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January 2
Board Meeting at Mercer Island Community Center. Starting time is 7 p.m.
All members are welcome to attend.
Contact Club President to RSVP.

January 7
Deadline for the February 2003 Zündfolge.

January 25
Annual Banquet. Dinner, BMW friends and David Hobbs all for only $45. You can’t beat that. All the details and the registration form are in this issue.

February 4
Deadline for the March 2003 Zündfolge.

February 15
Detailing tech session at Bradley’s, 13600 N.E. 16th, Bellevue, start time TBA.

February 22
Book meeting see article in this Zündfolge.

March 8
Annual safety seminar hosted by Speedware. More information in the February Zündfolge.

April (date TBA)
Paint and body work tech session at Haury’s Lake City Collision Service, 11514 Lake City Way, Seattle, start time 9 a.m.
This month’s cover features a BMW Group 5 M1 that was driven by David Hobbs. David Hobbs will be the guest speaker at the annual Banquet on January 25, 2003. For more information about David’s career or about the Banquet, see accompanying articles on page nine. Also check out the center which features other pictures of David and his racing BMWs.

In our continuing quest to explore more facets of the BMW hobby, we will be holding a meeting revolving around BMW books. Yes, books about BMW cars, BMW history, BMW racing and BMW people.

Did you know that there are over 200 books on BMWs in English and German? And there’s probably something to interest every BMW enthusiast. Are you interested in a specific model? There are books on Isettas, the pre-war cars, the post-war V8s, and of course the 02, 3, 5, 6, 7, and 8 Series. And there are books on the Z cars and lots of books on the M cars.

If you’re interested in BMW motorsports or general company history, there are a number of books devoted to both of these areas.

In general, there are probably a bunch of books available that you aren’t even aware of. Many of them are well worth having, and quite a few are a waste of money! This meeting will allow you to see almost all of the books so that you can determine which ones you might like to own, and we’ll provide some hints as to how you might find a copy. There’s more than just eBay!

A bibliography of BMW books will be provided to everyone in attendance. You’ll be able to make notes on your copy of the bibliography so you’ll know which books you want to track down.

The tentative date for the meeting is Saturday, February 22, 2003. We will probably meet from 10:00 A.M. until noon. The date may change by a week or so depending on the scheduling of other Club events. Watch the February Zündfolge for the final date, time and place.

There will be no cost to attend, but an email to me would be appreciated just to help me plan. Also, if you have any other ideas for the meeting please let me know.

David Lightfoot
206-284-3165
d.lightfoot@attbi.com

Detailing Tech Session February 15

It’s almost time for Spring Cleaning! Have you been keeping up with all of that winter dirt and grime that’s covering your beautiful BMW? Come out to Bradley’s Autowax & Detail on Saturday, February 15th to learn all about keeping your car looking its best inside and out! Bradley Zefkeles and his talented crew will demonstrate the products and techniques they use to keep a car looking show room new. Learn about paint detailing, keeping your engine bay sparkling, interior care, scratch and chip retouching, and removing those nasty dings that keep appearing on your car. Bradley is even going to raffle off a door prize! We will start in the morning, but the exact time has not been decided yet. The event should last two hours. Look for more details in the February Zündfolge. Please RSVP to me to reserve your spot. See you there!

Tom Olsson,
Tech Events Coordinator
olssons@seanet.com
206-890-8616

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BMW Book Meeting

COMING EVENTS

All Members Meeting March 15

Though it may be cold, windy and grey outside, spring will arrive and all the new and exciting BMW Club events scheduled for the new year will be here before you know it. On Saturday, March 15, 2003, at the Bison Creek Pizza Restaurant in Burien, plan on joining us for the “All Members Meeting!”

This will give you an opportunity to come out and meet the Club’s Board and fellow members and hear firsthand the schedule of events planned for 2003. There will be brief presentations on how the events will be run, and you will also have the opportunity to let us know if there’s an activity you’d like to see the Club become involved in. If you are interested in getting involved yourself, then come on out! There will be videos, door prizes, Club T-shirts and good food, not to mention the chance to meet old friends and make new ones. Further details will follow in the February and March issues of the Zündfolge.

Please, RSVP by e-mail (preferred) or phone call. Let us know if you are attending and if you will be staying after the meeting for the no-host lunch.

Rick Gulstrom, Membership Chair, Rick@gmsarch.com or 425-644-1446

Detailing Tech Session February 15

It’s almost time for Spring Cleaning! Have you been keeping up with all of that winter dirt and grime that’s covering your beautiful BMW? Come out to Bradley’s Autowax & Detail on Saturday, February 15th to learn all about keeping your car looking its best inside and out! Bradley Zefkeles and his talented crew will demonstrate the products and techniques they use to keep a car looking show room new. Learn about paint detailing, keeping your engine bay sparkling, interior care, scratch and chip retouching, and removing those nasty dings that keep appearing on your car. Bradley is even going to raffle off a door prize! We will start in the morning, but the exact time has not been decided yet. The event should last two hours. Look for more details in the February Zündfolge. Please RSVP to me to reserve your spot. See you there!

Tom Olsson,
Tech Events Coordinator
olssons@seanet.com
206-890-8616
Hello and Welcome to the 2003 Tour Season!

My name is Doug Haussler and I am the Tour Coordinator for the Club. What is a tour some of you might ask, do we go through a local museum? Well, not quite. A tour is a scenic drive through the back-roads of Washington State with your fellow BMW CCA members. Tours are conducted with twenty to fifty members, on public streets, obeying the local laws. The combination of fun roads, beautiful scenery, and great friends make for a truly enjoyable experience.

This year I’m trying to take what I started last year even further. I’ve polled the membership and received some very good responses about what you liked and didn’t like. The tour events will be tailored per your suggestions. We will have more events than last year and I’ve added some “fun” into the mix as well. I’m hoping to add a poker run, weekday “fun runs,” as well as tours with other clubs.

While I’m not done compiling the responses here’s some of the stats that jumped out from your responses; you prefer mid length tours (250 miles), stopping at a restaurant was preferred over picnic lunches, and it was reflected that having a specific destination would be welcomed by many. If you were in the minority of the respondents never fear! We will have tours of all flavors to satisfy everyone.

The majority of comments had a single theme; slow down the more extreme drivers. The Club has an excellent driving program. Our dedicated and skilled driving event coordinators and instructors are beyond compare. I encourage anyone who wishes to see the limits of not only their vehicles but themselves to enroll in the many fine track events that will be offered this year.

Due to our visibility and the responsibility that comes with this, as well safety and just plain old good judgement, driving with excessive speed or recklessness will be severely discouraged. Fifty BMWs in a line draws much attention, as anyone who has participated in these events can attest. We don’t want an individual ruining the fun for all. Please keep speed on the track where it belongs.

Does this mean we can’t have fun? Absolutely not! To a person, everyone indicated that these events were a blast! I don’t think anyone will be disappointed in this year’s events. As with all Club events, due to the size of the membership, Club events fill up fast! Tour events are free of charge to participate, don’t hesitate when registration comes up.

Thanks and we’ll see you on the roads!

Doug Haussler
President’s Year-end Wrap-up

Well everyone, it’s been an interesting year! We had over thirty-nine events this year (see sidebar).

How do we do this anyway? We have a very active and dedicated Board of Directors that not only gives leadership and direction but also actively plans and holds events. Also this year we have started to include participation of the local Special Interest Groups (SIGs). We have adopted a SIG policy that is mutually beneficial to the SIGs and the Club. This has paid off in spades as we have had at least five “official” events with the SIGs and many others that were “unofficial!” The future influence of SIGs with our Club is significant enough that we have added a Board position to specifically handle this.

