



OCTOBER 2004

# Zündfolge

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



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# ZÜNDFOLGE

October 2004

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### Boilerplate

This magazine is the monthly publication of the BMW CCA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

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# KALENDER

### October 2 and 3

**Wine Tour** to Columbia Cascade district. Set aside October 2 and 3 for this popular fall tour. See September *Zündfolge* for full details and registration.

### October 7

**Board Meeting.** Starting time is 7 p.m. All members are welcome to attend. RSVP to Club President. Meeting location is at the Mercer Island Fire Station 91 (3030 78th Ave SE).

### October 9

**Fall Color Drive** aka "I went over three mountain passes just for some Mexican Food" run. Cayuse Pass, White Pass, White Water Kayakers in the Tieton River, Mexican Food Lunch, Yakima River Canyon, Roslyn and Snoqualmie Pass. See this *Zündfolge* for additional information.

### October 12

**Deadline** for the Nov/Dec 2004 *Zündfolge*. Notice this is a combined issue.

### October 13

**Video Night** at Bison Creek Pizza Oct 13 at 7 p.m. See this *Zündfolge* for additional information.

### November 4

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

### November 30

**Deadline** for the January 2005 *Zündfolge*. Notice this is an early deadline due to the holidays.

### December 2

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

### January 29

**The Club's Annual Banquet.** The banquet committee is making plans for the Club's annual banquet and welcomes all members' input. Contact banquet coordinator de-Anna Martin at 425-820-5068 with your suggestions.

## FROM THE EDITOR

- All contributions and correspondence with the *Zündfolge* staff need to be sent to Lucetta Lightfoot, the *Zündfolge* editor, at lucettalightfoot@msn.com. Submit all photos as 350dpi tifs at 100% size. Submit text display ads as 800dpi tifs.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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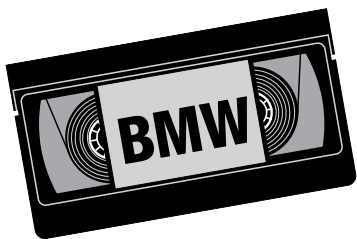
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# Video Night – BMW's Greatest Hits!

October 13



**Wednesday, 7 p.m.  
Bison Creek Pizza, Burien**

ANOTHER VIDEO NIGHT! For this event we'll be going into the archives and pulling out some of our favorites from previous video nights! We'll have some action from BMWs in the movies, some great archival BMW racing footage, and some of those funny car chase scenes. The mighty M5 in Ronin? Oh yea! Blues Brothers going to/through the mall? Of course! We will be back at Bison Creek Pizza in front of their big screen. Bison Creek is very car-club friendly.

Plus a special presentation of Club member Jeff Butler's recent Novice Race at Pacific Raceways, with Jeff on hand giving his thoughts on the transition from Club lapping days to his first competitive race in Ken Hill's E30 race car. Jeff was a high bidder to drive in the race at last year's BMW Club banquet. In the race we'll watch Jeff start WAY back in the field of thirty-odd race cars, and carve his way to the front, passing another BMW in the waning laps to win! The tape is very exciting to watch.

I can't guarantee that every colorful word can be edited out of the movie scenes, and there will be some gun play, so let's give this a PG rating for those who wish to bring kids. I can guarantee that the action will be *fast and furious* (thankfully that movie

spared BMWs), so we shall see you there.

The video showing will start around 7 p.m. however you can show up any time to get a good seat and start eating with other Club members. Bison Creek will have their All You Can Eat Pizza and Salad Bar going that night. We can handle a maximum of sixty members and guests for this event, please RSVP to Lance Richert to reserve your spot indicating total number in your party. Seating will be first come, first served. There is no admission charge to attend this event, though you are on your own for food. See you there!



**Bison Creek Pizza**  
630 SW 153rd, Burien  
Phone: 206-244-8825

RSVP to Lance Richert  
Lance@Richertnet.com

## Fall Color Run

**aka I crossed three mountain passes just for some Mexican Food Run**

WE MOVED THIS RUN to October 9 to try for maximum fall color. Bring cameras as our goal will be to have Bimmers posed in front of some spectacular foliage.

We are experimenting with route changes to try for more fall color. For example, if we went over four passes instead of only three, we could include the Tumwater Canyon area of Hwy 2, near Leavenworth, renowned for its foliage color. In the past we have enjoyed the heavy water flow from Rimrock Lake fall water release so loved by those entertaining kayakers in the Tieton River Canyon near Yakima. If you have suggestions for fall color, fun restaurants or spectacular views of kayakers or rock climbers email mhoven@comcast.net.

Martin Hovenkotter

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This month's cover features the Head-up Display system available on the new 5 series. The Head-up Display displays important information in color on a 6- x 3-in. field in the windshield. A virtual image is projected from the top of the instrument panel, appearing approximately in line with the end of the hood in the driver's line of sight so that the driver can observe the information with essentially no diversion of attention from the road ahead. Information of the following categories can be displayed: 1) Check Control and On-board Computer warnings, prioritized according to their urgency; 2) Navigation instructions; and 3) Active Cruise Control programmed speed. For more information, see your local BMW dealer.

Photo by BMW Press

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# Cannon Beach Driving Event Recap

A RECORD was set on Saturday, August 21st as twenty-five cars and forty-one people participated in the Cannon Beach Run. We had the most participants and cars in a Portland BMW Club driving event so far. Everyone had a great time driving on the country roads. Some very twisty sections of the drive provided plenty of opportunities to use the full potential of our BMW's handling capabilities.

People from Eugene to Vancouver, B.C., arrived to meet fellow Club members at the Phoenix Inn. Special guests included Alan James from the Puget Sound Region BMW Club with his M3 convertible, and Dean Schindell from the British Columbia BMW Club with his very rare 1980 M1. Seeing his orange car driving with our group was so fun! Imagine driving in second gear at 5000+ RPMs, while negotiating sharp turns, and looking in your rear view mirror to see a BMW M1 right on your tail! What a sight!

We arrived in Cannon Beach for lunch at the wonderful Dooger's Restaurant. Doug Goodrum, Club president, welcomed and thanked the group for

participating. Bill Brown discussed our October driving event: the Covered Bridges Tour.

After lunch, we visited the many interesting shops and art galleries in Cannon Beach. Unfortunately, the clouds opened up and drenched our group with heavy rain, but we all had a great time and experienced a memorable event.

If you enjoy driving your BMW the way it was designed to be driven, like to meet interesting people, and visit new places, join us for a Club driving event. Check out our Club website for information about our Covered Bridges Tour in October.

*Brian L. Cone, Portland BMW Club  
Secretary and Driving Event Coordinator  
[www.bmwacaportland.com](http://www.bmwacaportland.com)*



Photo by Brian Cone.



