



FEBRUARY 2004

# Zündfolge

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





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# ZÜNDFOLGE

February 2004

Volume 35  
No. 2

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Zündfolge (USPS 715-250) is published monthly (except December) by the BMW CCA Puget Sound Region. Office of Publication: 521 5th Ave. West, #103, Seattle, WA 98119. Subscriptions are \$10 annually (available only as part of the \$35 membership fee). Periodicals postage paid at Seattle, WA **Postmaster**, send address changes to:

Zündfolge  
PO Box 1259  
Bellevue, WA 98009

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Zündfolge design and layout by  
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# KALENDER

### January 31

**Team Seattle** 24 Hours of Daytona to benefit Children's Hospital. Join the BMW Club and other car clubs to cheer on our local team. The event takes place at Bison Creek Pizza, 630 SW 153rd, Burien. Coverage starts at 9 a.m. and Doc Dolittle will answer questions via telephone at 2 p.m. Contact Lynne Eskil at 206-406-1521.

### February 1

**02/02/02+2 Drive**, celebrating the BMW 02. All vintage BMW's are welcome. Meet at Alki boat launch, Sunday, February 1st, 9:30 a.m. Call or email Brian Capp with questions/RSVP at [b2002c@comcast.net](mailto:b2002c@comcast.net) or 425-888-4002.

### February 3

**Deadline** for the March 2004 Zündfolge.

### February 5

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

### February 7

**E46 tech session and open house**, 9:00 a.m. to 3:00 p.m. at Eastside Bavarian. See article for information. RSVP Bill Spornitz at [bimbill@cs.com](mailto:bimbill@cs.com).

### March 4

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

### March 9

**Deadline** for the April 2004 Zündfolge.

### March 27

**All Members Meeting** at Bison Creek Pizza in Burien, 10 a.m. to noon. See Zündfolge article for information. RSVP to [rick@gmsarch.com](mailto:rick@gmsarch.com).

### April 17

**Haury's Tech Session.** See future Zündfolges for more information or contact the Tech Events Coordinator.

### April 25

**Karting Enduro** 11 a.m. to 1 p.m. at Sykart, 17450 W Valley Hwy, Tukwila, [www.sykart.com](http://www.sykart.com). More information and registration forms will be in the March Zündfolge. Contact Tom Olsson at [olssons@seanet.com](mailto:olssons@seanet.com).

## FROM THE EDITOR

- All contributions and correspondence with the Zündfolge staff need to be sent to Lucetta Lightfoot, the Zündfolge editor, at [lucettalightfoot@msn.com](mailto: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](mailto:jimngloriamillet@comcast.net) for information about display ads.
- Send all address change notices to [bmwclub@aol.com](mailto:bmwclub@aol.com).
- The Zündfolge staff is always looking for volunteers. If you want to help contact the editor.



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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## 2004 Concours d'Elegance Featured Car: E31 8 Series!

The 24th Annual BMW Club Concours d'Elegance this year will feature the fantastic BMW 8 Series (1991-1997). Look for special events during the year for the 8 Series including an informative tech session. E31 8 Series owners, we look forward to seeing your special BMWs! I suggest all 8 Series owners contact 8 Series SIG coordina-

tor Dave Clary who will be helping with the 8 Series events this year. Dave's email is d.clary@verizon.net.

The Concours d'Elegance this year is tentatively scheduled for Saturday, July 24 at Cedar River Park in Renton. The construction site behind us last year is now an incredible water park.

Lance Richert, 425-644-8009  
Lance@Richertnet.com

## All Members Meeting

March 27

Don't miss our All Members Meeting, March 27, 2004, at Bison Creek Pizza Restaurant in Burien. Spring will arrive soon and all the new and exciting BMW Club events scheduled for the new year will be here before you know it.

This will give you an opportunity to meet the Club's Board of Directors and fellow members. Hear first hand the schedule of events planned for the Club in 2004. 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 is an activity you would like to see the Club become involved in. If you are interested in getting involved yourself, please come on out!

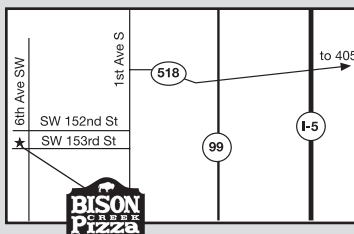
The event will run from ten a.m. to twelve noon. After introductions and door prizes, a no-host lunch will be available for those who would like to relax and enjoy some wonderful pizzas, spaghetti, calzone, hot sandwiches and several different salads offered by Mike Rasmussen, owner of Bison Creek Pizza.

The Club's Board of Directors and volunteers

strive to offer a well-rounded set of events throughout the year (see our web site for a list of events for 2004, [www.BMWPugetSound.com](http://www.BMWPugetSound.com)). Your board members and committee leads are involved first because they love BMWs, but secondly this a great Club with great members.

Please email RSVP to rick@gmsarch.com (preferred) or phone 425-644-1446, (8 a.m. to 5 p.m.). Last year we had over eighty members attend, so let me know as soon as possible. Also, let us know if you will be staying after the meeting for lunch (Mike has requested an idea of how many will be eating lunch, so he and his staff can serve us). There is no cost for the event. Lunch will be at your expense. Watch future Zündfolges for further information and driving instructions, address and map.

Rick Gulstrom  
Membership Chair  
rick@gmsarch.com



## E46 Tech Session Set for February 7

February 7

Do you own an E46 3 series? Have you thought about buying one? Or, are you interested in learning more about the latest technology in BMW maintenance and service equipment required to handle the increasingly complex and electronic offerings from BMW? If you answered yes to any of these questions (or even if you didn't), this event should prove interesting to you.

As mentioned last month, we will combine one of our traditional tech sessions with an open house to introduce members to a new independent BMW service facility in Issaquah. Eastside Bavarian, located at 1480 19th Ave. NW (see driving directions) will host the event and provide refreshments.

The open house will run from 9 a.m. until 3 p.m. and the tech portion will take place between 9 a.m. and Noon. Plans for the tech session include a demonstration of Eastside Bavarian's brand new alignment rack, a valve adjustment on the S54 M3 engine, a short shift kit installation, and tips on general maintenance procedures for the E46. There will also be information on the

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multitude of safety and performance features built into the E46. If you haven't already sent an RSVP please do, so that we can plan accordingly.

RSVP to [bimbill@cs.com](mailto:bimbill@cs.com). You can also contact Eastside Bavarian at 425-391-1990.

### Driving Directions to Eastside Bavarian

- From I-90 in Issaquah, take exit 15 (SR 900) and go south on SR 900 (also shown as 17th Avenue NW or Renton/Issaquah Road SE on some maps.)
- Turn right on NW Gillman Blvd and right again on 18th or 19th Ave. NW.

Eastside Bavarian is in the complex of buildings bordered by 18th NW, Gillman Boulevard and 19th NW.



This month's cover features the BMW Williams F1 driven by Juan Pablo Montoya at the Grand Prix of Austria. For more great photos of the 2003 F1 season, see the center of this issue. Look at page eight for a glimpse into the exciting 2004 season.