Speaking of Board positions, we have added two this year. One is for the handling of SIGs and the second is Director of Technical events. Why so many positions anyway? Well there are almost 3,000 of you out there in this Club alone! You are all very active and you do attend Club events. So we need to spread the workload out a little and also give more people eligibility for future Board positions (some require prior Board experience per our By-laws). All of our Board members are volunteers who are dedicated to the BMW marque and Club members. The only thing they receive for all of their efforts is the “Thank You” that you give them at the end of an event.

Next year we will have a few new faces at the Board meetings and a few less of the old ones—most notably Jacqueline Kahn, our past High Performance Driving Events Coordinator and Greg Mierz our past Roster Manager.

Jacqueline ran the track events before I was a member (1997) and worked to make our program one of the best around. Having Jacqueline at the track was as common and comfortable to me as wearing my helmet at speed. Wes Hill will be her replacement and has a big job ahead of him (and I am sure he is up to the task).

Greg Mierz has been with the Club way too long, I think he is a certifiable BMW nut! He has kept track of all of you from way before we became a CCA Club. He is directly responsible for my own membership (proud owner of a brand new Z3 gets approached by a guy in a bright yellow 2002 with a membership card and a promise that the new owner will “enjoy” himself if he only joined). Doug Adams Jr. will be handling the Roster now. It’s time for Greg to take a well-deserved rest.

As for myself, I’m going to take a break and enjoy the benefits of the Club as a member! You’ll still see me at the track instructing, at wine tours and tasting with Lori and at other events enjoying the great fellowship the membership has to offer. I also hope to devote a bit more time to racing my Formula Vee (you’ll find me near the end of the pack) and helping others to race their BMWs.

I hope you all enjoy the benefits of the Club as much as I do. I also hope that someday you may want to give something back to the Club, by becoming a high performance driving instructor, a tour director, a Zündfolge reporter or planning any number of other activities. The cars will bring you in but the people will keep you here!

Karl Seeger
Past President
BMW CCA Puget Sound Region

2002 Events Recap

- Banquet at Bear Creek Country Club
- E30 M3 Tech Session
- Video Night, E30 M3 Racing
- Instructor Clinic Classroom Session
- Instructor Clinic Practicum @ PR
- Vintage Racing Motors Open House
- Karting Enduro
- Members Appreciation Meeting
- Griot’s Car Care Tech Session
- Track Safety Seminar/PR Meeting
- 02 Tech Session
- Spring Rally
- Novice Driving School Day 1 at Bremerton—May
- Novice Driving School Day 2 at PR—May
- 02 Spring Drive
- Northwest 02 Springfest
- 2002 Hornet Race
- Mini Unveiling at Mini Northwest
- WWU SAE Auto Program Tour
- Driver Training Day—June
- RMS Performance Presentation
- Washington Wine Tour
- E30 Picnic
- Exeter Detail Session
- BMW Car Corral, PNW Historics SOVREN at PR
- Driver Training Day—July
- Northwest 02 Fest
- 22nd Annual Concours d’Elegance and BMW Heritage Picnic
- Driver Training Day—August
- Monroe to Mt. Vernon Tour and Karting Event
- SAV Tour
- Oregon Wine Tour
- Esquin Wine Tasting
- South Sound Peninsula Tour
- Track Town Meeting
- Novice Driving School at Bremerton—October
- Z4 Unveiling at BMW Seattle
- E36 Tech Session
- Car Chase Scenes Video Night
The Green Flag is about to Drop!

2002 is behind us. I hope that you received your tires, brakes or whatever you asked for, under the tree if that’s appropriate. For everyone, I hope your holiday was good for you and your families. Now though, it’s time to start getting ready for the 2003 Driving year and it’s gonna be a busy one.

This coming year actually started for me last October with our last Novice day of the year and my first event back in the “chair” seat. We pulled it off (with just a few hitches), and it gave me a starting point to start building from again. Thanks to all of the instructors who helped keep things on track that day. I also had a “Track Town Meeting” at about the same time. A special thanks to everyone who came out that night to help support and shape our Club’s driving events. A lot of good discussions got thrown around and hopefully we can use some of those ideas going forward.

The last task of 2002, as the Track Chair was obtaining the track dates for 2003, from the different facilities in the area. Wow! What a painful process that was. My hat goes off to Jacqueline, for putting up with that for the last couple of years. By the time you read this, all of the dates will be final, but as of this writing, the Pacific Raceway dates are still tentative so there may be some minor changes. Look for the final schedule in the February Zündfolge and on the Bulletin Board. Go ahead, look at the schedule now, but come back and finish reading what I have to say . . .

One of the main topics discussed at the Track Town Meeting was the difficulty of members getting into Club track events. It’s a limited resource, and with close to 3,000 members, demand is high. As a Club, we will be tackling this problem from a couple of different angles.

To begin with, none of us want to solve the supply/demand issue by raising prices or through registration restrictions. The Club is a non-profit organization and the registration process is difficult enough. That leaves us with trying to reduce demand for track events such as encouraging the more senior drivers to develop the next level of skill sets in this world of high performance driving. By doing this, we open up more spots for intermediate level drivers. When I say the next level of skill sets, I’m referring to them either becoming instructors with our Club, or possibly moving on to the field of amateur road racing. We have several members that can help the senior track junkie ease into racing without having to re-invent the wheel. As an example, there will be another racecar and “Novice race” up for auction at the Banquet this year.

Knowing that the reduction in demand will be slight, the next step will be to increase the supply. Take a good look at the calendar (not now!). Busy, busy, busy you’ll be, if you make all of these events this year. You’ll notice too, I haven’t even listed the Porsche, Audi, Alfa or Portland events yet. Hopefully with all of these dates, we can get away from turning members away and I can avoid developing some elaborate lottery system for the track days . . .

I think I’m almost done here . . . The Instructor Clinic is on the calendar for early March. It is tentatively a two-day event, one at Bremerton, one at Pacific Raceway. The registration form will be in the February Zündfolge. Don’t fool around, get it back to me as soon as possible. You need to be a Level Two Driver. You also need to have a real desire to help other members develop the skills which will allow them to truly enjoy their “Ultimate Driving Machine.” If this sounds like you, we’d love to see you come out.

Also, please note the dates of Tuesday, June 17th, and Tuesday, November 4th. These days are both in California and will probably require a little vacation planning. Both facilities are wonderful racetracks and it’s rare for outside clubs to be able to get dates there. I promise it’ll be a worthwhile trip.

Any questions? Call or email me. Contact information is in the front of this magazine. I’ll try to respond every night. Well, I guess that’s it, except that you should probably start pricing tires and brakes . . . you’re gonna need ‘em!

Wes Hill

2003 Driving Events Calendar

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<thead>
<tr>
<th>Month</th>
<th>Event Date</th>
<th>Location</th>
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<tbody>
<tr>
<td>March</td>
<td>1 MCCA PSR, Instructor Training Day, Bremerton Raceway</td>
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<td>2 MCCA PSR, Instructor Training Day, Pacific Raceway</td>
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<td>28 MCCA Inland Empire, Advanced Student and Instructor Training Day, Spokane Raceway</td>
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<td>29,30 MCCA Inland Empire, Two Day School, Spokane Raceway</td>
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<td>29 MCCA PSR, DTC Driver Training School, Bremerton Raceway</td>
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<td>30 MCCA PSR, Novice Driver Training School, Pacific Raceway</td>
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<td>May</td>
<td>14 MCCA PSR, Driver Training Day, Monroe Speedway</td>
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<td>June</td>
<td>8 MCCA PSR, Driver Training Day, Pacific Raceway</td>
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<td></td>
<td>14,15 MCCA Inland Empire, Two Day School, Spokane Raceway</td>
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<td>17 MCCA PSR, Driver Training Day, Thunderhill Park</td>
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<td>July</td>
<td>13 MCCA PSR, Driver Training Day, Pacific Raceway</td>
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<td>30 MCCA PSR, Novice Driver Training School, Bremerton Raceway</td>
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<td>August</td>
<td>3 MCCA PSR, Driver Training Day, Pacific Raceway</td>
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<td>13 MCCA PSR, Driver Training Day, Monroe Speedway</td>
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<td>30 MCCA PSR, Driver Training Day, Pacific Raceway</td>
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<td>October</td>
<td>25,26 MCCA Inland Empire, Two Day School, Spokane Raceway</td>
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<td></td>
<td>26 MCCA PSR, Novice Driver Training School, Bremerton Raceway</td>
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<tr>
<td>November</td>
<td>4 MCCA PSR, Driver Training Day, Laguna Seca</td>
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Please keep in mind that the * means tentative. All dates are subject to change but these are still pending. Other club’s 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