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# Mountain Twisties Drive Recap

MOUNTAIN TWISTIES was a difficult run to make happen, but great fun when it finally occurred on August 28. The first attempt at the run was snowed out (on May 29, no less), so I was nervous as a cat before this run because it rained the whole week before (rain in August, is nothing safe).

We had thirty-four BMWs signed in, at Eastside Bavarian Saturday morning. As luck would have it, the City of Issaquah replaced several street lights the day before and had yet to replace the street signs. Despite this challenge we drove south through the Cascade foothills and stopped briefly in Enumclaw. As we drove up Chinook Pass the lead cars seemed to always be in the fog bank, which seemed to burn off before the back cars hit the fog.

We passed a sheriff's deputy who was investigating

the remains of another of Gary Ridgeway's victims and continued through Mt. Rainier National Park to Packwood. With gas tanks topped off, we headed to Randle where we turned south for about an hour of the finest driving roads in the state of Washington ... 378 curves in thirty-three miles. This is what our Bimmers were designed for! There were universal grins from drivers as we unloaded for lunch.



Photo by Dinh Bowman.

# Winner!



CONGRATULATIONS to Club member Jeff Butler who won the Novice Race at Pacific Raceways at the IRDC race weekend on August 7. Jeff drove the E30 race car owned by Ken Hill. Before the Novice Race, Jeff and the other Novice entrants ran two practice sessions to acclimate themselves to the cars. Jeff had a steep

learning curve using brakes that were not ABS equipped, but was able to work it all out during the two practice sessions. Qualifying for the late afternoon Novice race is random, and Jeff started way back in the grid. During the 30-minute race he methodically worked his way up through the field, making the pass for the lead on the next to last lap! He then held on for a great win. Jeff was the high bidder at the Club banquet to be able to take this exciting drive. Thank you to Jeff for his generous bidding and to Ken Hill for the donation of his race car. We'll be watching an in-car tape of Jeff's race at the Video Night on October 13.



## E36 Function

We moved the E36 get-together to the driest month of Seattle's rainy season but August skies opened anyway and we were soaked. We still had a strong turnout of thirty cars in some very rainy conditions.

Lance made the best of our soggy situation and he moved the outside events to inside Bison Creek Pizza ... inside we had E36 racing videos playing and we raffled off the donated items from our vendors Meguiars, BMW Seattle, and the national CCA. Our Grand Prize was a Dyno Run donated by Alex Racz of Carb Connection/RPM which was won by Christian Bouchez.

John from Carb Connection brought us up to date on the latest from AA Tuning regarding E36 supercharging and turbocharging. By the end of the event half the participants had one of Lance's E36 tee shirts. Special thanks to Alex Racz for the dyno run donation. We wonder how long the E36 group must suffer this nasty little rain cloud which shadows and soaks each of our events.



Photo by Frederic Lambert.

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# MOTOR SPORTS



## Three Events to Go

THE DRIVING EVENTS season is coming to a close with a busy late-year schedule. We will have three events in a thirty-day period beginning with the Fall Novice Skills Day at Bremerton Motorsports Park on October 17th. That will be followed by our short road trip to Portland for a full day school at Portland International Raceway on October 30. The last event of the year is something new for our chapter. It is a skid pad and skills day designed to give our experienced drivers a chance to work on some car control skills. It is scheduled for November 13, at Bremerton Motorsports Park. See the full promo elsewhere in this issue.

The Novice Skills day has become the launching point for most of our chapter's performance driving enthusiasts. It is designed for those with no previous track experience who wish to participate in our driving schools. The day begins with several stations set up around the Bremerton facility. Each station is designed to help the driver experience their handling dynamics when pushed to its limits. These are relatively low speed exercises conducted in a safe environment and under the guidance of instructors. All of the stations have a direct correlation to every day driving. Examples are a wet skid pad, a braking and avoidance drill, slalom and a small autocross.

The day will be exhilarating and tiring. Be sure to bring appropriate clothing for October, plenty of water, even if it's cool, and snacks to keep your energy up. Your registration fee includes lunch.

This year our annual road trip takes us to a favorite track for area drivers. Portland International Raceway provides a nice change from Pacific Raceways. The track runs clockwise, is somewhat less technical, very fast and very safe. It's level, open, for excellent vision training and has plenty of run off. It is the site of many big time pro races as well as amateur and Club racing. It's the home of the Eight Hours of the Cascades endurance race, the culmination of the ICSCC (Conference) schedule. Many of our Club's instructors have driven in that race and thus know the track well.

The format for the Portland school will be similar to our PR events but with a bit more emphasis on improving skills. Instructors will be available; however we are limiting registration to those who have attended at least one Puget Sound Region high performance school or its equivalent. If you are unsure if you qualify please contact our registrar, Louis Hesselt van Dinter or Track Event Coordinator Bill Spornitz. See page two of this *Zündfolge* for contact information.

Entry forms for the October 17th and 30th events can be found in the September *Zündfolge* and online at [www.bmwpugetsound.com](http://www.bmwpugetsound.com). Click on Driving Schools and then Registrar's Page. Information and an entry form for the November 13 event can be found in this issue and online. More information on these and all Puget Sound Region Chapter Events can be found on our web site. Be safe, have fun and we'll see you at the track!

## 2004 Driving Events Calendar

### BMW CCA PSR Events:

#### October

- 17 Novice Skills Training, Bremerton Motorsport Park
- 30 Driving School, Portland International Raceway

#### November

- 13 Car Control Clinic, Bremerton Motorsport Park

### Other Events open to CCA Drivers:

#### October

- 4 BMW CCBC School at Mission Raceway Park in BC, Canada
- 8 NW ALFA Club Lapping Day at Bremerton Motorsport Park
- 17 BMW CCBC Street Survival in BC, Canada
- 23-24 BMW CCA IEC School at Spokane Raceway Park
- 24 PCA PNWR School at Pacific Raceway

#### November

- 4-6 Audi Club NW at Portland International Raceway
- 6 PCA PNWR Skills Day, Bremerton Motorsport Park
- 7 NW ALFA Club Novice School at Bremerton Motorsport Park

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# Skid Pad and Skills Day

November 13

WE ARE GOING TO HAVE A DAY of skills building for both grip and drift driving styles. Here is your opportunity to go back to novice school now that you are no longer a novice and spend more concentrated time behind the wheel learning and practicing some exciting advanced driving skills. The event will be held at Bremerton Motorsports Park on Saturday, November 13th. The format of this event will start with a pair of skid pads figure eights in the morning-one wet and one dry. The afternoon will continue with a couple of coned courses, similar to an autocross course, that will give you plenty of runoff space. We plan to limit

**This event is open to all drivers who have attended a Novice Skills day and/or have some track experience.**

this school to thirty participants, plus instructors, to ensure you get plenty of seat time. When your group is not driving, expect to work shagging cones and learn by watching the other participants. At least one extra set of rear wheels and tires is a strong recommendation if you plan on doing any drift-style driving other than the wet skid pad as dry pavement can

take its toll on the rear tires. If it's raining (remember, this is in November in the NW) rear tire wear will be greatly reduced. Start planning now by contacting your friendly local tire dealer to obtain a set of take-off tires in your size. Depending on the dealer and the amount of wear on the tires, you can get some for free or a reduced price.