Photo by BMW Press.



# A Sim Racing Primer

Now that winter is upon us and the track season is over, what does a true racing nut do for that much needed fix of oil and adrenalin? Some may immerse themselves in preparing mind and machinery for next season. Others may head off to warmer parts of the country. But what if you could satisfy that desire to drive at the limits without leaving home; not even taking off your slippers?

Racing simulations might provide the substitute you've been seeking for real track action, whether you're waiting for spring to get the car back out on the grid, or you just can't muster the time or budget for the real thing.

**... what does a true racing nut do for that much needed fix of oil and adrenalin?**

You may be thinking, there's no way a console game can give the feeling of a real track experience. And you wouldn't be entirely wrong. While racing simulations, or sims are just computer games with cars, they are not like the games you're accustomed to seeing on the consoles, or even the arcade racers like the Electronic Arts *Need for Speed* series. The best sim racers have sophisticated physics engines based on real-world performance data. Many provide extensive car setup options, creating a predictable, and realistic, effect on where the car goes and how well it gets there.

These are good days for sim racing. There are more high-quality racing games available than ever before, and the internet communities that have grown up around these games provide something for everyone, whether it's joining an online league, downloading (or creating) new tracks, or just talking about cars with other car nuts. So let's take a look at the best of the current sim racers.

## NASCAR Racing 2003

The *NASCAR Racing* series, created by Papyrus Racing Games ([www.papy.com](http://www.papy.com)), has long been considered the pinnacle of racing sims, providing realistic driving dynamics, beautiful visuals, and the benchmark for online racing. The latest version, *NASCAR Racing 2003 Season*, was created with specific technical input from Jasper Motorsports and Goodyear

so that car setup, tire wear, and driving style have the same performance effects in the game as they would in real life.

*NASCAR Racing 2003* provides for private testing sessions as well as racing against computer-controlled fields, but the multiplayer racing features are where this sim really shines. The game supports fields of over forty human opponents, either through a local network or online servers. As you racers know, there's nothing quite like wheel-to-wheel competition with error-prone, unpredictable, real-life folks to get the adrenaline pumping. But in this case you don't have to pay for fixing a wrecked car.

Here is where the *NASCAR Racing* story gets interesting: Papyrus recently released a patch that, among other things, adds three additional physics models in the game. These include physics for the NASCAR Busch and Craftsman Truck series, as well as a pseudo Trans-Am series. All of these are somewhat limited by the spec-racing nature of NASCAR so, within a series, all of the cars use a single physics model. But each series provides unique and challenging handling characteristics, and the common physics between cars within a given series puts more focus on setup, strategy, and driving skill.

Project Wildfire [www.onlineracin.com/pwf](http://www.onlineracin.com/pwf) is a group of artists and developers, many former or current Papyrus staff members, creating modifications, or mods, that make the Busch, CTS, IROC (based on the Busch physics), and Trans-Am series available to players within *NASCAR Racing 2003*. The Busch, CTS, and IROC mods are complete and can be downloaded from the Project Wildfire web site. A beta version of the Trans-Am series mod is available, unlocking the physics, but still using the Cup car bodies and sounds.

Another group, supported by US Pits sim racing community ([www.theuspits.com](http://www.theuspits.com)), has released a beta version of their Trans-Am mod for *NASCAR Racing 2003*. The mod is called The Pits Touring Car Challenge (TPTCC), and can be downloaded from [www.tptcc.com](http://www.tptcc.com). The current version includes car models for Corvettes and Mustangs only. However, some enterprising souls have devised remarkably convincing Team PTG M3 GTR paint schemes for the Mustang, so you can compete as Bill Auberlen, Boris Said, or Hans Stuck.

The combination of graphics, physics, and multiplayer support make the Trans-Am mod for *NASCAR Racing 2003* probably the best sim racing experience currently available.

## F1 Challenge 1999-2002




The Formula One simulations from EA Sports have been getting better and better, and *F1 Challenge* is probably the best modern F1 driving experience most of us will ever get. This version is actually the end of the road for EA's F1 sims; Sony recently negotiated an exclusive license to F1 video games; and they've pretty much pulled out all the stops.

In *F1 Challenge*, you can sit in for any driver from any team in the series between 1999 and 2002. Obviously that means you can drive a Williams BMW as Ralf, Juan Pablo, or Jensen, but you can also drive a McLaren, Ferrari, Arrows, or Prost if the spirits move you to do so. Changes in chassis, engines, and liveries are recreated for each year, as are changes to the circuits such as revisions to the Rettifilo Tribune chicane at Monza.

Appropriate to the technical sophistication of the series, *F1 Challenge* offers a dizzying array of chassis-tuning options and telemetry data. If you've always wanted to be a grand prix race engineer, here's your chance. Likewise,

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there are a bewildering variety of controls to master within the cockpit, so keep the manual within grasp for your first few test sessions. *F1 Challenge* offers online racing against human opponents as well, but supports fewer online players than *NASCAR Racing 2003*.

One element that sets *F1 Challenge* apart from other racing sims is its ability to be customized. As a result, there are a wide range of mods available based on EA's F1 sims. Historic Touring Car Championship ([www.htcc2002.com](http://www.htcc2002.com)) and Aussie V8 Supercars ([www.v8gaming.com](http://www.v8gaming.com)) are currently under development, and a beta version of the V8 Supercars is available.

Bimmer fans can choose from M3 Challenge (<http://nameless.no-brakes.com/m3challenge>), BMW World Series (<http://f1200x-helmets.racesimcentral.com>), and European Touring Car Championship ([www.racesimrevolution.net](http://www.racesimrevolution.net)). Of the three, the ETCC mod is the most polished and interesting. It includes most of the teams and cars driven in this exciting, hotly contested series, and really seems to capture the high-strung character of these cars. The developers also provide many of the tracks run during the ETCC season that aren't already included in *F1 Challenge*.

## Grand Prix Legends

Long considered the king of racing simulations, *Grand Prix Legends* recreates the glory and danger of the 1967 Formula



One season; the second year of the 3-liter formula, and the first year for Ford's legendary Cosworth DFV engine. *GPL*, as it's known to the initiated, was released by Papyrus back in 1998.

The cars are very light, very powerful, and run very hard, unforgiving tires. Little wonder few of the legendary drivers from that era survived. *GPL* features separate physics for each of the seven chassis included in the game: Brabham, BRM, Cooper, Ferrari, Honda, Lotus, and the beautiful AAR Eagle. Each has quirks derived from its real-life performances, meaning the Ferrari sounds wonderful, the Honda and Eagle are delicate, and the Lotus is wicked fast.

In the five years since its release, the game has developed a cult following of amazing proportions. There are photo-realistic graphical updates for the cars and tracks, and hundreds of additional tracks have been created by the talented editing community. Since *GPL* includes an early version of the multiplayer features seen in the *NASCAR Racing* series, you

can race online with up to twenty people through leagues or the popular WinVROC utility (<http://didnt.doit.wisc.edu/vroc>). An active community of *GPL* enthusiasts and extensive links to *GPL* add-ons and utilities can be found at Race Sim Central ([www.racesimcentral.com](http://www.racesimcentral.com)).