CONTACTS:
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206-989-9516

BMW CCA, Spokane
Scott Adare, sadare@aol.com, 509-468-6502 (W), 509-466-6731 (H)
BMW ACA, Portland: Greg Meythaler, Greg.meythaler@intel.com or our own Club’s PIR event coordinator—Bill Buchanan, 425-379-6311 or otterb@aol.com

Bremerton Sports Car Club
Dave Ely, de2mr2@msn.com, Larry Paulson: 360-830-4030

PCA/PNWR
www.pacifracing.com/pcapnwrc
Jim Selders, jimselders@hotmail.com, 425-988-8700 (H)

Conference (ICSRC)
www.icscc.com
Sears Point Fun!

I can now cross off Sears Point (now called “Infineon Raceway”) as one of my life’s “To Dos”, having the privilege of driving it the weekend of November 2nd with the Golden Gate BMW CCA. After prepping my 2000 M coupe at home, my brother and I put it on my son’s car-trailer and headed south Thursday (10/31) morning. The first night, we stayed in Willows, CA, for the primary purpose of spending some time Friday morning at Thunderhill Motorsports Park. There is always car activity at Thunderhill and it was no different this time, as there was a great variety of vintage racecars preparing for two days of racing that weekend. For example, I saw a real Shelby 427 Cobra, a 1935 supercharged MG Roadster, several original Mini Coopers and a 1958 Ferrari Testarossa worth five to seven million dollars! Also in the parking lot I saw a rare 2002 Aston Martin Vanquish. Only seventy of these cars are in the States, a beautiful coupe capable of 200+ mph speeds. Am glad we stopped by Thunderhill!

Saturday—Day 1

Arrived in Napa/Sonoma wine country, Novato, CA, Friday around 4 P.M. Unloaded the car and got to sleep by 9 P.M., wanting a good rest for Saturday’s day at the track.

With perfect weather and the drivers’ meeting out of the way, we were all assigned to track groups and instructors. I was placed in the advanced group and was fortunate to get an E30 M3 racer, Ralph Conway, who really flattened my learning curve. He was so patient with his instruction, yet persistent . . . a real stickler for consistency and smoothness, which I appreciated.

All I can say is “What a technical track!” This is one of the most challenging of all the tracks, which are several, that I’ve driven. As expected, being a first timer, I was having difficulty being consistent and hitting the correct apex at every turn during the first couple of sessions; most I’d do well, a few I’d screw up. But thanks to Ralph’s help, my driving skills improved quickly and by the end of that first day, after four track sessions, I had gained enough confidence to feel good on the track, staying with most of the track veterans.

Sunday—Day 2

Now that I had some confidence, Sunday’s goal would be to improve upon what I had learned Saturday. I had two instructors Sunday: another Golden Gate BMW racer, Richard Kuchman (I rode passenger in his race-prepared E30 . . . What a blast!) and our own Puget Sound Club member, Ken Robertson, who is also one of the head instructors for the Golden Gate club. (By the way, did you know that Ken, with his black cowboy hat and sunglasses, is a spittin’ image of Carroll Shelby?) Both Richard and Ken agreed with the “line” that Ralph had taught me, but each had their little (let’s say) contributions to add. With more consistency and continued concentration on being smooth, I became faster, with fewer instructor “suggestions” and more compliments. In fact, during my last track session, I had pointed by an instructor’s E36 M3. I found I could stay with him fairly easily, so he gave me the point-by and I continued to put some distance between us. Later, when I drove by him in the hot pits, he stopped me and said “Well done, Doug!” Gee, that made my day!

Overall, I felt that I did well for my first time at Sears Point. I just wish I could have had more time to refine my line and work on more consistency. You are always turning at this track, with no long straights to rest. A challenging part for me was turn two, an uphill right-hander where you must, all in quick succession, gently tap (“caress”) the brakes, shift, and turn smoothly to catch the correct apex that was off-camber! The very next turns, 3 and 3A, are similar . . . before diving down to turn four with hard braking. This is just a couple turns that I can relate. Every turn was different, yet fun. The dance down the final section, kissing the apexes on your way to turn ten was also fun, but harder than I looked since you had to be careful not to carry too much speed.

Both days my little Coupe never missed a beat, and its new Toyo RA-1 track tires work very well. Per Bob Vilven’s suggestion (of Vilven Tire) I had them shaved from the stock 8/32nds to 5/32nds tread depth and really feel this helped. After approximately 200 miles of track time, the tires still look hardly used. And, as before, I put the Performance Friction PF-97 race pads on the car. Coupled with the “Cool-It” ram-air brake rotor cooling kit, these pads continue to amaze me, even though Sears Point is not as tough on brakes as Laguna Seca. As always, my little commuter car did well in its real domain . . . a road course!

It was nice to meet a couple other Coupe owners. Paul R., who owns a low-mile silver 1999 Coupe, and Alberto, who owns a beautiful Imola Red 2002. Too bad we didn’t get hooked up on the track. It would have made for an interesting comparison, my car with its 240 hp S52 engine, shod with track tires and race pads . . . to his stock-tires and brakes, but much stronger 315 hp S54 engine. Next time!

Before forgetting, I must thank the Golden Gate BMW CCA and all three of my instructors for flattening my learning curve. Sears Point (it will be hard to call it “Infineon”) is a challenge for any first timer, regardless of driving experience. I never did go solo, having an instructor with me at all times. As Ken (aka “Carroll”) said “You don’t learn anything lapping by yourself.” So true. With good instruction and perseverance, once I put it all (well, mostly) together, I found Sears Point to be a very rewarding experience.

So, scratch it off my life’s list of To Dos . . . and onto Thunderhill, hopefully next year with our Club!

Doug Mill
Puget Sound Region BMW CCA
2000 M coupe
A Thank You and Goodbye

Shortly after buying my 2002 in 1975 and moving back to Seattle from Southern California I found out about a BMW car club called the BMW ACA Puget Sound Region. I shortly thereafter came to a board meeting and found the camaraderie and support to be a great thing. I was asked to get involved, which I did by becoming historian in 1977-78. I found the efforts necessary were outweighed by the friendships and good feelings that came from serving others. I then became President in 1979 and attended the first ACA driving school at Laguna Seca the following summer put on by the LA chapter. Following my presidency, I held a variety of other offices, like track/autocross chairman and finally roster manager, which I’ve held for many years. After 24 years on the board, I’m stepping down. It has been my great pleasure to have seen this club grow from around 400 members to over 3,000. I’ve made many fine friendships and hope to make many more. I’m sure that I’ll find some other way to assist the group at large but not as a board member. I would like to ask those who enjoy the many things this Club offers to consider volunteering to help those who make it possible. The Club cannot exist without people who wish to help. It can be a very rewarding experience.

Doug Adams Jr. will be taking over as Roster Manager by the time you read this. His email is racingbmwm3@attbi.com. He will also manage the email notification group. If you have email and aren’t on our notification system, let him know. It’s a great way to get late breaking event news and updates.