This event is open to all drivers who have attended a Novice Skills day and/or have some track experience. Your car must pass a tech inspection within thirty days prior to the event (see the Club High Performance Driving Schools web site to download the form). The web site lists several area dealers and independent shops that have agreed to perform this inspection for a minimal fee. You must wear a helmet rated Snell 95 or newer. If you plan to drive a convertible or roadster, it must have a roll bar or *fixed* factory roll hoops and 5 or 6-point harnesses. If you have questions, contact Chris Mason at mason\_cj@hotmail.com.

## BMW Skid Pad and Skills Day Registration Form Bremerton Motorsports Park, November 13, 2004

**Each driver must be a current member of BMW CCA, BMW ACA, BMW CCBC, PNWR PCA, or NWARC. Each driver must have prior track experience and must be 18 years of age or older.**

**Saturday, November 13 Cost is \$55**

(Entries must be postmarked no later than October 30, 2004.)

Cancellations received within seven days of the event will result in forfeiture of your entry fee!

**Total Amount Enclosed \$**

**Make checks payable to BMW CCA and mail to Louis Hesselt-van-Dinter, 1528 231st Street SW, Bothell, WA 98021. NOTE: Each driver is required to submit a completed and signed form. Please print legibly! If we can't read your information, you are not registered. You will be notified when you are registered via email.**

Name \_\_\_\_\_ CCA Member # \_\_\_\_\_

Address \_\_\_\_\_ Apt # \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (message capable) \_\_\_\_\_ Email \_\_\_\_\_

Car Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

☐ Check if convertible. Please note that all convertibles require fixed rollover protection and 5-point harness.

Driver's License number (not plate number) \_\_\_\_\_ State: \_\_\_\_\_

Driving school experience: Event mo/yr (continue on back) \_\_\_\_\_

Name & Phone of emergency contact: \_\_\_\_\_

Allergies or other special medical information: \_\_\_\_\_

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

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

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

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# Second Lap: Double Trouble

by Jim Rzegocki

TWO MEMBERS OF BMW CCA Puget Sound Region ran in One Lap of America 2004 and placed first and second in their respective classes. One blames the other for *pushing him over the edge into this whole thing*. What could possibly persuade two apparently rational adults to enter an event that entails driving 6,000 miles in nine days and competing on seven race tracks, one drag strip and two skid pads, you ask? This is our story.

The Tire Rack Cannonball One Lap of America is an annual event that evolved from the infamous Cannonball Sea-to-Shining-Sea Memorial Trophy Dash instigated by Brock Yates of *Car & Driver* magazine in the early 70s. Today, it consists of a series of timed competitions at racetracks across the country, with very little time to get to the next track. Driver and vehicle endurance are tested by over 5,000 miles of driving in nine very long days. BMW was the honored marque for the 2004 event. During May 2003, my son Francis Rzegocki and I completed our first One Lap of America event, chronicled in the September 2003 *Zündfolge*. Norm Butka of Snohomish read that article and was inspired to join the event. Need we say more about Norm's mental stability? Norm and I started corresponding in late Winter about One Lap. He was preparing a 2003 Mini Cooper S for the challenge; Francis and I elected to use my 2000 M Roadster once again.

The engine, drive train and suspension on Norm's car have been extensively modified. If you need more details, look Norm up at one of our track days. The Roadster has received little in the way of modification this year. The only things different from last year's package were the Hawk HT-10 brake pads and a light-weight trailer to supplement our limited cargo space. Car Tender performed some routine fluid and belt maintenance on our high-mileage car, and we installed four new Bridgestone Potenza S-03 tires, a mandatory purchase from One Lap sponsor Tire Rack. Luckily, they give a 25% discount on those boots because you can wear out a set on One Lap!

## On the Road, Again

Francis and I left Lake Forest Park on Tuesday, April 27 with 59,900 miles showing on the odometer. That sure didn't last



Jim in Turn 11 at Infineon.

long. We turned east onto I-90 and headed across Washington, Idaho, and Montana toward the start of One Lap in South Bend Indiana. Twenty-six hours later we were at my sister's house in Esko, Minnesota, 1,671 miles away; a tune-up for the week ahead. We left Esko and headed East toward Chicago. Shortly after that, we had our only mechanical mishap of the event.

Just after passing a tractor-trailer on an uphill grade, we noticed smoke wafting up out of the trunk. "Holy crap, we're on fire!" Francis yelled. I pulled over to the side of the road and jumped out of the car as Francis grabbed the extinguisher strapped to the roll bar. I quickly emptied the small trunk and started pulling the trunk liner out of the way. We found that

the trailer light control module was incinerating itself, so we put it out if its misery with the extinguisher. We just hoped we wouldn't need the extinguisher again, as it is pretty useless after that first effort. We were glad we had it and that was the only time we needed it.

We rolled through our first of three Chicago traffic jams and made it to South Bend, Indiana at 6:00 p.m. We took time out to bypass the incinerated trailer light control module by splicing most of the trailer wires. We were now 2,250 miles into the journey and ready to start.

Norm had gotten his Mini to South Bend via a similar route. He picked up his co-driver, John Larson, at South Bend International Airport on Thursday

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evening. John is a member of the BMW CCA Golden Gate Chapter and an instructor at their Infineon (Sears Point) Raceway schools, which is where Norm met him. John and Francis quickly hit it off, discovering remarkably similar tastes in nightlife entertainment.

### Ready, Steady, Go!

Friday, April 30th, One Lap of America 2004 officially began with tech inspection of all cars and a wet skid pad event at The Tire Rack corporate headquarters amid the flat farmland of northwest Indiana. The wet skid pad was first because a tire's wet performance is the first to go. With luck, the skid pad event to be held eight days later would be blessed with dry weather.

### The only rule is: There are No Rules!

A word about One Lap rules: as a bumper sticker for the event says, *The only rule is: There are No Rules!* Once you declare what kind of car you are running, based on the body style, you are put into a particular class. After that, any modifications are allowed. Hence, the Adee truck with its lightened carbon fiber and fiberglass body, tube frame chassis and 600-700 hp 440 cu. in. Mopar motor had more in common with a NASCAR Craftsman truck than it did with a 1994 Dodge Ram pickup, but it was running in the Pickup/SUV class.

Norm and John were running in Retro class with two other Mini Cooper S cars and a PT Cruiser. Last year, Francis and I ran in SSGT1, the class for sports cars over \$35,000 list price. This allowed us the opportunity to run in the same class with

Corvette Z06s, Dodge Vipers, twin-turbo and Ruf Porsches, Lamborghini Diablos and other sorts of high priced machinery. We finished 21st in class.