## Live For Speed

*Live For Speed* is something of an anomaly among racing sims, as it's being developed and distributed by a small group of independent coders. You download the software and purchase a license from the team's Web site ([www.liveforspeed.net](http://www.liveforspeed.net)). A free demo is available as well.

Unusual distribution aside, this may be the model for racing sims of the future. *Live For Speed* may not be quite as polished in some areas as other titles. It also includes a rather funky selection of cars, leaning toward affordable European compacts rather than race-bred supercars. But the chassis dynamics are some of the best available and the game simulates the impression of speed, tire scrub, and body roll in a very believable manner. In addition, *Live For Speed* provides efficiently designed online racing functionality, though multiplayer grids are limited to twelve cars in the current version.

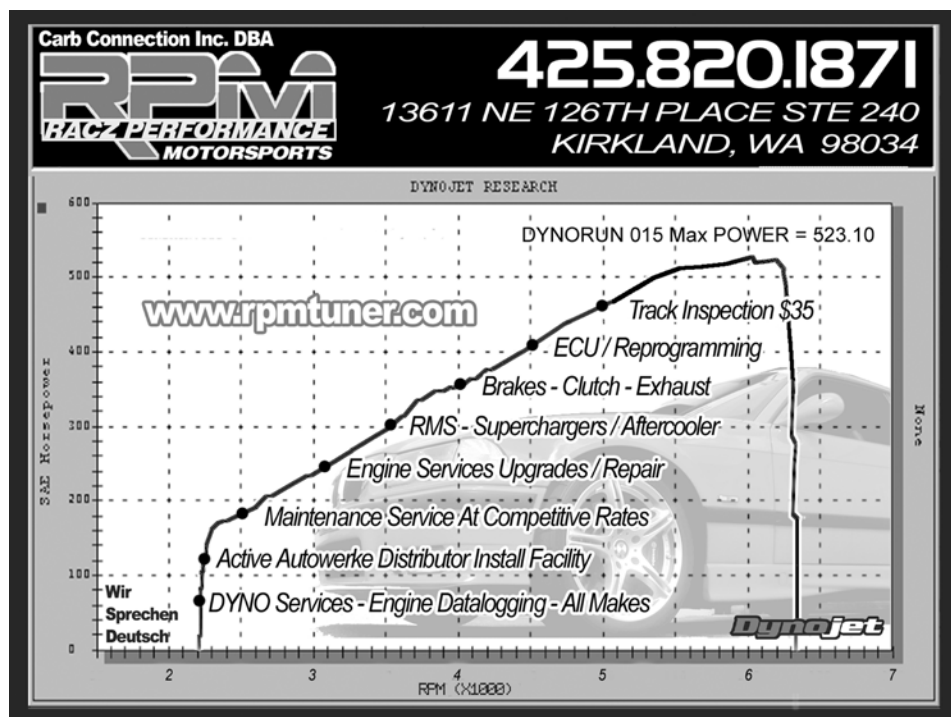
## Rally Trophy

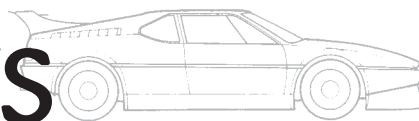


Worthy of mention due to its unique subject matter, *Rally Trophy* (<http://rally.jowood.com>) simulates, in very broad strokes, stage rallying in the 60s and 70s. You can drive classic cars such as the Ford Cortina and Escort, Lancia Fulvia and Stratos, Volvo Amazon, and Opel Kadett. The stages are a bit short, but it's quite challenging to throw these softly sprung cars around, and each car has its unique quirks.

Half-Price Books seems to have bought up a supply of *Rally Trophy* and at press time was blowing them out for around \$8. You can pick up some excellent updates, including new cars and stages, from <http://www.no-grip.org>.

Terrence Dorsey





## 2004 Instructor Training Program

The 2004 Driving Events program will once again kick off with our annual instructor training program. This year we will have a two-part program consisting of a morning ground school, held on February 21st at the Mercer Island Community Center, followed one week later with an all day track training session at Pacific Raceways on February 28th. The ground school is a prerequisite for the track training session.

Our instructor training is open to all current and former BMW CCA Puget Sound Region instructors. In addition, we will accept registrations from drivers with a second Level II sign-off who are interested in becoming instructors. Also, if you are new to the area or new to BMW ownership but have instructed in other high performance schools, contact us about being included in these events.

The February 21st Ground School will be chaired by Chief Driving Instructor Walt Conley. Walt has put together a fast moving and focused presentation designed to address instructor specific issues. Plan to get "news you can use." The event is set to run from 9 a.m. to 1 p.m. with coffee and donuts provided.

One week later it will be time to dust off your track gear, put new batteries in your communicator (don't forget) and hit the asphalt for an all day training event at Pacific Raceways. Gates open at 7 a.m. The morning schedule will begin with a presentation of the "Club line" using large graphics for each turn. Instructors will then take to the track in pairs, allowing the opportunity to practice the techniques that were presented earlier. The afternoon sessions will offer a chance to practice your personal skills. Keep in mind that this is an instructor training day not a lapping day. You will be expected to pair off with other instructors as much as possible and to continue giving and seeking input to/from your peers.

During the day we will pair new instructor candidates and those new to our program with one of our senior instructors. Instructor standardization is an important aspect of any training program and it is our hope that these sessions will be seen

as nothing more than a chance to further your skills and answer your questions.

We strongly encourage all instructors to attend both training sessions. We realize that being an instructor involves sacrifices. We hope this format, although it involves one and a half days of your time, will be useful and productive. I know students will appreciate your efforts. If you cannot attend the ground

school, but would like to participate in the track training, contact me directly.

The fee for the two-day program is \$125. Be sure to have your registration in by February 15th. I will send back a packet with your car number (press on vinyl this year) and directions to the Mercer Island Community Center. If you have questions please email me at [bimbill@cs.com](mailto:bimbill@cs.com) or call 425-836-2760.

### 2004 Registration Form

#### INSTRUCTOR'S CLINIC

**Final Deadline: No Later Than February 15th**

- ☐ Mercer Island Community Center (February 21)  
☐ Pacific Raceway (February 28)—\$125    ☐ Two Drivers/One Car—Additional \$25

#### NOVICE SCHOOLS

- ☐ Bremerton Novice Day (March 13)—\$75  
☐ Pacific Raceway Novice Day (March 20)—\$125  
☐ Both Days—\$200  
☐ Two Drivers in One Car—Additional \$25 per Day

Total Amount Enclosed \$ \_\_\_\_\_

**NOTE: Each driver is required to submit a complete and signed registration form. Make checks payable to BMW CCA and mail to Bill Spornitz, 22134 N.E. 26th Place, Sammamish, WA 98074.**

Name \_\_\_\_\_ CCA Chapter \_\_\_\_\_

Address \_\_\_\_\_ Member # \_\_\_\_\_

City/State/Zip \_\_\_\_\_ Email \_\_\_\_\_

Phone No. Home (\_\_\_\_) \_\_\_\_\_ Other (\_\_\_\_) \_\_\_\_\_

Car Year, Model & Color \_\_\_\_\_ License Plate: \_\_\_\_\_

Driver's License # \_\_\_\_\_ State: \_\_\_\_\_

Number of Previous Track Events: Type & Where? \_\_\_\_\_

Driving Level Signed in Log Book: None   I   II   III   Instructor   (Circle One)

Driving Goals \_\_\_\_\_

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

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

This is not a racing school. It is a driving school, on a race track, under close supervision by instructors. While the overriding consideration during the event is safety, incidents may occur that could cause vehicle damage 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 fully responsible for the safe operation and safe mechanical condition of your vehicle. BMW CCA, the local Chapter, its officers, instructors, staff and facility providers assume no responsibility in the event of an accident, of any kind, in the course of the event. If this is a concern to you, we recommend that you contact your own personal insurance carrier for advice to determine what coverage would be in effect during the school. Submission of this application is your acknowledgment of the above agreement to attend under these conditions.