It’s been a great privilege to help this chapter become the greatest BMW chapter in the country. Step up and volunteer to help make it better. It’s a great experience. Thank you.

Greg Mierz
Last Call for Annual Banquet

This is the last call to register for our Annual Banquet, this year featuring former BMW racing driver and current television personality David Hobbs. This is an opportunity not to be missed. David Hobbs is often featured at national car events but to have him at a chapter event is a rare treat. You’re going to be sorry if you’re not in attendance!

The final deadline for all reservations is January 18, 2003. We cannot accommodate walk-ins or registrations during the last week before the event.

Come early and chat with Mr. Hobbs during the cocktail hour. Shake his hand; buy him a drink (he likes white wine)! Next time you see him on the Speed Channel, amaze your friends by saying, “I know him!” Or bring something (maybe this issue of Zündfolge) to have him autograph.

Besides David Hobbs, we will have our usual silent auction during the cocktail hour featuring items donated by supportive businesses and Club members. The evening also includes a dinner, coffee and dessert. Enjoy the camaraderie of fellow Club members.

After dinner we’ll have a few announcements and then enjoy the wit and British charm of everybody’s favorite BMW racer, David Hobbs. He’s a natural story teller and a great public speaker.

Date and Time
The banquet will be January 25, 2003, Saturday night. The schedule is:
5:30 Silent Auction begins
6:15 First Auction closing
6:30 Final Auction closing
7:00 Dinner
8:00 Announcements
8:30 David Hobbs
9:30 We’re Done

Place
Our hosts for the banquet will be the Best Western Bellevue Inn at 11211 Main Street in Bellevue. The location is adjacent to and just west of the I-405 freeway. Take either the NE 8th or NE 4th exit from I-405 in Bellevue. Turn left (south) onto 112th Avenue NE. Continue until the intersection of 112th and Main Street. The hotel is located between 112th and the I-405 freeway. There is ample free parking in the hotel lot. We will be in the banquet facility next to the hotel’s restaurant.

Dinners
The dinner choices include a New York steak, grilled 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 $45 per person if you register in January. Despite the very reasonable price, this is not a buffet. This is for table service.

Silent Auction
Before the dinner hour, we will hold our customary silent auction for special BMW goodies donated by friends of the Club. Members can donate too, so if you’ve got something interesting you would like to donate, contact Chairman Kevin Chow. His contact information is on page two.

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!

Other Clubs and SIG
We’re extending a special invitation to the members of the BMW Clubs in Portland, Spokane and Vancouver, B.C. And to make it especially convenient for those traveling a long distance to join us, we’ve arranged for a discounted room rate at the Bellevue Inn. That rate is just $59 per night. To make arrangements, just call their reservation line at 800-421-8193 and tell them you’re with the BMW Club. Reservation cutoff for this special rate is January 10, 2003.

We are also encouraging the various Special Interest Groups to attend. Get together a group of ten and you can have a whole table for the evening.

Food Bank Donations
Everyone is aware that the economy in our part of the world isn’t the best right now. In an effort to help those less fortunate than ourselves, we are encouraging those who attend the banquet to bring a non-perishable food item to be donated to local food banks. This is strictly voluntary. We will have a collection basket at the check-in table.

A Final Word
It’s no overstatement to say that this is the biggest social event the Club has ever done. You should be a part of it! Register now and set the date aside. We’re going to have a great time.

The final deadline for all reservations is January 18, 2003. We cannot accommodate walk-ins or registrations during the last week before the event.

Banquet Registration

Name ____________________________________________________________
Address _________________________________________________________
City/State/Zip ___________________________________________________
Home Phone ________________________ Other Phone ____________________
Email ____________________________________________________________

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Checks payable to BMW CCA, PSR. $45 per person until 1/18/03.
Total Amount Enclosed: __________________
Mail to Kevin Chow, 6309 157th Place NE, Redmond, WA 98052-4803.
Our banquet speaker will be that well known BMW personality, David Hobbs. David started racing by borrowing his mother's car to race in an English club event in 1959. By 1961 he won fourteen races in eighteen starts driving a Lotus Elite. That same year, in his European debut, he won his class in the Nürburgring 1000 at the old Nürburgring. In 1962 he won his class at Le Mans, also won his Formula Junior debut, and raced in the U.S. for the first time.

His quick progress continued and in 1964, David became a professional driver. By 1966 he made his Formula 1 debut, finishing third. His first BMW experience was driving a Lola-BMW for the Surtees Team in 1967. In 1968 he continued with Surtees on the Honda F1 team and also drove a Ford GT40 for John Wyer's Sports Car Championship winning team.

Staying with the Wyer Team in 1969, David managed a third place in the 24 Hours of Le Mans. In the same year he came in second in the Formula 5000 Championship in the U.S.

In 1971 he won the Formula 5000 Championship and debuted at the Indy 500 with the Penske Team. He continued to compete in sports car and formula car events. In 1976, he “diversified” even further by racing in the Daytona 500 NASCAR race and became the first European to lead a NASCAR lap. It was in 1976 that he also stepped into what would become another career; he did his first television broadcast for CBS.

In the years 1977 to 1979, he won eight races in the IMSA series driving the BMW 320i Turbo for McLaren. In 1981, David debuted the first BMW Group 5 M1 and then the first prototype (GTP) car, the BMW M1C. In 1983 he was the SCCA Trans-Am Champion. In 1984, he came in third at Le Mans driving a Porsche 962. His last year racing in IMSA, 1986, he drove for the BMW GTP team.

Since retiring from active racing, David has increased his television involvement, doing broadcasts for CBS, ESPN and currently the Speed Channel. His Speed Channel work includes all the Formula 1 races. David also owns a Honda dealership in Milwaukee. He does a lot of speaking to various automobile marque clubs and racing groups. David Hobbs is a racer who has done it all. He continues his involvement in both automobile racing and the retail side of the automobile industry.
My 02 Story

The following is the abbreviated account of my 02 experience. Given the opportunity for the unedited version I am sure that it would take too many pages and bore most readers to tears. There is at least a short story with each car part or component encountered.

As most of these things go, my 2002 experience began in 1974 with a friend’s purchase of a new Chamonix colored model. Nothing fancy or exotic, just a great handling little car. I told myself that someday I would have one of my own; it only took twenty-five years for that to happen.

In 1999 a business contact mentioned that his parents had purchased new 1973 and 1974 model 2002ti’s, and that they still had both of them. They were currently for sale. The 1973 model being a Verona color with sunroof, the 1974 a Chamonix with blue interior. Rarely do you come across an original owner with one car so this was quite a find and a difficult decision. Both cars would start right up but definitely had other issues that needed resolving before being safe enough to drive. I knew that the 1973s are a more desirable car but the 1974 reminded me so much of my friend’s car that I decided to go for it. There have been times when I have thought that I should have purchased both. I later told my friend about the 1973 and he bought it and is restoring it for himself.

The car was fully intact and original but with the usual signs of age and neglect. I was also able to get all of the service records with the car and through investigation have been able to learn a great deal about the life of the car. Some of the interesting trips it has been on include going down the west coast to L.A. for the Olympics, and being the college years car for the original owners children. I was also able to get some of the unfortunate aspects of its history, like a couple of unplanned trips off the road, and it had been wrecked in both the front and rear end. While receiving the best of repairs, there are the typical body alignment issues that come with such a history but those are seen only on close observation. It quickly became obvious that this car was going to take a lot more than simple maintenance and tinkering to be a safe and reliable car.

