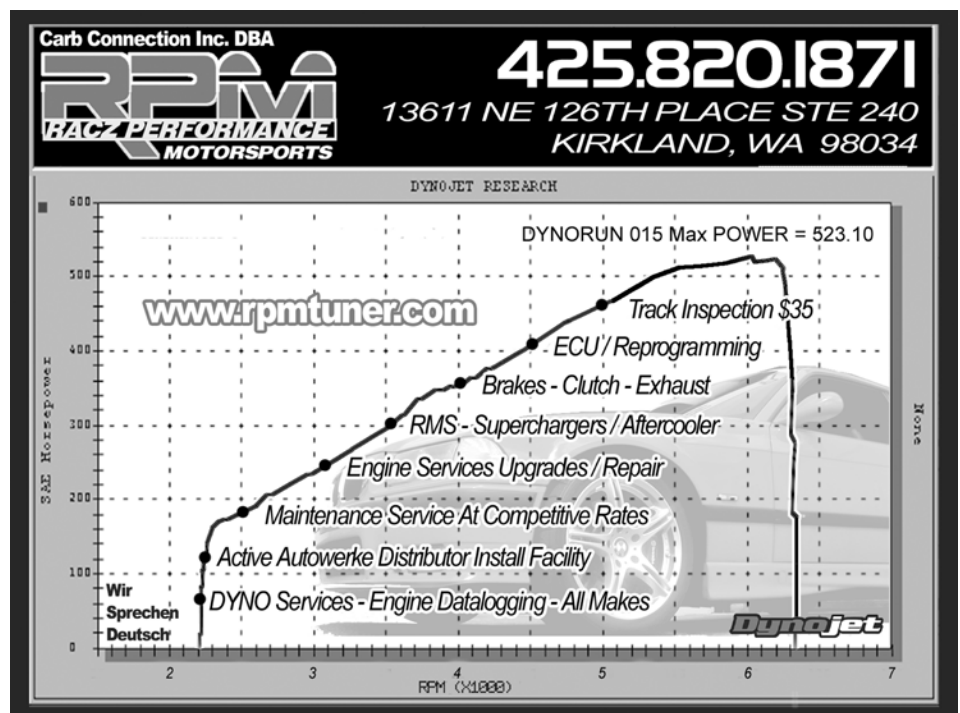
Formula BMW sets new benchmarks especially in safety standards. This state-of-the-art single-seat racecar is powered by a 140-hp BMW engine. Inspired by the BMW Formula 1 shape, DesignworksUSA sketched and modeled the Formula BMW car, which has a high-tech carbon-fiber chassis, meets the FIA safety requirements of the more powerful Formula 3 racing cars, and has been expanded to incorporate a Formula 1 standard with in-house development of the BMW Formula Rescue Seat (FORS). For additional safety measures, all drivers will be able to wear their HANS device (Head and Neck Support system).

“Who but BMW would search for the ultimate driver? We’re excited by the challenge of launching this new motorsport program in the United States. While the management of a racing series is new to us, motorsports has always been an integral part of the BMW brand,” said Tom Salkowsky, Manager, Consumer Events for BMW of North America. “The Formula BMW racecar has many of the same attributes as our production cars-high performance, advanced technology, safety and agility.”

BMW of North America is currently in negotiations with Championship Auto Racing Teams (CART) to potentially host select races in conjunction with the sanctioning body in 2004. An entire schedule of races in the U.S. and Canada will be announced later this year and may include the 2004 United States Grand Prix. The schedule will include a total of 14 races-two races will be run on each weekend at seven racetracks in North America. The majority of the race schedule will cover the summer-break period, between June and September, allowing young drivers to finish the school year.

Formula BMW has already launched numerous pilots onto the professional circuit. In particular, BMW WilliamsF1 Team driver Ralf Schumacher, who made his debut in the forerunner to this series in 1992 and whose career has taken him to success in the Formula 1 Championship.

BMW Press



BMW's for Sale

2000 M Coupe: Cosmos black metallic/black leather with 41,000 miles, sunroof, heated seats and HK sound (single CD). All the goodies are there: Bilstein struts/H&R springs, UUC short shift kit with titanium Cavallino knob (short'n shiny—goes with all the chromed accents), Conforti "Shark" flash reprogram. ITG filter available, B&B Tri-flow exhaust. New tires and brakes. KBB says \$27,185, Edmunds TMV says \$22,261, NADA says \$29,725. I say \$26,500. Contact David at 360-481-5390 or email silverbullet_e36@yahoo.com.