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



# 2004 Novice Driver Training

The Puget Sound Region will begin our 2004 driving events program with a multi-part school designed for those who are newer drivers in our training program (not yet signed off at level 1) or have never had high performance driving training. These events are tailored to allow you to experience how your BMW performs outside the normal envelope. It involves a step-by-step process of instruction and training beginning with basic skills and advancing to high performance driving on a dedicated road course.

## Step One: Ground School

Your first exposure to the world of high performance driving will involve concepts and terms that can be confusing and sometimes seem overwhelming. To help you with a better understanding of this information we will provide a ground school to be held at the Mercer Island Community Center on Thursday evening, March 11th between 7 and 9 p.m. The purpose is to begin building a base of information so that when you take the next step it isn't all "Greek." We highly recommend that you attend this session.

## Step Two: Skills Training

Your first in-car experience will be at our Novice Skills Training day held at Bremerton Raceway Park on March 13th. You will spend the day at various drill stations designed to demonstrate car dynamics in a low-speed and safe environment. At each station you will have the objective explained, meet your instructors, and practice the specific skill. The stations are designed to simulate real world situations in both dry and wet conditions. At the end of the day the instructors will give rides, in their own cars, around a simulated road course. This will help tie together what you have learned and prepare you for the next step.

## Step Three: High Performance Driving Training

This is an all day school held at Pacific Raceways in Kent. The track is a 2 1/2 mile dedicated road course with nine turns and significant elevation changes. The track has a storied history and is very picturesque and also very challenging. The program will begin with a detailed introduction to the facility and very low speed laps, with an instructor, to intro-

duce you to "the line." As the day progresses and your skills and confidence increase, speeds will increase as well. To register for this event you must have completed our Novice Skills course within the last year.

If this program appeals to you we encourage you to participate. The idea of driving your BMW on a racetrack conjures up many impressions, some quite negative. Don't be intimidated. Our program is designed to bring you along slowly, working towards your personal limit in a comfortable and controlled manner. Our instructors are folks just like you, only with more experience. They want you to have fun and leave with a big smile. To qualify for this program we have a few basic requirements:

### Driver Qualification

You must be at least 18 years old, be a current member of the BMW CCA and hold a valid driver's license.

### Car Requirements

Your car must complete a technical inspection within thirty days of the event. The tech form can be downloaded from the Club web site [www.bmwpugetsound.com](http://www.bmwpugetsound.com). The form will also be mailed with your registration packet; however we encourage you to get this done early. If you have a convertible it must have roll over protection in the form of a roll bar or factory fixed roll over hoops. Factory hardtops do not substitute for roll protection. If you have a question, contact me.

### Helmets

A helmet rated Snell SA95 or MA95 or newer is required.

### Registration

The March 20th school is for our true novice drivers. If you have been through the Novice Skills day at Bremerton within the last year you qualify. Any remaining spaces will be given to drivers whose previous experience is limited to one or two track days. Our schools fill up fast. We operate on a first come, first served basis. Specifically, spaces will be reserved based on when the registration arrives in my mail box. Therefore, it is imperative that you mail in the form and payment as soon as you read this. Make checks payable to BMW CCA PSR. The fee is

\$75 for the March 13th school and \$125 for the March 20th school or \$200 for both. Again, we encourage you to attend all events but we understand this is not always possible. However, remember the above requirement for the March 20th school.

## A Few Final Words

High performance driving can be exhilarating and rewarding but it is not for everyone. It involves an element of risk and should be approached with a mature and conservative attitude. Our schools are designed to make you a better driver, with skills that can be transferred to the real world. We are not a race school. If that is your goal, this is a good place to start, but there are many high quality racing schools to take you to that next step. In our schools you will ride with an instructor who has been selected and trained to help you develop skills in a logical and progressive manner. On the track, he/she is in charge of the car. We will require that you abide by our rules and follow the instructor's directions. At the end of the day it's our goal that you leave with a big smile, newfound skills and an intact car. See you at the track!

*Bill Spornitz*  
*bimbill@cs.com*  
425-836-2760  
425-985-9642 (cell)

## 2004 Driving Events Calendar

### February

**21** Instructor Clinic, Mercer Island Community Center  
**28** Instructor Clinic, Pacific Raceways

### March

**13** Novice Skills Training, Bremerton  
**20** Driving School, Pacific Raceways

### June

**6** Driving School, Pacific Raceways  
**25** Driving School, Pacific Raceways

### August

**29** Driving School, Pacific Raceways

### October

**17** Novice Skills Training, Bremerton  
**30** Driving School, P.I.R. Portland

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

[www.bmwpugetsound.com](http://www.bmwpugetsound.com)



## 2003 in Review

The FIA reacted to growing fan malaise with sweeping Formula 1 rules changes for the 2003 season. The points system is now more generous to those not winning the race, and qualifying has completely changed. For better or worse, cars now go out one at a time, and each car must qualify with the set-up for the race on Sunday, including fuel load. This led to some very interesting starting grids on Sunday morning. The result was exactly what Bernie Ecclestone, the F1 Grand Supremo, wanted; a championship fight down to the last race.

One of the most significant stories of 2003 was tires. Michelin made some amazing progress in the off-season, gaining a definite edge in dry conditions, and Williams, McLaren, and Renault all ran Michelins. Ferrari seemed to

### One of the most significant stories of 2003 was tires.

have an up-hill battle on their hands.

BMW-Williams had problems as the season began. Although they had the strongest engine and a very good set of tires, aerodynamic problems plagued the radically new FW25. The car lacked grip at the rear end, handling somewhat better with a full tank of gas, but becoming a real handful as the car lightened. In short, it was an inauspicious start. McLaren, still running the 2002 MP4-17, came out as the team to beat. They had a proven, well-developed car, running on the best tires. Ferrari showed they might be mortal. Renault also emerged as a genuine contender, perhaps down on power, but

with a great handling car, and two very talented drivers. One had to wonder after the first few races if Williams had enough car to finish 4th in the Constructor's championship.