So began the process of making this suffering relic into a fun and reliable daily driver. My arrival home with the car on a borrowed trailer confirmed my wife’s concerns as to my level of sanity (or lack thereof). There isn’t much in the suspension, brakes, driveline, cooling and heating system, electrical, and interior that hasn’t been rebuilt, replaced, or upgraded. The only reason I am not mentioning the body is that I haven’t gotten to it yet. It seemed to me that as I was hoping to be able to enjoy the car at the Club’s lapping days, that I may as well enhance the performance in critical areas. As drivability and safety seemed more important than speed, suspension components were the first area of attack. I intended on the car being my daily driver so new sport springs with Bilstein heavy-duty shocks were installed, then all new urethane bushings and steering components. Later installation of an Ireland 22mm hollow sway bar in the front and a 19mm in the rear really helped in handling. It has also had the front rotors changed out to drilled ones with PBR pads and high-pressure brake lines. The rear end has been exchanged for a limited slip model too.

While at first I thought the engine was in good shape, it has been necessary to have it rebuilt along with most of the original Kugelfisher mechanical injection system. The clutch and its components have all been replaced and the flywheel lightened. Motor mounts and other external wear items have all been replaced. A three-core radiator along with a new heater core just seemed appropriate, as they would probably have worn out soon anyway. The exhaust system needed to be replaced too. So basically everything from the radiator to the tail pipe is new or rebuilt.

As the car began to drive more efficiently from all of these enhancements, I was becoming aware that if I wanted my family to accompany me on drives it would need a new interior. Comments to “that smell” usually came up in discussion when deciding on which car to take on family outings. “that smell” coming from the tail pipe is new or rebuilt. So out came the original interior and with the fixing of the floorboards came new carpets, Recaro seats up front and a reupholstered rear seat. I have also added some four-point harness seat belts up front as the original belts were old and worthless.

The ultimate goal of renovation has been lost as the journey has become the best part of this process and afforded me the opportunity to meet a lot of very nice people, and take in some great events such as the 02 events this last year. I learned so much about the car thanks to my good friend Brian Capp, of M-Ten Autowerke in North Bend.

I now have a car that is reliable, safe, and fun. Recently I have begun the next step which is preparing myself to drive the car more efficiently. The Novice Driving School this last October was my introduction to performance driving skills and the prerequisite for being allowed to participate in the Club’s lapping days. I felt much like my car must have initially. That is in having my self-trained driving skills dismantled. The bad components removed and new and improved ones installed. I was amazed at the difference in my driving ability that one day has made.

You know I could have spent about the same amount of money by just purchasing an economy class commuter car. But where is the fun in that? I now have a classic car that has quite a following, tons of character, and best of all, shocks the “you know what” out of the drivers in the newer cars in the corners. You can see the question in their eyes “what the heck is that on my tail?”

My wife even enjoys driving it, but she still questions my sanity. I should probably hold off on mentioning to her my idea of doing another 02 project for awhile. See you all at the track this next year.

Jon Simpson

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You know I could have spent about the same amount of money by just purchasing an economy class commuter car. But where is the fun in that?
Car Tender Another Really Good Show

Nat Burns explains and demonstrates a guibo replacement.

Steve Malland and his top notch Bimmer trio of John McDermott, Nat Burns and Russell Kimble, ably supported by Vance Jackson, conducted a first class E36 Tech Session for the fifty Club members who showed up at Car Tender on November 9th.

After a brief introduction by Board Member Lance Richert, everyone rolled up their sleeves and gathered around and under Lance’s Hellrot 1994 325iS, Hobie Hani’s Boston Green 1997 Lux Pkg M3, Doug Haussler’s CosmosSchwartz 1999 M3 and Rick Gulstrom’s Dakar Yellow II 1999 M3. Discussions and demonstrations focused on those maintenance steps associated with performing water pump, guibo, and spark plug replacement as well as brake fluid flush and overall brake inspection.

John, Nat, and Russell shared many tricks of the trade including special tools needed for some of the maintenance items as well as common pitfalls to avoid. The interest level and participation remained high throughout the three-hour session, a tribute to John, Nat, and Russell’s expertise and ability to communicate their experience in terms do-it-yourselfers can understand.

As the Tech Session came to a close Club participants were provided with a handout covering most of the subjects so aptly demonstrated. Most folks came away from the Tech Session with the realization that there’s more to taking care of your Bimmer than simply changing oil and that some of the maintenance, like replacing the water pump and guibo, is best left to well trained, experienced professionals. As people departed several were heard to remark “Boy, these guys really know their business. I think I’ll just let them do all this stuff to my car.”

Hats off to the Car Tender crew of Steve Malland, John McDermott, Nat Burns, Russell Kimble and their newest member, Vance Jackson, for being such generous hosts and dedicated Club supporters.

Jim Millet

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The Unsage Mechanic

Count Down!

Despite having spent the winter of 2001-2002 preparing my 318i, I found myself with a great deal of work that needed to be done, and less than three days to do it before my first race.

Rewind a few months.

Due to an unfortunate incident involving a box of wood, appendicitis and the ability to start an E30 in gear, I had to replace the radiator, mechanical fan and water pump. No, I will not provide any more details. Replacing a radiator is as simple as draining the engine coolant, undoing a mounting bolt or two and a few hose clamps, and then swapping old for new.

The water pump on the 318i is also simple—much easier then on the E30 325i. There is a single rubber belt, powered by the main crank pulley at the front of the engine, that runs to the electricity-producing alternator and then to the water pump. I loosened the alternator mounting bolts to slacken the belt and then slipped the belt off the pulleys. Then, using a thin 32 mm open end wrench and a special tool to immobilize the pulley I loosened the large nut that holds the fan and fan clutch in place. As a note, this nut is reverse thread—it loosens clockwise. Then, I removed the four small bolts that held the pulley in place.

With the pulley and the fan out of the way, it was easy to remove the eight small bolts that fasten the water pump to the engine block. The pump appeared ancient—the little propeller-like impeller was badly corroded, significantly reducing its ability to efficiently circulate coolant from the radiator through the engine. I scraped the old gasket off the block, being careful not to mar the metal, and then sanded lightly to smooth it as much as possible. Mounting the new water pump was a simple matter of putting the new gasket in place and then carefully torquing the new water pump into place. Torquing the water pump bolts into place by carefully following the torque specs is important in order to create an even seal between the pump and the block.

During reassembly, I decided to leave the mechanical cooling fan off of the engine. It creates drag on the crankshaft, resisting the movement of the pistons. This can be significant on a low horsepower engine like the M10. Anything helps! I planned to replace the cooling fan with an electrical fan when the car returned from having its roll cage installed.

Fast forward a few months—72 hours until my first race.

The first thing I did was start work on an electrical cooling fan as a replacement for the mechanical fan I had removed. I purchased an eleven inch electrical cooling fan at Shucks. Other than diagnosing an electrical problem with the distributor just after I purchased the 318i, my experience with electrical stuff was non-existent. In theory it seemed like it should be pretty easy—power source, ground, on/off switch. I mean, like, duh! Only an idiot could mess that up.

I confidently mounted the fan to the radiator, tapped into a positive battery cable and threw on the negative. Nothing. Nada. I tried several different grounds, just in case that was the problem, but it wasn’t. The light on the switch I mounted inline lit up just fine, but the fan didn’t spin. I scratched my head and wired it all over again, just in case I had missed something stupid. It still didn’t work. I was on the verge of simply returning the “defective” fan. To be sure, I touched the leads from the fan directly to the negative and positive battery terminals. It sparked a bit, but fan whirred happily. What the ?!

I rang up Ken Hill, and he explained that, “Many irritating electrical problems are related to insufficient ground.” He suggested I find a ground for the headlights and try that. I did, and, sure enough, it solved the problem. I now had a fan that would spin when I turned on a switch. Not exactly master electrician stuff, but I grinned like an idiot as I flipped the fan on and off and listened to it whir. Simple pleasures for simple minds.