1998 M3: (VIN WBSBG9337WEY79421) Two door, five-speed, silver/grey leather, HK sound, power seats, sunroof, M-Contour II wheels, new Bridgestone S03's. Inspection II complete, no modifications, late model steering wheel and lighted gear shift knob. Beautiful car in excellent condition, 52,000 miles. \$24,900. Call Jeff at 503-869-4127 or email jrigott@yahoo.com (OR).

1995 M3 Coupe: Daytona violet w/dove grey interior. 82,000mi. Mostly stock. Heated seats, ZKW ellipsoids, lighted shift knob, RMS short shifter. Nakamichi CD, Focal components, JL Audio Stealthboxes. Hardwired for V1. Car cover included. \$18,000. Contact Reid at reid@conti.net or 425-746-8328. www.site5.com/~rconti/m3.

1991 318is. VINWBAA9318MEE65047. Diamondschwarz (metallic black) with black vinyl Recaro interior. Five speed, LSD, all usual sport package details. 186,000 miles. Everything works including the AC. This is a local one-owner car and is completely stock. The paint is mostly original and presentable, but not perfect. \$3,500/offers. Contact Bill at 425-836-2760 or bimbill@cs.com.

1990 M3: (VIN WBSAK0315LAE33987) black/black, 18,000 original miles, original owner. Perfect show quality, many upgrades. Sixteen inch wheels and tires, Eibach springs, stainless DTM exhaust, EVO rear spoiler, stress bar, gauge package, airbag, and more. Consistent service, all records, no track, no smoke, mint. \$29,500. Contact Larry at 541-484-3438 days or email Lawrence_L_Reed@KeyBank.com.

1987 635CSi: Zinnabar rot/beige leather interior. 43,000+ miles. All stock with Pirelli P6000 tires. Everything works well. Paint is in excellent shape as is the leather interior. The car has all the L6 extras without the label. The car runs extremely well. Non-smoker. I'm buying another BMW. \$17,000. Call Tony at 253-986-2810 (day) or email at tanteu52@aol.com.

1987 M6: reluctantly offered for adoption to a good home. Not a wrinkle or scratch on this inexperienced (<40K miles) and pampered baby. Schwarz (black) over lotus white. Third place medal winner at Puget Sound CCA concours two of the last three years. All original except for addition of Brembo brakes, stainless steel brake lines, Autothority chip, BBS RC wheels with brand new Bridgestone Potenza S03 245/40YR17 rubber booties, and radio upgrade with 6-CD changer. All medical records available. If interested in applying to be the third set of adoptive parents, contact Tom Cox at 425-823-5048 or tcox@foxinternet.net.

1986 325i convertible: (VIN WBABB310801032635) Metallic brown/tan cloth, five-speed, 102,000 miles, M exterior with performance upgrades, includes hardtop, newer softtop, excellent interior with extra new interior cloth/vinyl, new tires/wheels, CD. Imported from Germany, Autobahn ready! \$9,500. Contact Rich at 253-851-5924 or email rjmilhaminpcs@aol.com.(WA)

CLASSIFIED MARKETPLACE

1986 635CSi: Five-speed. Black with tan interior. BBS wheels. Tinted windows. Just over 100,000 miles. Excellent condition, Asking \$8,000. Photos available upon request. Contact Dan Fordice at 206-546-0194 or email kari.dan@verizon.net.

1985 535i: Five speed, 148,000 mi. Tan interior and light green/silver paint. Leather interior. 16" aftermarket rims and tires. Lots of new parts. Excellent condition for age of car. \$4,000. Contact James at 360-321-3659.

1984 633csi: Bahama Beige body with tan leather interior. Five-speed, 183,000 miles, sunroof, A/C, CD player, cruise control, power seats windows and mirrors. The car is in good condition, is a daily driver since new, and garaged every day. It has normal wear and tear for 19 years of use. I'm the second owner and the car has full maintenance records. No trades. \$4,000 obo. Call Greg at 206-499-5432 cell, 425-369-0114 evenings, or email greg_janky@yahoo.com.

1981 635CSi Euro Model: Dark green metallic/saddle interior, five-speed close ratio, BBS wheels, new Toyo Proxes tires, A/C, plush sheep skins, \$1,200 Kenwood CD, w/100 watt amp, garage-kept, no winters, no rain, no smoking, 82,000 original miles, sun roof, clean and quick. \$6,000 obo. Contact Avid 503-248-2251.