This year they split both GT1 and GT2 into Big Bore and Small Bore at 3.5 liters. Thus we ran in SSGT1 Small Bore with three other competitors: a 1999 M Coupe, a 1995 M3, and a Porsche Boxster. We had a decent chance at a podium finish! Francis posted a .771g result on the wet skid pad, good for thirty-fifth place in the standings, a harbinger of things to come. Norm and John whipped that Mini around that wet circle at .835g, 20th place overall. Once we were done on the pad, we packed everything into the trunk and trailer and headed for our next stop: Heartland Park Raceway in Topeka, Kansas, 675 miles away.

We hit the Interstate at 6:00 p.m. and headed west toward dark clouds that shortly turned to rain. We hit our second Chicago traffic jam in heavy rain, and then headed to Topeka. We got there around 5:00 a.m. and checked into our hotel for a couple hours of horizontal sleep and a shower.

A word about sleep and One Lap: if you can't sleep in a moving car, then One Lap is not the event for you. Even if you can sleep in a car, it is amazing the restorative powers of just a few hours in a prone position and a shower can have on you. Even though our room rates were exorbitant when figured on an hourly basis, they were worth every penny.

When we got out to the Roadster the next morning, we put the top down. After all, it wasn't raining any more. Living in Seattle, the heated seats and strong heater allow most days when it isn't raining to be 'top down' days. Francis and I had followed

this philosophy throughout One Lap 2003, so this running would be no different. In fact, if we could keep driving at a speed above 45 mph, we could go right through the rain without getting the cockpit wet. We would not put the top up again (except at night at motels) for 4,400 miles and seven days.

Saturday, May 1st found us at Heartland Park Raceway. The facility has a road race course, a drag strip and a small oval, so it would be home to four One Lap events; two time trials on the road course, plus low ET competition and bracket racing on the 1/4 mile drag strip. I drove the two road course events; Francis handled the car for the low ET (elapsed time) and bracket racing. Francis ran a 14.09 at 99.7 mph for his first ever pass on a drag strip. His first race in the brackets was against Mark DaVia in his 12.2 second twin turbo Porsche.

Bracket racing pairs any two cars against each other. Drivers write the lowest ET they expect to run (*break out time*) on their car. The starting lights are staggered by the difference between the two car's break out times; so a 14.09 breakout would get a green light 1.89 seconds before a 12.2 breakout. The way to win at bracket racing is to drive fast enough to beat the other car, but slow enough to not beat your break out time. Francis had a good reaction time (comparable to Mark's) but he *broke out* by .04 seconds, running 14.05 seconds and losing, even though he got to the finish line first.

Norm, John and all the other Minis were pretty equally matched on the road course. They were running in twenty-fourth, twenty-fifth, and twenty-ninth; you could practically throw a blanket over the three of them. The PT Cruiser was far behind. The competition between the Minis would be intense all week. At the drag strip they all suffered the effects of relatively low horsepower and front wheel drive, finishing well down in the order.

After a long day, we loaded up and headed west to Pikes Peak International Raceway. We eventually stopped for the night around 12:40 a.m. in Fountain, just south of Colorado Springs, just north of the racetrack and 550 miles from Topeka. We got plenty of sleep that night. We'd need it for the next long haul.

• TERRY FORLAND  
• MARK ISRAEL

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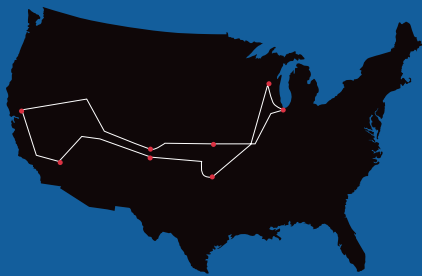


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Continued on Page 12







On the front straight at Infineon.



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Father & Son bonding; Jim and Francis with their second place trophy.



John (with microphone) and Norm accepting their trophy from Brock



Erich Heuschele turning 345/25-20 Pirellis into a lot of smoke after the last skid pad event.



Winner of Luxury Sedan for the second year in a row.





Where is the rest of that rotor? I know it's around here somewhere.



Norm Butka's pride and joy.



Francis gets the "go-ahead" from Brock Yates, Jr. at LVMS.



Neil Simon & Woody Hair, winners of SSGT1 Small Bore on the road again, Woody driving.



Norm going clockwise around Hallett.



Francis finishing at PPIR.



The 12 BMW One Lap finishers. Those in the front won their class.

Sunday, May 2nd was Francis' turn to drive at Pikes Peak International Raceway under cloudless blue skies and hot sun in the foothills of the Rockies. We had decided to split the tracks for driving, rather than split sessions. Each session at a track follows a simple format: one reconnaissance lap, three hot laps, and one cool down lap. We decided (correctly) that having one driver run all ten laps was better than having two drivers each run five laps in an unfamiliar setting. PPIR is a NASCAR-type oval with a road course in the middle. Francis placed us thirty-fifth in one session and thirty-first in the other. Norm and John were doing well in the Mini. The combination of 200+ horsepower and go-kart-like handling had them screaming around the track. The other Minis with fairly similar characteristics were doing about as well. We finished around 4:00 p.m. and headed for the exits and Infineon Raceway, 1,327 miles away in Sonoma, California.

One of the things you get in your competitors' packet, along with a ton of decals to decorate your car, is a route book, a fairly detailed description of the organizers' best guess at the way to navigate between venues. Up to this point, and all during One Lap 2003, we had followed the book religiously. This time we decided, along with a bunch of other Lappers, to strike out on a different route along interstates through Cheyenne and west to the Bay area. We reasoned that it would be more direct and allow higher average speeds. When you're driving in town, a 5-7 mph average speed difference is negligible. When you have 1,300+ miles to go, a higher average speed becomes significant.

The book's shorter and more scenic two-lane route sent us through rural Colorado and Utah in the evening and night. We wanted to avoid an up-close and personal encounter with the larger wild animals of the Rockies, such as the deer that claimed the front end of a Dodge Neon SRT-4 near Salt Lake City. The Neon was repaired with the help of a high credit card spending limit, and was able to rejoin us in Las Vegas, missing only the one event at Infineon Raceway. Norm and John took the same route we did, and ran over a big chunk of tire rubber in Denver traffic. It shot out from under their car and hit the hood and

**We wanted to avoid an up-close and personal encounter with the larger wild animals of the Rockies, such as the deer that claimed the front end of a Dodge Neon SRT-4 near Salt Lake City.**

windshield of another One Lap car following behind. That woke up the sleeping co-driver very quickly. He thought their motor had exploded or they'd been shot. That Nissan 300ZX (non-turbo) carried the skid mark of the rubber on the hood for the rest of the event.