But first impressions can be skewed, and that was certainly the case last year. Williams put their collective heads together, and made real progress on both aerodynamic and mechanical grip. By Monaco and Austria, Williams could do nothing wrong, it would seem. McLaren shifted their focus to getting the 2003 car ready to go, which proved disastrous. Not only did the new car never see a race (mainly due to safety concerns; the chassis never passed the FIA crash test), but McLaren also stopped development on the 2002 car, and began to slip out of contention.

By the last three races, it looked like Williams had a



real chance to win it all. Juan Pablo Montoya was within striking distance of the Driver's Championship lead, and Williams was leading the Constructor's race. And then it started to rain. Unfortunately, the ace in their pocket became their undoing. Despite the Michelin advantage in dry conditions, Bridgestone wet tires were 1.5 seconds faster



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in the rain. And it rained at the last two races. Juan Pablo seemed unable to handle the pressure very well, making silly mistakes. At the last race, once he was out of the Driver's Championship race, the old JPM re-emerged. Unfortunately, he retired from the lead of that race with hydraulic system failure. So, Williams would have to settle for second once again.

### On to 2004!

The 2004 season will see 18 weekends! (See inset.) Australia is right around the corner! Two new venues, Bahrain and China, join the schedule. Spa returns, thank you God. Canada has been saved, and France, as of the publishing deadline, would seem to have the funding to make Bernie happy. The only race lost from 2003 line-up is Austria, yet another victim of the ban on tobacco advertising.

More interesting rules changes loom for 2004. The Friday and Saturday qualifying sessions have been combined into Saturday afternoon. The format is the same, but the sessions will run back-to-back instead of having a day of rest in between. Once again, car set-ups and fuel loads cannot be altered after final qualifying. Drivers failing to complete a lap in the first qualifying run will not be allowed to run the final qualifying, so no off-track

excursions are allowed! Fridays will revert to what they were in 2002; free practice sessions. Interestingly, the teams are allowed to run a third car and driver on Friday (for practice,) and the car does not have to be painted like the other two. Look for some wild paint jobs and a whole new set of sponsors on Fridays. The pit lane speed limit has been increased from 80kph to 100kph, making pit stops faster, and giving the teams more freedom in pit strategy. Most importantly, 2004 is the first year of the single engine rule. Engines now must last for the entire race weekend. If a team has to replace a broken engine, that car loses ten spots on the starting grid on Sunday. Look for revs and power to be down a bit at the beginning of the season as a result, but it will only take one manufacturer to crank it back up for everyone to follow.

On the driver end of things, the line-up is the same in the top four teams, kind of. Juan Pablo has announced that he has signed a contract with McLaren for the 2005 season. He's sworn up and down that it will have no effect on 2004, but that remains to be seen. There's a big fat rumor out there that Williams is very interested in Mark Webber, who did so well with Jaguar last year. Will he drive for Williams in 2005? Or 2004? Hey you never know.

### Opportunities

Michael Schumacher seems to be mortal all of the sudden. We saw him make some very uncharacteristic mistakes last year, but Williams will need to do two things to have a chance against the Ferrari juggernaut. One, they have got to be reliable. Michael Schumacher hasn't had a mechanical DNF in two years. They must finish the races to win them. Two, they must be fast right out of the box. They can't still be working out the kinks at the fourth race. The reports from winter testing are very good.

Reports on Michelin are again very good. They may have a full second on Bridgestone in dry conditions. Hopefully they have made progress on the wet and intermediate tires as well. It can't be sunny all the time!

2004 could be Williams' year. This will be the fifth year of the BMW-Williams partnership and the goal, from the beginning, has been to win the Championship. With hard work, a ballistic amount of money, and a bit of good luck, BMW enthusiasts could all be a very happy bunch of people next October.

### 2004 Formula 1 Schedule

<b>March 7</b>	Grand Prix of Australia (Melbourne)
<b>March 21</b>	Grand Prix of Malaysia (Kuala Lumpur)
<b>April 4</b>	Grand Prix of Bahrain (Bahrain)
<b>April 25</b>	Grand Prix of San Marino (Imola)
<b>May 9</b>	Grand Prix of Spain (Barcelona)
<b>May 23</b>	Grand Prix of Monaco (Monaco)
<b>May 30</b>	Grand Prix of Europe (Nurburgring)
<b>June 13</b>	Grand Prix of Canada (Montreal)
<b>June 20</b>	Grand Prix of USA (Indianapolis)
<b>July 4 *</b>	Grand Prix of France (Magny-Cours)
<b>July 11</b>	Grand Prix of Great Britain (Silverstone)
<b>July 25</b>	Grand Prix of Germany (Hockenheim)
<b>August 15</b>	Grand Prix of Hungary (Budapest)
<b>August 29</b>	Grand Prix of Belgium (Spa-Francorchamps)
<b>September 12</b>	Grand Prix of Italy (Monza)
<b>September 26</b>	Grand Prix of China (Shanghai)
<b>October 10</b>	Grand Prix of Japan (Suzuka)
<b>October 24</b>	Grand Prix of Brazil (Sao Paulo)

\*tentative

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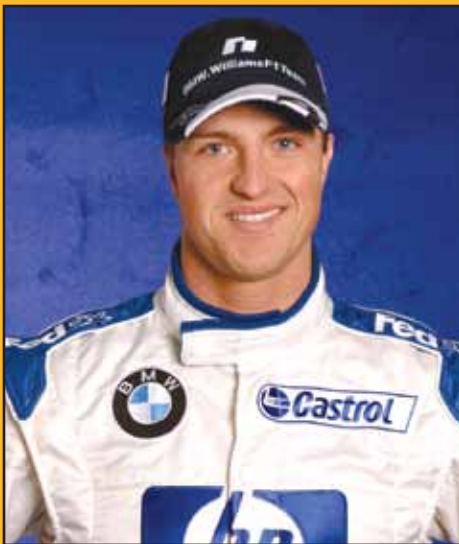
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### Resources

**BMW-Williams:** [www.bmw.williamsf1.com](http://www.bmw.williamsf1.com)  
**BMW Motorsport:** [www.bmw-motorsport.com](http://www.bmw-motorsport.com)  
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**Ralf Schumacher**



**Ralf Schumacher ready to race.**



**Juan Pablo Montoya**



**The 2003 BMW Williams F1 team.**



# F1

Formula 1



Grand Prix France, second double victory for the BMW Williams F1 team.



# Is it an Indoor Kinda Day?

Thinking you might need a rainy day project? How about a thorough cleaning, detailing of the interior of your vehicle? This is a great project that can be done in your garage at home. If you want to go at it like the pros, set aside most of a day. Having all of the doors open during the process is helpful. This provides the easiest access and the best lighting. If you don't have enough room to have both sides open at the same time, move the car to one side of your garage. Clean half of the vehicle and then move it over, so the other side can be open.

When you're doing deep cleaning, good lighting is important. You will want to be able to see into every crack and crevice. You'll be surprised how dark it is inside your vehicle when you are trying to see fine details. I suggest using a hand-held fluorescent lamp. The one about a foot or less in length works the best. If the back of the lamp housing is translucent, put several layers of duct tape on it to keep the light out of your eyes to better facilitate seeing the hidden dirt.