1974 2002: Riviera blue with black interior, basically stock with a four-speed transmission. 99,000 miles. Some rust on the passenger side door, but otherwise the body is in good condition. E30 style wheels (style 13) with good Continentals. Interior is in great shape (drivers seat has a tear). Car runs well with a recent tuneup by Auburn Foreign Car. Asking \$4,000, but offers will be accepted. Contact Rob at 206-595-2869 or rob@robmurphy.net. (WA)

1972 BMW 3.0 CSi: VIN 2260777, grayish blue exterior, black leather interior in excellent condition, car runs great, only minor work needed to restore 100%, price is \$5,000, call Sandres Mann at 206-372-7914. email: sandres.j.mann@us.army.mil.

1969 1600: VIN 1567452. Does not run. Everything there. Manual sunroof. All glass good. Body fair. Minor rust. Great restoration project. You haul. Have clear title. \$200. Contact John 360-321-1485 email sharont@whidbey.com.

Parts for Sale

Shift Kit: E36 328i/M3, E46 328i/330i UUC Competition-Evo Short Shift Kit. Never installed. \$220. Contact Steve: 503-640-8084 or email steve.batchelor@verizon.net.

Winter Wheels and Tires: Like new! Four Pirelli A210 Winter Asym Performance Winter Tires (195-65/15) mounted on BMW Steel wheels with BMW wheel covers. Used only 3,000 miles. Perfect for a BMW 323 or 325. \$400 or best offer. Contact Mohammed at 425-703-9101 or email MSamji@microsoft.com.

For E30-M3: Tan custom floor mats with M3 logo, used \$75. Four European chrome mesh headlight covers new, never used, \$75. Two mid-range Premium front speakers, good condition, used \$50. Shipping extra. Will email pictures upon request. Contact Glenn at 541-995-8043 or email glenn.wickstrom@att.net.

Wheels: Two rear and one front E36 M3 wheels. Very minor "road rash", perfect for track use. \$200 for all three. Contact Mitch at 253-872-7140.

Bridgestone Snow Tires: Four Blizzak LM22 205-55 HR16 mounted on Italia Type-five wheels. Used one season and in great condition. Wheels fit E46 323 and 325. \$700, including freight to WA or OR addresses. Contact Louis at 541-753-0997 or email lkthelen@comcast.net.

Tri-Flo muffler and silencer set for E34: Only on the car for 20k miles. \$450. Contact Dave at dave.dew@abbott.com.

E36 radio: Fits 1997-1999. \$250. Contact Rick at cougg@earthlink.net.

E34 Radio: Including amp and six disc changer (plus cartridges). Everything for \$600. Contact Rick at cougg@earthlink.net.

Amber turn signals: Front and rear turn signal assemblies for E36 M3. As new. \$40. Contact Mitch at 253-872-7140.

Wheel and Tire: E46 OEM M wheel and Continental tire from 2001 330Ci. \$250—never used spare. Call Michael at 425-681-8842 or email mlkovsky@msn.com.

Tires: Winter—Pirelli Winter 210, 205/55R16, ~500 miles use, \$150 for four; Summer—Sumitomo HTRZII, 245/40ZR17, ~1000 miles use, \$100 for two; Bridgestone Potenza S03, 235/40ZR17, ~1/8" tread, \$50 for two; BFGoodrich Comp TA, 225/50ZR16, ~5/16" tread, \$30 for two; BFGoodrich Comp TA, 245/45ZR16, ~5/16" tread, \$30 for two. Contact Bob at 425-643-6379 or bobk928@speakeasy.net.

Wanted

Throwing Star Wheels: I am very interested in purchasing a set of Throwing Star wheels (all four) to fit my 1997 840. I will consider both standard and/or chromed wheels. Jerry Baumchen at jerrybaumchen@earthlink.net or 503-848-7805 or at 7475 SW 160th, Beaverton, OR 97007.

E46 16" x 7" Wheels: Call 425-744-0186 or email day.chapin@activesoft.net.

BMW's wanted: I am seeking the following: Hartge 5 series, M535i (1990-91), and 2002 Baur (full convertible) and any Alpina models. Prefer white, red, or blue. Cars must be in good to excellent condition with no rust and sunroof preferred. Manual or automatic transmission. Contact Bob at 360-531-0765.

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February 2004 Issue January 6
March 2004 Issue February 3

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g. Total Distribution (Sum of 15c and 15f)	2983	3069
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