We made it to Infineon Raceway, the farthest west that One Lap has ever gone, by 9:00 a.m. Our event wasn't scheduled to start until 2:00 p.m., so we got some surprisingly good breakfast at the track restaurant. Francis pulled out the air mattress and caught some sleep, while I walked around the outside of the track (a motorcycle racing school was on the track) to familiarize myself with it.

Infineon was a blast; a highly technical track with some pretty fast sections. Because we were starting late, we only ran one time trial: one reconnaissance lap and five hot laps. I felt like I got some parts of the track right, but other parts eluded me. John Larson, driving on his

home track in Norm's Mini, was able to place 16th overall ahead of several Z06s, Porsches, both Cadillac CTS-Vs, and Subaru WRX Stis. Several thousand laps on a track is a decided advantage. Bill Arnold, another BMW Club instructor, and winner of last year's Targa Newfoundland, put his E30 318i (with M3 Euro motor) into 14th spot overall. We lost a Mitsubishi Evo that got loose on the back straight and clobbered the tire wall outside of Turn 8 hard enough to snap a front brake rotor in half! We left Sonoma and headed for Las Vegas, 590 miles away, around six in the evening. We had changed from our normal street pads to Hawk race pads at Heartland Park, and decided to leave the noisy race pads on through the whole event, avoiding an hour of mechanical work at each end of a transit. At one normal, squealing stop at a traffic light beside an 18-wheeler, the truck driver looking down into our open convertible said, "I sure hope that was you and not me." It was funny to see drivers and passengers jerking their heads around to locate where that God-awful noise was coming from. We got lots of suggestions to get our brakes fixed. They worked just fine, thank you very much.

The drive through California's Central Valley and through the Mojave was hot, but otherwise uneventful. Francis had done quite a bit of the driving the



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night before, so he was comatose in the passenger's seat. Some time after 1:00 am, 120 miles out of Las Vegas, I could no longer keep the car safely between the white lines, so I pulled into a rest area and slept until about 4:00. Once I woke up, I drove the last two hours into Vegas. Francis slept through it all. When we pulled into our hotel and checked in at 6:00 a.m., he was ready to go scope out the casino action. I went up to the room, slept for an hour and a half, took a shower and then headed downstairs to check out. The same woman who had checked me in was still on duty. As I checked out, she said, "You're making me tired just thinking about what you just did." I told her that an hour and a half of sleep in a bed and a shower will work wonders on a truly tired body. I don't think she believed me.

**I told her that an hour and a half of sleep in a bed and a shower will work wonders on a truly tired body.**

Las Vegas Motor Speedway is a big oval track with a fairly long infield section used for American LeMans Series (ALMS) races. It hit 104 degrees that day, so most people hid out in the garages, staying out of the sun as much as possible.

Francis ran both time trials at LVMS and did a great job, placing us in 36th in the first session and 30th in the second. We left Las Vegas around four in the afternoon, headed for Pueblo, Colorado.

We took our second major deviation from the route book, again avoiding the two lane roads and staying on the interstate through Denver to Pueblo. We crested the top of Vail Pass at over 10,000 feet. The temperature, which had been 100+ earlier in the day in Las Vegas, was down to 47 and there was still snow on the sides of the road. The top, as usual, had stayed down the entire time. We rolled into Pueblo 800 miles after Las Vegas around 1:30 in the morning and got a fairly good night's sleep.

Wednesday, May 5th found us at Pueblo Motorsports Park. I drove both sessions at the track, placing 57th in the first session and then shaving 24 seconds off my time in the second session to place 49th. It's amazing what a few laps of practice will do for you. The next stop for the One Lap circus was Hallett Raceway, an hour west of Tulsa, Oklahoma and about 570 miles away.

We stopped in a small town about fifty miles west of Wichita for gas, at around 11:30 at night with a couple other One Lappers. When the One Lap caravan of cars buzzes through small towns, it tends to create a lot of excitement among the teenaged male population. As I stood

at the pump filling up, two young guys peppered me with questions and told me stories about all the cool cars they had seen running through town. Someone must have gotten the cell phone early warning system going as the entire parking lot of the mini mart filled with young teenage boys and their cars within five minutes of our arrival. It was fun talking to them; you could see their desire to be doing just what we were doing shining in their eyes. Maybe they will some day, you never know. One thing I do know is that it is even more fun doing it than they think it is.

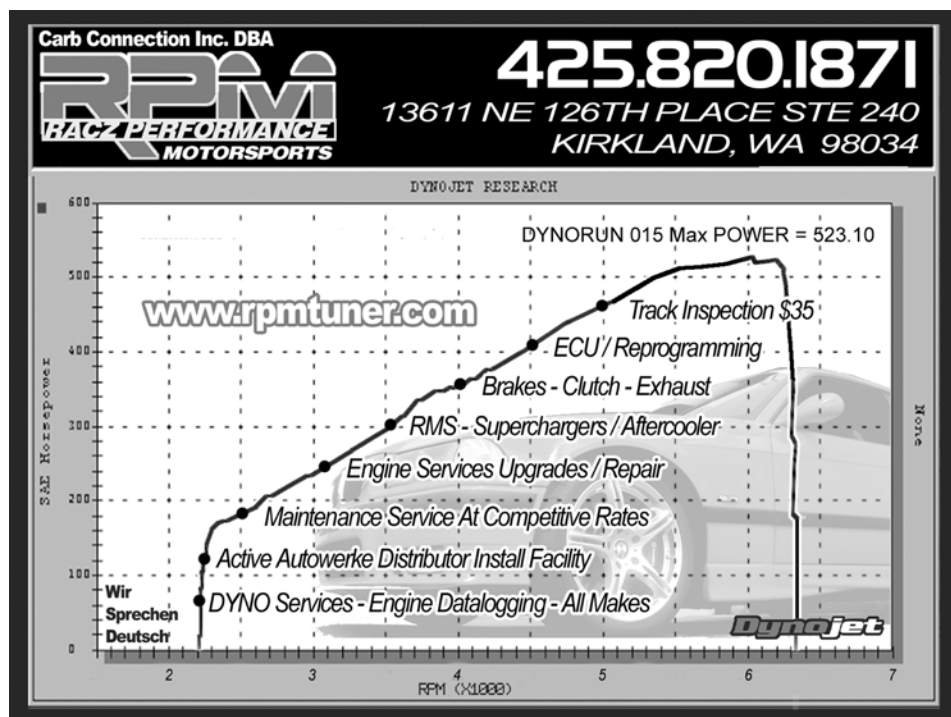
We pulled into Hallett, Oklahoma around 12:30 a.m. and took a room in the Skylark Motel, not much of a place, but it was cheap, the a/c worked, and it had two beds and a working shower. What more could a weary traveler ask for?

May 6th was a clear, warm, sunny day at Hallett Raceway, another of those small, fairly technical club-racing tracks designed by Alan Wilson. The track features sets of corners that build on one another; get the first one right and you have a chance of getting the others right too. Get the first one in a series wrong and look forward to a less-than-stellar lap time.