Interiors can be surprisingly dirty, even when they don't appear to be. Your feet track in dust and dirt. Everything your hands touch gets a buildup of oils, and these oils attract and hold dirt. The vinyl and leather are textured and porous and these uneven surfaces become pockets of dirt. A regular wipedown with a damp rag is important, but periodic deep cleaning is also important. Without deep cleaning, these materials can break down prematurely. Vacuuming regularly is important, but periodically shampooing carpets, mats, and cloth upholstery will remove built-up soiling.

So where do you start? The carpets, mats, and cloth

will take time to dry, so I suggest starting here.

*First*, thoroughly vacuum. While you're at it, vacuum the seats. Use a crevice tool and get down in all the hard to reach spots, such as seams, folds, stitched areas, and between the seats and consoles. Move the seatbacks through their range of motions to access the base of the seatback. A machine that injects and extracts a cleaning solution works the best for carpets and cloth upholstery. Carpets and mats are hardy, but, with upholstery, always pretest an inconspicuous spot for color fastness and water spotting before proceeding. Pretreating heavily soiled areas with a spray bottle of carpet cleaning solution will help the extraction process. Do not over-wet. One application of solution with the extraction machine is generally enough, and spend the rest of the time extracting the solution. For cloth headliners, lightly moisten a rag by spraying it with the carpet cleaning solution. Then, *lightly* wipe the headliner *once*. That's it. Headliner material is *very* delicate. A vinyl headliner is cleaned like other vinyl, as described below.

**Then, lightly wipe the headliner once. That's it. Headliner material is very delicate.**

Any carpet cleaning machine that has an upholstery tool will work well in a vehicle. The upholstery tool is the one you will use throughout. Rental machines work, but Bissell and other manufacturers have home machines that are reasonably priced. There is even a small machine with a hose that is made just

for upholstery. It is perfect for working in a vehicle, and it works well on the vehicle's carpets, mats, and upholstery. The cleaning solutions made for these machines will do a good job for you.

*Next*. Clean the vinyl. Meguiar's makes a product, Heavy-Duty Vinyl Cleaner (part no. M-3916), which does a great job of cleaning even the most heavily soiled vinyl. This product does not leave sheen so it is the product to use on newer BMWs that have a matte finish. Just spray it on, scrub and wipe down with a dry terry towel. You will need nylon bristle brushes of various sizes for scrubbing and getting into all the nooks and crannies. Recycle your old toothbrushes and get a couple sizes of household scrub brushes. The bristles should be a medium weight. Work a section at a time, not allowing the product to dry, but instead towel dry. The dirt goes into your towel. It may take you several towels depending on how dirty the vehicle is. Avoid getting this cleaner on leather and wood surfaces; wipe immediately with a clean, damp cloth if this occurs.

*Now*, wash the windows. Use a lint-free cotton rag moistened with water. Spray the glass with a window cleaner and wipe with the damp rag, getting into all the corners and along the edges. Then, dry immediately with a dry linen cloth. Do not allow the water to dry on the glass, because this will leave spots and streaks. Meguiar's makes the best glass cleaner I've ever used, no streaks. It's part of their detailer line of products, *Glass Cleaner Concentrate* (part no. D-1301). You dilute it one part to ten parts water, so a gallon of concentrate will last you a long, long time.

*Next*. Apply a vinyl conditioner if you want to create sheen and add protection. Meguiar's makes a great product (part no. M-4016) Vinyl Cleaner/Conditioner that leaves a rich, natural sheen and additionally provides UV protection. Regular application will prevent drying and cracking vinyl. Six-month intervals are adequate for cars in temperate climates. The down side of this product, you most likely do not want to create sheen on the vinyl in a newer BMW, so don't do this step. The upside, for a car that is lightly soiled, this product can be used as a one-step because it cleans and conditions (skip the Heavy-Duty Vinyl Cleaner described above).

Unless you have a large section of vinyl, spray the cleaner/conditioner on your cloth and then apply it to the vinyl. Use a small folded terry cloth (a four to six inch square). Q-Tips work great for getting into vents and other tight spaces. Try to avoid the glass and wood. When working next to the glass, have product on one side of your rag only, with the dry side next to the glass. Even out the application and let it dry. The drying process takes up to forty-eight hours; up until that point, it is prone to water spotting. This is why you should wash the interior windows before applying the vinyl conditioner. After drying a couple of days, a damp rag can be used to wipe the vinyl and the sheen remains undisturbed.

*Important*: With all spray products, avoid spraying into switches and electronic controls. Also avoid spraying the instrument panel. The glass over instruments is not sealed. Products will go under the edges of the glass, possibly getting onto the faces of the



instruments, a problem requiring an expensive resolution.

*Finally.* Let's tackle the leather. There are two methods, which one you use depends on the condition of your leather. If it's been a really long time since you've done any maintenance, the two-step method is for you. First clean and then condition. Lexol has two separate products for this. The cleaning step is just like washing your face. Wash it with a sudsy rag, rinse it with a clean-water-dampened rag, and dry it. Use terry toweling for all steps of the leather process. Always put the products on your rags and then apply it to the leather. Do not apply products from the bottle directly to the leather. Work in one stitched section or panel at a time. Clean down into the folds and stitching, being methodical and thorough.

Once cleaned, you are ready to apply the leather conditioner. Again, apply it

**Always put the products on your rags and then apply it to the leather. Do not apply products from the bottle directly to the leather.**

to the rag, working into the surface of the rag evenly. Then apply it to the leather, one section at a time. Be fairly generous with the conditioner. Allow it to soak in for thirty minutes and then buff with a clean, dry terry towel to remove any excess.

The second method for leather is to use a one-step product that combines the cleaner and conditioner. Meguiar's Medallion Premium Leather Care (part no. M-9616) does this and works well for leather that is not heavily soiled. As above, apply evenly with a rag. One precaution with

this product, if you get excess in the stitching, come back immediately and wipe it out with a dry towel. If the excess is left to dry, it dries white, and once dry, is hard to remove.

A wipe of interior wood and metal with Meguiar's Final Inspection (part no. M-3416) will remove any product film that may have resulted from errant sprays or wipes. A touch-up of the windows and a final vacuum and you are road ready.

*Important:* 1. If you pull color from your leather onto your rag, stop. Some leathers, especially a light tan color, can be surface dyed and are affected by the cleaners and conditioners. They can still be cleaned and conditioned, but you must be *very* gentle. No harsh rubbing. 2. Vinyl products will harm the leather, but leather products will never harm vinyl. If you don't know if a material is leather or vinyl, treat it like leather.

**Look around, admire, and enjoy all that hard work you did.**

When you are finished, the interior will be just like new. Every time you step into your vehicle you'll feel great. Look around, admire, and enjoy all that hard work you did. Happy driving!

If it all sounds like too much, remember there are professional auto detailers who would love to do the job for you. If you have questions phone me at 206-622-8011 or e-mail [DennisNoland@comcast.net](mailto:DennisNoland@comcast.net).