All that success went to my head, because I then wired up a fuse box (screwed into the side of my dashboard for easy access and that cool retro look) with a main power switch, then wired the fan in series to that with a second power switch. I ran the wires through the firewall hole used previously for the A/C hoses and wrapped them neatly in plastic tubing. It worked like a charm, and I now had TWO switches to play with, and easy expandability for future “enhancements” such as an in-car pit radio, transponder or kickin’ stereo. On second thought, maybe no stereo.

At first I couldn’t see any rhyme or reason to it—then I realized that I would go over a sharp bump, and the engine temperature would immediately climb until I went over another bump and it would just as quickly drop.

48 hours and counting.

Unfortunately, on brief test drives the car was overheating, badly and randomly. At first I couldn’t see any rhyme or reason to it—then I realized that I would go over a sharp bump, and the engine temperature would immediately climb until I went over another bump and it would just as quickly drop.

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I wasn’t quite sure what to make of it. I inspected all of the hoses, and didn’t see any sign of a leak. The water pump seemed to turn freely and without any noise. When I rev’d the engine, the belt didn’t appear to slip. My new radiator wasn’t the culprit, and the electrical cooling fan seemed to push plenty of air through the radiator—plus, I wouldn’t expect the engine to overheat erratically if the problem were the fan, rather I would expect it to slowly overheat, and just as slowly cool. Finally, unlike the six cylinder E30s, there is no bleed screw to let air out of the coolant system. I let the engine slowly idle in my carport, until, quite suddenly the heat began to rapidly climb. I reached down with a wrench and rapped on the thermostat—and just as suddenly watched the heat drop. Ah ha!

The coolant thermostat is a very simple mechanical (at least on older engines) contraption that prohibits coolant from circulating through the radiator below certain temperatures. This helps the engine warm up faster. Once the engine coolant has reached the desired operating temperature, the thermostat regulates the flow to keep the temperature within the desirable range. In the case of the M10 engine in my 318i, it looks like a small, three way hose connector. Replacing it is as simple as undoing the hose clamps, and swapping in the new $20 part. And that was all it took—over-heating problem solved.

24 hours and counting.

There were still a number of tasks that had to be done before the car was ready to race, and I had been up until 2 or 3 a.m. every night that week getting the car ready. Among other things, I installed my first set of “real” racing brake pads for the front brakes. Racing pads don’t work well when cold, but do a great job of stopping the car when hot. I chose the Pagid Orange pads. These racing pads don’t have clips on the backing plates to hold them in place. This was eventually going to cause problems. That is, Problems with a capital P.

I also changed the oil, thoroughly bled the brake hydraulic fluid, drilled a small hole in my roll cage so it could be inspected and stamped by the race stewards, found a place for a fire extinguisher, mounted a junkyard differential with a 7% shorter ratio (although it was still an open differential), and moved the radiator hose to a holding tank to avoid dropping any coolant on the track and numerous other small things that had to be done. While I was doing this, my girlfriend and crew-chief-in-training helped out by making numbers for my car. I had requested, fittingly, number 318. With the numbers on the car, it looked a little bit more like a race car.

Very, very early Friday morning, I finally made it to bed. There was just time to catch a brief nap before driving up to Mission, British Columbia. Many unknowns confronted me: a long drive, a new track, a significantly modified car that I hadn’t driven for almost five months, the chance that the car might not pass tech at the track for something I hadn’t found—and my first race ever. I was anxious and excited as I began the drive up to Mission.
BMW’s come with very nice manual transmissions. That makes them sort of unique among the niche where they are marketed. The shifting experience can be enhanced with what have become known as “short shift kits.” There are several ways to accomplish this, from using other factory shift levers to those made in the aftermarket. All function the same way, the fulcrum point is changed by making the part of the lever below the ball pivot longer so that any movement at the knob is greater below the pivot. This increases the effort to move the lever and may require a bit more effort, but for many the reduced throw is worth it.

Both my 2002ti and E30 325is have short shift kits using factory pieces. For the 2002 which has an E21 OD 5-speed, I found that the E21 320i four-speed shift lever was longer below pivot ball than the five speed lever. Just by using the four-speed lever I got shorter throws in the 2002ti. It was as simple as exchanging them. As the length difference wasn’t too much, I found no other problems with clearances and such.

Whenever I drive my daughter Michelle’s E21 320i with the stock lever I realize the difference. When I got the Red Baron (the 325es to 325is project) running, I found a 1.9 Z3 shift lever that was definitely longer below the pivot to install. As the early 86 325 still uses the old style sheet metal shift platform instead of the newer aluminum platform, I needed to do a little fabrication to make it work.

The two different platforms use different bushings in which the ball pivot fits. The later style uses a one-piece plastic bushing and the earlier one a bottom and top half bushing with a spring and circlip to secure it to the platform. What I had to do was very carefully hacksaw a top bushing from a old style lever I had laying around and carefully get it around the top of the pivot ball, using the spring and circlip from the same lever. That works fine, but the lever caused the selector shaft rod running forward to the transmission to hit the vibration damper around the guibo in reverse. I then had to raise the rear of the platform to gain clearance. I did this by removing the foam piece that sits on top of the platform and slicing it in half to reduce its thickness (one could remove it completely but I wanted to retain it for noise isolation). I also changed the rear rubber piece and bracket to lift the rear portion higher. This solved the interference issue and I now have reduced throws but with an increase in effort. The overall effect is just fine with me. Several companies have kits for the later style aluminum platforms.

On all cars a lot of slop can develop with time. On the older style platform, the rubber mounting blocks deteriorate with age, accelerated by a leaky selector seal. Replacing them and the shift coupler does wonders to reduce the slop. On the later style platform, replacing the stock forward bushing with Delrin reduces the slop nicely.

If you think this is what you’d like to do, find another Club member who has done this (there are many), and try shifting their cars to get an idea if it’s what you’d like to have. For many it’s the only way to go, but there are some who prefer the longer, smoother throws of the stock shifter.

For additional information view www.unofficialbmw.com (Dale Beuning’s website).
a VIEW from abroad

From the buzz in the air, it could have been opening day of baseball season had we been on this side of the pond. But this was the NEC in Birmingham UK, and I was headed for The Motor Show, surrounded by people of all ages and walks of life who were pouring off our train anticipating a day of pure delight in all things automotive. If there is ever any question about the intensity of the love affair between the automobile and the people of Britain, stroll into this event and observe.

On my way to Amsterdam in late October I noticed in my UK automotive magazines that The Motor Show, as the understated Brits call it, was starting the weekend I was traveling home. Seemed like the only proper thing to do was extend a day over the weekend and take a minor diversion to Birmingham for the day.

My first call to our travel agent provided a big “that is a no-go without a $200 up charge for a ticket change.” Airlines are not so friendly these days. I declined as I felt this was just a bit too much of an admission charge. But the night before we were headed home, I thought I would take a shot at it myself, and dialed British Airways direct. The agent on the line turned out to be a Yank living in the UK, and I just leveled with her, saying I wanted to take in The Motor Show on a lark. She then informed me that she had attended the prior show two years ago, and it was fantastic. Ticket changed, no charge!

The NEC lies near the Birmingham International Airport, about 1 1/2 hours out of London’s Euston Station. The train actually stops at the NEC, with a covered walkway right to the front door of the exhibition center; very handy on a rainy day. It was a good sign when I checked my bags at the luggage storage and the two women behind the counter were offering their favorite stands. “Start at hall four, and check the Ford display of Bond cars and the dancers in the elevated plastic bubbles.” Not quite the Seattle International Auto Show here.

If there is ever any question about the intensity of the love affair between the automobile and the people of Britain, stroll into this event and observe.