Hallett is a fairly unusual track in that it was designed and built to be driven in either the clockwise or counterclockwise direction. Last year we ran it twice counterclockwise. This year we ran it counterclockwise in the morning and clockwise in the afternoon. Francis said it was like driving two completely different tracks in the same place. He did a very consistent job; running 35th in the morning and 37th in the afternoon (about 10 seconds slower, which was consistent with lots of the other competitors). Norm and John split the driving at Hallett with John running the morning session and Norm running in the afternoon. As before, the Minis were pretty evenly matched, with only four seconds separating the three cars after three hot laps! We packed up and headed for the exit as soon as possible; we had 890 miles to go before we would reach the motel in Sheboygan, Wisconsin near Road America.

Around 11:30 at night about 200 miles south of Sheboygan, it got cold enough for us to pull over to get our sweatshirts out of the trunk. Just at that

*Continued on Page 14*



## Second Lap: Double Trouble

Continued from Page 13

moment it started to rain and then to hail. We put the top up for the first time in a week and motored on.

Friday, May 7, was a clear, crisp, blustery day in the upper Midwest. The trees had just begun to bud and very few flowers were blooming, in quite a contrast to the Pacific Northwest. Last year I had my worst experience of One Lap at Road America, spinning into the tire wall inside of Turn 1 on the recon lap, and running straight into the gravel trap on the outside of Turn 6 on the first hot lap for our only DNF of the event. I was praying that the weather would be clear. Road America is just over four miles of very fast track with three high-speed straights and several surprisingly quick corners. It was cold, but significantly drier than last year, so I was feeling pretty good about running there. Because Francis had run both sessions at Hallett, it was my turn to run both here. He was disappointed because he wanted to get out and play, but he understood that I wanted that monkey off my back. I had a great run for all three hot laps, grinning from ear to ear for the whole nine-plus minutes. As I ran my cool down lap, I thought, "I'm not sure when One Lap will get back here; it'd sure be a shame if Francis didn't get a chance to run this." When I got back to the pits, I asked if he wanted to drive the afternoon session. His grin was all the answer I needed.

As a reward for my fatherly good will, Francis went out in the afternoon session and spanked me by more than 11.8 seconds *per lap*, running 9:11.756 to my 9:47.183. Yes, the track was warmer in the afternoon, but not by much. It's a bit embarrassing but I'm glad he's on my team. I relayed the results to Brock Yates Jr. later in the evening and he said, "I think we should have a new class next year called *Not My Car*," and laughed and laughed. Because Francis ran so well in the second session at Road America, we were now five points out of first place with one event to go. If we did two places better than Neil Simon and Woody Hair (the guys currently in first), we'd win. Just a bit of drama and excitement for the final day.

Norm, John and the other Minis ran about ten seconds apart in the morning and five seconds apart in the afternoon. The battle for first in their class had seen-sawed all week long, but at this point

Norm and John, having taken second in class in both Road America events, were assured of the Retro class win. Both of them were rookies; their car was pretty highly modified (i.e., possibly not reliable over 6,000 miles) and between the two of them they only knew one of the tracks, yet they had done a great job. All they needed to do was not get last in the dry skid pad event tomorrow and they'd be home free.

We left Elkhart Lake, Wisconsin and rolled into South Bend, Indiana around 7:30 or 8:00 in the evening. One Lap would be over tomorrow morning. We had a few beers in the Holiday Inn bar and some of us went to bed. Francis and John reacquainted themselves with the high (low?) lights of their previous tour of South Bend and got significantly less sleep.

Day nine of One Lap 2004, Saturday, May 8 dawned sunny and warm; the top was down again and had been since yesterday morning. Except for the rain between Chicago and Topeka and about a hundred miles of rain heading into Wisconsin, we had had sunny, clear weather throughout. This was a fitting way to end things.

Francis was our skid pad driver. He managed to pull 0.918g, significantly better than last year's 0.898g. Unfortunately, it was not better than Neil and Woody's 0.931g performance. Neil and

Woody took first in SSGT1 Small Bore in Neil's 1999 M Coupe and we got second by ten points. Overall, we improved by twenty places moving from fifty-fifth last year to thirty-fifth this year and improving from twenty-first in class to second. It was a great year. We met all of our goals: no wrinkles in the sheet metal, run better than fifty-fifth, don't run out of gas on the track (one of Francis's personal goals after Carolina Motorsports Park last year), have fun. We had an absolute blast, as did Norm and John.

This had been the toughest One Lap yet: 6,030 miles in nine days. Of the eighty-three teams that had registered for the event, seventy-four actually finished. At least thirty competitors contributed to the fiscal health of various state governments along the way (we had zero tickets for the second year in a row). No one seemed to be complaining about the cost as we sat together in the tent set up in the parking lot of The Tire Rack for the awards banquet.

One Lap is a seriously crazy, car-focused week in time. Meeting up with folks you saw a year ago, it's like no time has passed. You pick up right where you left off. We really enjoy the people there and the experiences we share together. Francis and I will be back again next year. I've definitely got ideas for modifications to the Roadster.

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# The Un*ge* Mechanic

J. SAGE SCHREINER

## To Do List

IN AUGUST OF 2003 I was able to place my 1984 318i third of nine cars in my class. This may not sound like much of an achievement, but finishing within spitting distance of the G-Production winner was a new experience for me. This put a bug in my ear for the winter—one of those little bugs that whispers the temptation of speed. Not that I was hard to tempt. After running such a mild season for 2003, I was ready to come back strong for 2004. After all, how else to answer whether I (and my car) had gotten quick enough to finish regularly in the top half of my class?

... one of those little bugs that whispers the temptation of speed.

There was a lot of stuff I had to do, and a lot of stuff I wanted to do. I drew up a list of projects that was a good forty-odd items. It included things as pedestrian as replacing all of the fuel lines with new hose, to increasing the engine rev limit, to solving the banging and looseness in the right front strut once and for all. I prioritized the items on the list with a simple *must do now, should do soon* and *it would be nice* ...

First up to solve was the suspension banging. I had to get this resolved before it caused some sort of failure, which would inevitably occur at high-speed, in mid-corner. I gave a ring to Ireland Engineering, my suspension company, and explained what was going on. Despite swearing that they knew exactly what the problem was, they sent me parts that were not matched for my suspension, and didn't have anything to do with solving my problem. By this time, I had completely dis- and re-assembled my front struts about ten times. It was good practice and I could do it in about an hour. Still, not what I wanted to be spending my time on. I disassembled the struts very carefully, comparing the left (good) and right (bad) struts with each other. I spent several hours looking over every element very closely and fiddling with each bit.