**Dennis E. Noland:** *Dennis is a principal in Shift Point Strategies, a public relations and marketing communications firm specializing in services for the automotive industry. Dennis previously operated the Exeter Garage for twenty-seven years. ©2003*

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## Workers' Appreciation Party

On the evening of December 3, 2003, more than forty members, spouses, and guests met at the Red Hook Brewery in Woodinville for an informal end-of-the-year social get together. The purpose was for the chapter to give something back to those who have unselfishly contributed their time, toil, and expertise to help us run events over the course of the year. Hors d'oeuvres were provided by the chapter. Event chair Lynne Eskil and the Brewery staff saw that our appetizer table was never empty. It was a very enjoyable evening chatting about cars, events of the past year, and plans for next year.

Our thanks go out to all Club volunteers. We'd like to have more informal social gatherings of this nature in 2004, as well as making the year-end event an annual tradition. If any of you have suggestions for events, or would like to organize an event, please contact vice president Ken Olsen.

## Portland BMW Club Driving Events for 2004

Hello fellow Club members! We are offering an invitation to the Puget Sound BMW Club members to join us on our touring events this year. This is a great way to meet BMW enthusiasts, drive on some exciting roads, enjoy new destinations and have a wonderful time. Dates have not been set but we will keep you informed.

### May 2004: Winery Tour

This all-day event starts in Tigard near I-5 and Hwy 217. After a nice drive through the country, our first stop is at SakeOne (the only Sake brewery in the US). Next are visits to Montinore Estate and Elk Cove wineries, then a good lunch at the Golden Valley Brew Pub in McMinnville. Our last winery will be Chateau Benoit, worthy of many pictures. Our day comes to an end at Bald Peak State Park, where we can talk about a fun day!

### August 2004: Run to Cannon Beach

From Beaverton, we drive through Vernonia, and enjoy many miles of back country roads, with a stop at the Elderberry Inn. Next, we will drive on Hwy 53 which is a very fun road with lots of challenging curves. Lunch at Dooger's in Cannon Beach will be great with excellent seafood, and we will have our own section, posting a BMW flag on the wall. Members can then visit the many shops and art galleries in Cannon Beach.

### September 2004: Sunriver Exotic Car Show

From Portland, we will drive the country roads to Detroit Lake and take a lunch break in Sisters. Carrera Motors in Bend kindly washes our cars for free. The Saturday car show is great with many true exotics. Hundreds of people will come to the car show. After the wine and cheese party is the event banquet. The Sunday driving event is always memorable, with lunch as the final destination.

### October 2004: Oregon Covered Bridges

The tour will visit several examples of covered bridges near Springfield, OR. Oregon has the largest collection of covered bridges in the west, with over fifty covered spans. Because of the easy availability of forest resources in Oregon, most of the early bridges in the state were timber structures. These timber bridges were often covered to protect them from the weather. Now, the remaining examples of this obsolete bridge construction technology, provide one of the most interesting tourist attractions in the state.

Please join us. Questions? Contact me at [briancone2@comcast.net](mailto:briancone2@comcast.net).

*Brian L. Cone  
Portland BMW Club Secretary  
Driving Event Coordinator*

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The New Year has arrived, the college football bowl games are over and hopefully the snow is gone. If you've been really good maybe you got a car gift for Christmas. If not, there are still some interesting things to plan to do for your BMW to get things going this New Year.

It might be a little early to take the winter tires off, but you can calculate the things your BMW needs. Have you any modifications planned for the toy; like new tires, suspension parts or maybe a new chip for the motor? The 2002Ti is getting the front end rebuilt and the Red Baron (the 325is) is getting some lower control arms to make it fit for the track. It can use some new motor mounts also. When I first put the Red Baron together, I used a Z3 1.9 short shift lever. I now want to replace all the worn shifter parts, to really tighten up the shifter. This would be the shift coupler and other bushings. The shifter rod needs to be bent and I want to try filling the rod with some lead to make it heavier. That's a Rogue Engineering trick I want to try that is supposed to lessen the notchiness of the current setup.

Back in the days of points and distributors, a springtime tune-up was a yearly event. Modern BMW's don't need such things, but there are other things that can be checked. With oxygenated fuel so common in many areas, the fuel system should be evaluated. If the fuel filter is any where near replacement time, it would be good to replace and clean out any sediment and trash with it. The air filter is another item to check out. Not a lot of dust over the winter, but the

summer dust and winter moisture can clog up a filter anyway. Take advantages of the dark hours to run the engine in the dark and look for any blue lightning leakage from the spark plug wires. The plug wires last a long time but can be damaged. It is hard to see the voltage leakage in daylight, but can be easily seen in the dark. Pull out a spark plug and check it. If nice and clean put it back in, if dirty, oily or otherwise questionable, replace them with good new ones. Never use Bosch platinum sparkplugs in any older BMW; they have a bad reputation that is well deserved. Use factory recommended plugs, as they always seem to work best. The accessory belts should be inspected for wear; it isn't fun to get stranded when one breaks. If you plan to replace one, replace them all as the others will soon follow and the work is about the same.

On that sunny but cold day that makes you want to wash the car, take your hose and thoroughly clean out the wheel wells. The winter's mix of sand, mud and dirt needs to get blasted out of there. If you run winter tires, take the summer wheels and wash and wax them. It's more fun to put clean rims and tires back on the car. Don't store the winter

ones dirty, clean them too. If you remove the wheels, check the brake pads and rotors and everything else you can see. Look for frayed wires to the ABS sensors, brake lining thickness sensors etc.

If you plan to modify your car, and who hasn't thought about it, use the experience of others to guide you. Most of what can be done, has been done by someone else. Ask around; check out the Club bulletin board, there are lots of ways of finding out how the changes you plan to make can affect your car. Chips for the ECU, for example, add power at the price of premium fuel; suspension modifications can stiffen the ride to a point that makes street driving uncomfortable for little gain. There is a tendency to start making a lot of changes to personalize our cars without really thinking out the end result. I won't say that the suspensions of the recent BMW's can't be improved upon, but if they are being done to improve track performance, the money is better spent on the driver rather than the car. This is especially true for M cars. Start off slowly with the cars, ask others what they've done and check out cars that have had the things done that you plan to do.



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# The Unsoge Mechanic

J. SAGE SCHREINER

## DNF

I had hoped that the race suspension I ordered in August from Ireland Engineering would show up with enough time to get it mounted for the last two races of the 2002 season. Having adjustable race suspension was one of the last major go-fast modifications I had planned for 2002. But no luck. The order showed up the day before Portland. Not that it mattered anyway; despite assuring me that everything had been shipped, major pieces of the order were MIA.

Car and thirty-year-old tow rig both made it down to Portland without trouble. As I had before the Mission race, I watched the weather report anxiously. PIR drains well and has a lot of run off space, but racing with slick tires in the rain isn't pleasant on any track. Saturday was partly cloudy and generally pretty nice, but it didn't look like it was going to hold.