So it was off to Hall Four (of the seven exhibition halls) where the Ford display was center stage, taking up about 1/2 of the space of the total Seattle show. It was impressive with a line of Aston’s to draw you in, featuring a trio of James Bond’s latest with missile launchers ready for deployment. Further in the exhibit, the show had just begun, with two dancers on trapeze bars inside plastic bubbles suspended by wires hanging above the crowd. Between the dancers was a juggler in a larger plastic ball, juggling balls with pounding rock music filling the room. This is to incent you to buy a new Focus? It did attract huge, smiling crowds, and it was pure good fun.

In the Ford exhibit, I did get into my first of three simulators for the day. This one was the Focus rallye car where I was able to try my hand at a rally stage, complete with the sequential gearbox and a co-driver (taped) barking route instructions. As if I knew what they meant. I did a bit of landscape re-design, and had a giggle along the way. A real go in a full-on rallye car is still on my to-do list someday.

An example of typical hospitality occurred in the Lotus stand, where I visited my coveted Elise. I was talking with the chaps in the stand and mentioned that I thought it would be fun to attend one of the “Elise Experience” driving days held at various road race circuits throughout the UK. When I asked if they could recommend a school, they said, “absolutely, come into the hospitality area and we have a driving instructor that can provide you all the details!” I was escorted into the VIP area, provided food and beverage of choice, and then chatted for more than thirty minutes with one of the driving instructors at the new Rockingham Circuit in the Midlands. We probably could have sat talking cars, racing, schools, Seattle, UK, skiing, etc. for the rest of the day . . . but there was much more to see.

I could fill pages with photos and details of this automotive feast, but room will not allow. Other highlights included a 5-second time in the Ferrari/Shell F1 wheel change competition (two Brits, one Yank on one wheel of an F1 mule), additional simulator runs in a Vauxhall British Touring Car and around the A-1 ring in a Toyota Formula 1 car, a visit with Ginetta Cars managing director regarding the progress of local Ginetta dealer Joe English, and close up views of dozens of concepts we only wish to see in the magazines.

The premier event of the day was without a doubt the “Mini Experience.” The Mini stand was good fun with a great variety of cars, accessories and visual displays. But the caper was behind the stand, where they had assembled a small pavilion designed specifically for a Mini stunt show, UK style.

I had to wait in queue for about 45 minutes just to get in, but everyone at the show said, “don’t miss it.” Three stunt drivers put on an exhibition of exceptional skill, with a sense of humor “Mini Style.” For the finale one driver performed a four wheel, handbrake slide parallel parking stunt, perfectly timed with only inches to spare front and back. The crowd loved it. And for an encore, two of the drivers went up ramps and two-wheeled the full length of the pavilion. I only wish I had seen the show BEFORE I had rented the Mini in Amsterdam earlier in the week. I’ll have a few tricks to try next time . . .
WHAT’S NEW FOR 2003: AN OVERVIEW

For 2003, the 5 Series benefits from a range of evolutionary and thoughtful changes. Key points include:

• The available BMW Onboard Navigation System has been re-engineered. It now uses a DVD database that encompasses the entire U.S.; does its computations faster than before; and has other functional improvements.

• A rear-seat Head Protection System (HPS) becomes standard in all sedan models.

• Pre-wiring for an auxiliary input has been added to all audio systems.

• A power moonroof becomes standard on the 525i and 530i models.

• The 525i models’ optional Premium Package adds rain-sensing windshield wipers and automatic headlight control.

• The 540i sedan offers a new, more extensive Sport Package that includes 18-inch wheels and tires, the first offered in this Series. (The 540i sedan with 6-speed manual transmission, which comes standard with sport equipment, gets corresponding content.)

• The 540i sport wagon’s Sport Package is also greatly expanded, though this model retains 17-in. wheels and tires.

There is a risk of that, even though a spate of new contenders has added to BMW’s competition in this class, the 5 Series remains the widely accepted leader among luxury sport sedans and sport wagons. Declaring the 525i sedan and sport wagon “best luxury car under $40,000,” Automobile Magazine (February 2002) explained, “Although the 525i is first in the 5 Series lineup, nothing at all about it feels entry-level. The magic of the 5 Series family —of every BMW product, perhaps—is that each variant has a distinct and compelling personality. So choosing the 525i, with its smaller engine, can be justified by something greater than its smaller price tag.”

Looking toward the other end of the 5 Series price and performance spectrum, Car and Driver’s September ‘01 issue compared the 540i sedan with six of its competitors and declared it “a perfect 10.” The magazine raved about its “Dream Street powerplant” and “sensational balance between handling and comfort.” That same month, Road & Track compared the 540i with three rivals and concluded, “If you’re in search of a satisfying, performance-flavored do-it-all sport sedan, any or all of these four belong on your shopping list. And so far, the BMW 540i Sport remains at the top of ours.” [“Sport” refers to the Sport Package, which the C/D test car also had.]

These examples of the extensive critical praise garnered by the BMW 5 Series capture the essence of its masterful blend of luxury and sporting performance. Once again for 2003, the 5 Series consists of five models:

• 525i sedan—the most accessible model, with a 2.5-liter 6-cylinder engine.
• 525i sport wagon—powered by the same engine as the 525i sedan.
• 530i sedan—upgraded, higher-performance 6-cylinder model.
• 540i sedan—V-8 model, available in two forms: Automatic and 6-Speed.
• 540i sport wagon—the ultimate in performance and cargo versatility; surely one of the sportiest sport wagons on the globe.

BMW Press

2003 BMW 5 Series: More standard features for 525i and 530i, new Sport Packages for 540i models

“At the risk of sounding like a broken record,” began Automobile Magazine in its February 2001 issue, “we will say again what we have been saying for the past four years: The BMW 5 Series is the finest mid-price luxury sedan in the world.” BMW is grateful that this authoritative publication put it this way; we would not like to sound like a broken record ourselves.
BMW Wins Two Awards in Popular Science Magazine’s Best of What’s New Awards 2002

BMW’s Sequential Manual Gearbox and Active Front Steering Both Honored

BMW received two awards in Popular Science Magazine’s 15th annual “The Best of What’s New” roundup of technological innovations for 2002, which appeared in the December 2002 issue. The innovations that received this honor are the Sequential Manual Gearbox (SMG) in the 2002 M3 and the BMW Active Front Steering concept.

SMG allows drivers to shift gears using paddles on the steering wheels, similar to a Formula 1 car, which allows quicker, more precise, shifting while retaining the efficiency of a manual transmission. Popular Science executive editor Bill Phillips described SMG, “In a year of new paddle-shift SMGs, BMW’s is by far the best. And it’s the most flexible we’ve ever seen . . .”

Another landmark innovation which Popular Science recognized is Active Steering. “The inevitable compromise: Responsive cars are twitchy at speed, while stable high-speed cruisers run slaloms like a freight train. BMW Active Steering . . . takes a revolutionary approach: A planetary gearbox...allow(s) a small electric motor to either increase or reduce the steering inputs from the driver.” What this system means for the driver is more stability at higher speeds and easier steering at lower speeds.

BMW is a frequent winner in the Best of What’s New, having won awards last year for the 2002 745i and the StreetCarver, as well as countless awards in previous years.

NEW MINI WATCH
Unique Design Conceals Real Engineering—Just Like The Car

Distinctive design and real engineering. These MINI cornerstones also feature in a new chronograph watch announced by MINI USA. Part of its ever-changing MotoringGear™ collection, the unisex chronograph is available for $160 at www.miniusa.com.

Designed by BMW Group’s wholly owned subsidiary, Designworks, the watch features a discreet MINI logo and day/date displays in the form of automotive dials. The watch takes its proportions from the classic MINI design cues as seen on the MINI Cooper and MINI Cooper S. And, just like the cars themselves, the watch has real engineering integrity. The unusual soft wristband is strengthened by a steel spring core that keeps the watch securely on your wrist without the need for a fastener. Featuring a water resistant metal case the unique timepiece comes in special MINI presentation packaging.