Bingo! I found it: metal shavings at

the bottom of strut-top bearing. When I grabbed the strut-top bearing with pliers and worked a screw-driver against the spherical bearing, I found some up-and-down play. It was only about 0.5 mm worth, but the slight movement had clearly been destroying the interior of the bearing and it was only going to get worse. Ireland Engineering sent me a new bearing, no questions asked (after all, this one had failed immediately). Once installed, the play and resultant banging were gone. One job to check-off my project list.

Since old is bad and gas is flammable, I replaced the main fuel pump, fuel filter and all of the fuel hoses. I didn't use the fancy metal-braided hose—it's darn expensive. Instead, I used the high quality line available as original equipment (OE) from BMW. Anywhere it might rub, I glued a *cover* made of a larger diameter hose over the thinner fuel line. This would keep the fuel line from abrading.

Next, I took a close look at the left rear half-shaft. It was spraying black grease over the bottom of the car. That's undesirable, messy, and will lead to the constant-velocity joint failing (at high-speed, yadda-yadda). I inspected the dust boot, but couldn't find anything wrong with it. I spent a good half an hour under the car playing with the CV joint until I noticed that several of the Allen bolts that were holding the half-shaft to the differential output flange were slightly wet. Got it! I whipped out an Allen socket and torqued them down. While I was at it, I checked the others and then cleaned up the grease. I was confident that it was one more problem resolved.

I wanted to install a large, easily readable after-market tachometer. In theory, this would block the smaller OE tach and speedometer, but leave the gas gauge and water temp gauges still visible. Knowing how fast you're going when racing isn't really that important—there are no speeding tickets. The tach that I chose also had a built-in shift light. Several times in races, I'd found myself bouncing off the rev-limiter, unable to hear it amongst the roar of other cars. A bright shift light would help avoid that.

Installing the tach and light should have been easy. It was just a matter of some simple electrical wiring and ... nothing.

The tach lit up, and was clearly getting power, but it wasn't getting a signal from the negative pole on the distributor. I unwired, and rewired it. Same behavior. As a test, I wired it into my 1987 325i street car and it worked like a charm. Weird. When I called the tech support for the company that makes the tach, they suggested replacing the ignition coil on the premise that the old one was beginning to fail. I did that—and now it worked, erratically. It was hard to find consistency to the problem—sometimes it worked, sometimes it didn't. When it was working, it measured the RPMs accurately. It was as if the signal would disappear and reappear. I called tech support again, and got lucky. The tech knew exactly what was happening. "On some older cars the 5v square wave generated by the coil fluctuates under 5v. The tach has to read a 5v wave, or it just doesn't work." Uhhhh ... okay. He suggested a simple fix—wire a 1.5v, AA battery in line with the signal lead. I did, and the tach worked perfectly.

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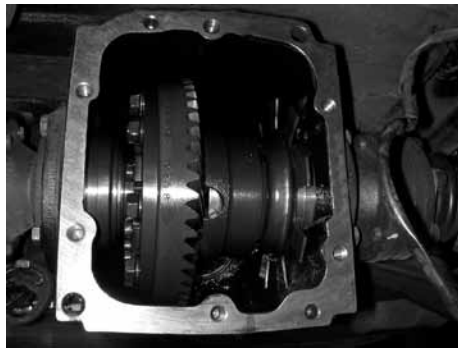
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Phew. It was nice to check that PITA item off of my list.

In the past, I had some problems with the home-built electrical wiring in the car. Sitting in pre-grid once or twice, something had shorted and white smoke had oozed out from behind the dash. I'd had to turn the car off, stick my hand in and jiggle the wiring to *fix* the problem. That's a bit primitive, so I wanted to sort and neaten all my wiring, and install a switch panel to replace the poor-quality plastic switches glued to my dash.

To make the switch panel, I cut and bent to size a piece of sheet metal to fit in the hole where the center console heater vent used to be. I drilled and Dremmed evenly-spaced holes for the switches. Spray-painted matte black, it matched the inside of the car. I rewired everything behind the dash using high-quality connectors. Once done, I realized that if I did it again, I could relocate my oil temp and pressure gauges to the panel for an even better use of space. That was hardly critical, so it went much further down the list. Regardless, the homemade panel looked great.

My car left a few small puddles under it whenever it was parked in place for more than a few moments. They seemed



**The inside of a differential.**

primarily to come from leaks around the rear of the motor and the differential. In the case of the diff, both the right output seal and main-cover seal were leaking. Output seals are easy—I'd done the job before. Disconnect the half-shaft, pry out the flange, remove the old seal, tap in the new and re-assemble. Easy.

With my new-fangled air tools, the rear cover was also easy. I drained the diff and zipped off the bolts with my air-ratchet, cleaned the mating surface, ran a bead of gasket sealer over it and then torqued it back into place using my sophisticated *that's about right* wrist torque. I refilled the diff with more of the Redline *No Slip* diff oil. Next morning: no telltale puddle under the car. One more

item to cross-off. The motor leak was minor, and would have to wait for now.

Because I had rebuilt the front suspension, again, I took the car to B&H Motorsports, handily located very close to my house, to have the camber reset and the corner weights adjusted. B&H was close enough that I just drove the car down there—much better than having to load the car up on my trailer. To corner weight a car, you set each wheel on a scale and adjust each wheel's ride-height with the goal of spreading the weight distribution as evenly as possible over all four wheels. My suspension only allowed adjusting the front ride height, but we were able to get the corner weights into the right ballpark.

There were a bunch of jobs that I had hoped to get to, but had not. This included servicing the rear drum brakes, installing an oil cooler, fabricating a front strut brace for the car, a valve adjustment, new spark plugs—and so on.

With the car suspension set up, I was ready to race. Almost. There was one critical task that remained: it was time to paint the car. After three years, the fugly gold car was going to get new clothes!

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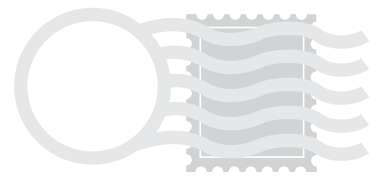
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# a VIEW from abroad



**My favorite of his fleet, the arctic blue metallic 3.3Li.**

THIS IS AN ADVENTURE that began in April of last year, when wandering the Techo Classica in Essen, Germany. I came across the Walloth and Nesch stand and discovered the impeccable E3s of Dietmar Deutsch on display. In the Brit BMW magazines I had stumbled across an occasional article on the 3.3L versions of the E3, but I had never seen one. The two at Essen were restored to an amazing level of detail, and with the 100mm longer body and rear doors, I was taken by their beauty and unique line. Dietmar's Fjord blue metallic example with tasteful 16" wheels immediately started me dreaming of how I could sneak this into the garage at home. It was striking.

I have long admired the E3s, in the states known as 2500s (rare), Bavarias (rare if not rusted to death), and 3.0Sis. My first encounter with these grand sedans was sitting in the left front as Kent Sanborn (Byron's father) piloted his UK import from the right seat. Kent's car was *team white* which ranks high in my book, and I always thought the car extremely handsome. The story of Kent being stopped by the state patrol and the officer trying to give the passenger a ticket still brings a smile. I even talked to my father about his purchasing this 2500 when Kent decided to sell, but my family

had a history of American iron and these BMWs were a little too fussy for my father's taste. Byron reports the car is still under a tarp some place in Issaquah, but it has probably fallen to the ravages of the rust gods by now. A shame.

After returning home from Essen last year, I emailed Walloth and Nesch and asked if they could tell me more about the fantastic 3.3Li's on display. They forwarded my email to Dietmar and I quickly received a warm response, happy that he had discovered a fan of his automobiles from the far off U.S. We then began an email exchange, trying to find a time when I might be in Europe the same weekend as one of their E3 Club events. It took over a year, but finally the stars lined up in August and a trip to Germany fell around the same weekend as the Vintage Gran Prix at the Nürburgring. Annually, this weekend is one of the pilgrimages for the German E3 Club (E3 Limousinen Club, as they refer to sedans in Germany, just as they refer to classic cars as *old-timers* which to me is a bit derogatory, especially when I'm called one by Bonnie, or is that *old geezer* ... but that is another story).

I headed to Dortmund on a sunny Saturday to meet Dietmar and journey the remaining way to the

Nürburgring in appropriate classic style. Before we hit the road there was a quick stop to look over his growing collection of E3 3.3Lis. BMW produced only 1,480 of these wonderful cars in 1975-76, beginning a tradition of *executive* slightly longer wheelbase cars that continues today. Dietmar bought his first Li new in 1975 (which he still uses today for daily transportation) and it looks and drives like a car only a few months old. As a retirement hobby he began to search for and restore other examples. Now, thanks to Dietmar's hobby, the BMW universe has what must be three of the most amazingly nut and bolt restored 3.3Lis in existence, plus his stunning garnet red metallic daily driver that looks as perfect as the other three, and one more in the very early *project* stages.

At our *garage tour* Dietmar let me behind the wheel of my favorite, the Fjord blue example, to back it out into the sun light for a close and personal inspection. Subsequent to the Essen show he had switched interiors, so the gray cloth was no longer installed, but I was still star struck by this special car.

Our ride for the weekend was his anthracite example that had a total of about 1,400

miles since its top to bottom restoration. One of the fun personalized modifications was a miles-per-hour dash pod he found new and installed (versus stock kilometers). At least the gauges were more familiar for me during my driving stint the next day in the twisting hills near The Ring. The car even smelled new; sitting inside was like dropping into a BMW time-warped and going back twenty-nine years.

Beginning at the first fuel stop in Dortmund, the car attracted admirers all along our route. At the gas station we ran into an E3 owner who knew Dietmar (I think every E3 owner in Germany does), and on the autobahn we had smiles, long looks, and thumbs up from other motorists. Without fail, every time we stopped someone would approach and want to talk to us about the car. If only I had known a little German, it would have been interesting to understand all the car talk. Dietmar, the consummate gentleman and gracious host, patiently interpreted the essence of each conversation.

More next month on the vintage races, the BMW car corral and a few other grand adventures, but to officially join the German E3 Club and the Senior Six Registry, I do need to own one, right?

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**1996 BMW 328i:** WBACD3329TAV15722.

174,000 highway miles. Metallic green with tan leather interior. Sunroof, traction control, heated power seats, CD changer, premium audio. Near perfect condition. New Bridgestone Turanza LS-H tires. New rotors, brakes, radiator, water pump, clutch, flywheel within last two years. Service records, Mobil 1. \$7,999. Contact Tom at 206-604-6885 or t\_a\_miller@comcast.net.

**1990 325iS:** WBAAA1315LEC66407 Sterling silver with grey interior, fully loaded, five-speed, E30 325iS (sports seats, leather, sports suspension, OBC, power locks, power windows, BBS cross-spokes, etc.) with 144,000 miles. Great condition, non-smoker, never tracked. Baby (daughter) is forcing the sale of baby (car). Photos are available on request. \$4,200. Contact Derek van Veen at 425-483-2838 or derek\_vanveen@hotmail.com.

**1983 BMW 633csi:** 183,000 miles. Five-speed. New driveshaft, shocks, cat. Nice representation of this classic model. \$3,250. Contact John at 360-321-1485.

**1983 633CSI:** Five-speed. Very attractive car, Sebring silver with pacific blue interior, electric sunroof, A/C, air dam with fog-lights, five chrome E24 wheels. 115,000 miles, 12,000 miles on engine, Shrick cam, OmniCell, Cibie headlamps. Bilstein shocks, tinted windows, Ungo alarm. Complete tool kit, always garaged, meticulous maintenance, all records, \$7,000. Contact F.D. Baldrige at 541-474-7153 or fdb@pharmcomp.com.

## Parts for Sale

**1995 M3 Factory Sound System:** Alpine six disk CD player, in-dash cassette player, amplifier and some speakers; all items for \$150. Contact Glade at 425-462-1131.

**Wheels:** Two 320i factory steel wheels with chrome trim rings. \$20. Contact Glade at 425-462-1131.

**Differential:** From a 635csi, standard ratio for automatic transmission; good condition, \$50. Contact Glade at 425-462-1131.

**1984 Euro 728i:** interior, Getrag transmission and dif-ferential plus much more. Call Gary at 425-488-6022 or email lunarhit@verizon.net.

**Tires:** Set of four winter tires for E46 323 or 325i. Bridgestone Blizzak LM22 205/55R16 on Ital type 5 wheels. Used one season, stored since early 2003. Will deliver in Western WA or OR. \$400 obo. Contact Louis Thelen at 541-926-0807 or lkthelen@comcast.net.

**Wheels:** Set of four 15" wheels from E36 1992 325i. Original BMW wheels. Some curb rash. Will offer all four for \$100. Contact Evie at 206-940-0901 or EVIEBMW@hotmail.com.

**1997-2002 E39 Bentley service manual:** brand new, both volumes, in the box—never opened. \$100. Please call Jon at 206-919-6900.

**Four E34 (540) 15 inch wheels:** perfect condition, \$500. Contact F.D. Baldrige at 541-474-7153 or fdb@pharmcomp.com.

## Wanted

**97-99 M3 spare wheel:** stock double spoke; not "motorsports" marked style of early E36 M3s. Contact Bob Kaufman at 425-643-6379 or bobk928@speakeasy.net.

**Half-shafts:** E36 M3 rear axle half-shafts with CV-joints. Contact Ron Runyan at runyancats@msn.com.

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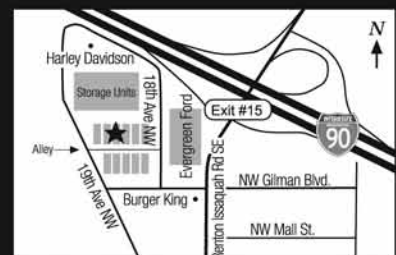
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