MINI MotoringGear™ is available online at www.miniusa.com and at MINI dealerships. To order a MINI MotoringGear™ catalog, call 866-467-MINI (6464) or visit www.miniusa.com for a MINI dealer locator. MINI is an independent division of BMW of North America, LLC.

MINI SALES OFFICIALLY ‘FLAGGING’

Three New Rooftop Flag Options for MINI

While sales of the actual cars are going from strength to strength, there is one area where MINI can be said to be ‘flagging’ (pun intended)—in its accessory range. Following the storming success of the Union Jack and Stars ‘n’ Stripes roof decals, MINI has announced the addition of three new flags to the range—the Canadian flag, the Scottish Cross of St Andrew and the English Cross of St George.

So, if you are a Proud Canadian, a True Braveheart or even an English Rose, there is now a MINI flag for you. Including the checkerboard design, the three new additions bring the number of flags in the MINI range to six.

Jack Pitney, general manager of MINI USA said: “MINI owners tell us how much they enjoy personalizing their cars. We are happy to give the patriotic and partisan another way to individualize their MINI.”

The decals are made for white-roof cars and are made from durable vinyl that can be removed without damage to the roof paintwork. Each roof graphic has an MSRP of $180 excluding labor.

MINI US OFFICIALS ‘FLAGGING’

Three New Rooftop Flag Options for MINI

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BMW Press
BMW's for Sale

1998 M3: Four door, Cosmos Black Purchased two years ago from dealer w/warranty until 2004. 37,500 miles. Many Dinan extras—cold air intake, power chip, Schnitzer exhaust, Euro lights, cross brace, strut braces. Never on track! Bought from Portland dealer w/factory warranty—only put 1,200 miles on vehicle in last two years. Never driven and kept inside undercover. Immaculate condition. Have all service records. Got married—must sell $ 35,000 obo. Contact Cary Rubenik at is 503-297-2451 or email mtdenali1@attbi.com.


1996 M3 Coupe: Cosmos Black on black, five speed, luxury package, sunroof, leather, CD, stereo, alloys, super clean, exc. cond. 60,000 miles, bought 6-29-01 certified by BMW of Bellevue. $24,500. Contact Mark at 253-875-1194 or marknikkls@msn.com.

1995 M3: Yellow with black interior, fully loaded with a brand new paint job and full engine rebuild by Strictly BMW, Dinan chip, Dinan cold air intake and Dinan exhaust. Five speed, computer and sound system, garage kept. This car has a racing suspension, although never raced, light weight sound system, garage kept. All service records available. Excellent shape, always garage kept. Repair done in last 15,000 miles: new clutch, tires, shocks, brake work, belts, exhaust system, battery, both fuel pumps replaced, misc. electrical work, etc. $5,200. Call Ingrid at 206-325-7056 (evenings) or John at 206-623-8346 (days) or 206-325-1466 (evenings). A classic car.


Parts for Sale

1979 320i engine for sale: Completely rebuilt. $1,800. Ron Bozarth 206-521-3003.

Tires: Michelin Energy MXV4 Plus 195/65. Used for about three months and a couple of track sessions. Paid $900 for them, will take best offer. jnaiden@hotmail.com or call 206-524-8386.

E30 325is Seats: Rear leather seats, two sets, one in excellent condition, Passenger leather seat, excellent condition. jnaiden@hotmail.com or call 206-524-8386.

E30 325is Misc. Parts: Two tail lights, driver’s side cover panel, SI board. Email jnaiden@hotmail.com or call 206-524-8386.

E30 Parts: $250 front spoiler and mounting brackets, matte black with no cracks. $300 obo jnaiden@hotmail.com or 206-524-8387.

E21 320i black: Parting out 90,000 miles on the car. All parts are available at this time except the motor & windshield. I purchased this car for parts, most parts are in excellent condition. Prices are negotiable and I will consider trades for performance parts for the same model car. Email Charlie at rock_hard_one@hotmail.com for inquiries.

Muffler: stock, for year 2000 328i. Used for 25,000 miles, $75 or best offer. (plus shipping). Contact Tim at 425-820-2852 or tim_nair@ mindspring.com. (Kirkland, WA)

Wheels: Four ASA 15x7 wheels with Bridgestone S-03 195/50 tires for 2002. This is the Tiraccer package and is virtually new, $600. Also pair Recaro 320is seats, make offer, Ken Erickson 503-390-4603 or kenpw2002@yahoo.com.

1997 733i: Light blue with dark blue leather. Four speed manual transmission. Less than 122,000 miles, one owner car, all service records available. Excellent shape, always garage kept. Repair done in last 15,000 miles: new clutch, tires, shocks, brake work, belts, exhaust system, battery, both fuel pumps replaced, misc. electrical work, etc. $5,200. Call Ingrid at 206-325-7056 (evenings) or John at 206-623-8346 (days) or 206-325-1466 (evenings). A classic car.

Huge BMW Garage Sale: Twenty-seven years of collecting, repairing and restoring BMWs has left my shop bursting at the seams. I’ve decided to have the first annual “Great Northwest BMW Garage Sale” on Saturday, Feb. 1st, 2003 from 10 a.m. to 3 p.m. at my shop in Bellingham. Lots (100’s and maybe 1000’s) of 2002, E3, E9, E21, E30 stock and performance parts and a little misc. from other models. I want to make room for my projects so everything will be cheap from complete engines/transmissions, body parts, wheels and tires, interiors and small electrical stuff. I’m encouraging people to bring parts to sell or swap and will provide tables and a roof to set things up. If you would like to come please call or e-mail me for directions. If you plan to bring parts, let me know approx. how much space you’ll need at least two weeks in advance. Beverages will be provided after and a delivery to Seattle for large items will be the following weekend. Contact Ron Ager at 360-734-4755 or Ronsbmws@aol.com.

Wheels: Four 635Cis metric wheels and TRX tires, Free. Four Michelin Alpin Alpin on steel 320i wheels, 175/70x13 less than 2,000 miles $150. Contact Corey 425-881-7825 or e-mail at abcriley@msn.com.

Wheels: BMW steel wheels and tires four, 6x14 five bolt pattern. Don’t know the offset, but will fit E3/E9/E12 and probably others. Include Pirelli P44’s in very good condition. $25 for all four. Contact Andy at jamaley2@attbi.com or 206-526-1104.


Used E28 Tires & Wheels: Four metric 390 wheels (BMW factory 735i style, but was used on my E28 535is) with four almost new Michelin TRX tires. $150 set of four. Contact Mike at 206-546-9486 or mikenicefaro@attbi.com.

Used E28 Tires & Wheels: Four metric 390 wheels (BMW factory 533i style) with 50% remaining Michelin TRX mud and snow traction tires. $150 set of four. Contact Mike at 206-546-9486 or mikenicefaro@attbi.com.

Used E28 Tires & Wheels: Four 14-inch factory 528e wheels with 40% remaining Pirelli tires. $150 set of four. Contact Mike at 206-546-9486 or mikenicefaro@attbi.com.

Used E28 Tires & Wheels: Four BMW factory E34 15-inch wheels with 60% Pirelli tires. $150 set of four. Also, one new-in-box Hella 5 æ hi/low beam conversion lamp with four hi/low H4 bulbs. $30. Contact Mike at 206-546-9486 or mikenicefaro@attbi.com.

DEADLINES

February Issue:
January 7
March Issue:
February 4

Classified Advertising Policy: Classified ads are free to current members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed and emailed to Lucceta Lightfoot at lucettalightfoot@msn.com or sent to Zündfolge, c/o Lucceta Lightfoot, P.O.Box 99391, Seattle, WA 98199. All ads must be submitted for EACH publication.
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