Just before Saturday afternoon's novice race, I tried to start my car only to find that it wouldn't. With only minutes to go before the beginning of the race, I wasn't pleased. I expected to find that one of the wires had wiggled loose. This was a brand new starter too. What I found was quite surprising; the three small screws that hold the starter solenoid in place had worked out and the solenoid had fallen off the starter! Luckily it was still sort of "dangling" in place. One of the guys from the next paddock space came over and helped tie-wrap the solenoid, to keep it from falling off during the race. Meanwhile, the novice race had started without me. While I sat in the car and popped the clutch on cue, the "volunteers" tried to bump-start the car

over and over again, but it simply wouldn't start. Duh! I had disconnected the negative battery cable before messing with the starter and forgot to reconnect it. One of the guys got the cable on, while another sprinted for a 10mm socket to tighten it down. The car bump-started immediately, and I made it out on to the track almost three laps behind, leaving three helpers cursing me between gasps.

Since I had cold tires, cold brakes, a cold brain, and little chance of ever catching anyone, I took it very easy for the first lap. Once the car et al. were warmed up, I used the empty track to practice. When the front runners caught up to me, I pointed them by. It wasn't much of a race. I did notice that I was having a trouble getting the car into gear. I ground the gears several times while trying to downshift to second for the chicane.

After the race, the Kahn Team Racing folks helped me figure out what thread and size of bolt I needed to hold the starter solenoid in place. As always, they were extremely helpful. The next morning I found several metric screws at a local auto parts store that worked for a permanent fix.

Sunday morning was cloudy and threatened rain. I kept my fingers crossed for dry track. Right before the noon driver's meeting it began to pour. I quickly changed to my "wet setup," which means disconnecting the rear anti-roll bar, over-inflating the tires, and putting the better tires on the rear of the car. As I finished this, however, the rain stopped and the track began to quickly dry out. I left the rear of the car up and the tools out so that I could make a last minute

decision if the race looked like it would be dry. This is a conundrum that all race drivers and teams have to put up with, at all levels of the sport. Wet setup or dry setup? It can be nerve wracking when it's not clear which way the weather will go. A wrong decision can mean a poor showing and a difficult car.

I put my driving suit on, but kept my blue grease monkey suit on over it and waited to see what the weather was going to be like. With about fifteen minutes to go, it looked like the track was going to be dry, so I made the decision to go for a "dry" setup. I quickly reconnected the rear anti-roll bar links and dropped the tire pressure down to the normal range. Then I jumped into the car and got out to pre-grid. I kept my fingers crossed that the rain showers would stay away, at least as long as my race was running.

While I sat in pre-grid I eyed my competition. There wasn't a lot. Linda Heinrich, my usual competitor, was about three or four seconds a lap faster than me at PIR, so I didn't have a chance of keeping up with her. Margie, the woman with the yellow Datsun 510, wasn't racing that weekend. A little way behind me was a recently-upgraded novice driver, in a white G-Production Datsun 510. I decided my goal for the race was to stay in front of him.

Just as we pulled out onto the track for the pace lap, a few drops of water splashed on my windshield. Ferk ding blast! It wasn't enough to get the track wet, and as the green flag waved, the rain-splatters stopped. Going through the chicane on the first lap, there was the usual assortment of Group 2 spins and minor

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carnage to avoid. Then the race started for real. For the first half-dozen laps, I was able to steadily pull ahead of the white Datsun. There was no sign of anyone else from my class and I was able to race in some "open air."

The slight problem I had shifting, became more pronounced. It slowed me down, as I had to spend more time getting the car into gear before the corners. The white 510 started to narrow the gap between us. I watched him slowly gain on me over several laps, so I found more speed. On the following lap, coming through the last set of high-speed turns that lead out onto the straight, I suddenly hit some slippery track, probably oil or coolant, and locked up all four wheels. I went straight off the track around 80 mph. The whole car felt like it was going to shake apart from the bumpiness of the dirt. Despite the rain, I was surprised by how much dust and gunk ended up inside the car (and my mouth). Luckily, Portland has a ton of run off space, so I got the car slowed down, turned around and back on the track with no harm done—but I watched out of the corner of my eye as the next half-a-dozen cars through hit the same slippery patch and spun or overcooked the braking zone. I was back on the track with no places lost and a net gain on the white Datsun 510 chasing me. I was glad that my first foray in kinetic automotive agriculture ended benignly.

We received the "5 Minutes" sign from Start/Finish, indicating that there were just a few laps left. It was a weight off my shoulders, as it meant I was going to be able to stay ahead of the Datsun.

Or not. With one lap to go, as I downshifted to second for the chicane, the transmission broke. Despite having the shifter in position for second, the car wasn't in gear. What the heck! It sur-

prised me, and I got the car off to the side of the track. I discovered that if I stuffed the shifter into gear and held it with almost all the strength I could muster, the car would stay in gear and just barely roll forward. It made a horrible racket, however. Dreams of finishing the race in first gear flashed through my head, but I decided that wouldn't be the brightest idea, as I was hardly in the running for a championship. Staying off the track, I limped over to a turn station where the worker asked me if I needed a flat tow. I decided that I could make it back on my own power, once the race was over. After the winners made their victory lap, I pulled back onto the track and drove back to the paddock at about five miles per hour.

It was my first "Did Not Finish" result ever, and I was bummed. One of my goals for the year had been to make it through the year with no DNF's—a goal I had just failed on the **LAST FREAKIN' LAP OF THE RACE**. I was doubly bummed because I realized that if I had babied the transmission more carefully over the weekend, I certainly would have been able to finish the race. I felt like banging a dent into the roll cage with my head.

But that was the least of my worries. The car was now stuck in gear. Because I had a tow dolly, not a trailer, the rear wheels of the car rolled along the ground. If a car is stuck in gear (especially first gear), the vehicle velocity will quickly accelerate the engine to a speed many thousands of RPMs beyond what it can take—destroying the engine in a mess of bent, expensive whirring bits. Expensive = bad.

I scratched my head and thought of

a variety of possibilities ranging from the insane (find a volunteer to ride in the car with the clutch depressed; all the way back to Seattle.) to the ill-advised (putting the car on the dolly backward, which might have been okay, except that the steering wheel doesn't have a lock on it any more, which meant that the tow rig was going to be squirrely at high speeds; like ten miles per hour.) to the inane (just drive the car back to Seattle in first gear.) After talking to a variety of folks, I decided that the best option was to remove the driveshaft, disconnecting the driven wheels from the engine.

So I did. Despite the fact that it was



raining. Unbolting the ends of the driveshaft was, relatively speaking, easy. That only took about two hours. Working the drive shaft off its flanges, past the exhaust and out of the car was a pain in the butt, requiring that I almost remove the exhaust system. And did I mention it was raining? It was four long, wet hours before I was headed home.

Most of the trip home was in absolute, pouring rain. Driving along the highway at 45 miles per hour in an old pickup truck that never quite goes straight, with big rigs blasting by, isn't my idea of fun. But I had spoken to Hugh Golden, and Hugh seemed to believe that doing a tranny in a week was possible, especially as pulling the driveshaft off was a big chunk of the job. Of course, he wasn't taking into account the astounding (and hopefully entertaining) incompetence of the Unsage Mechanic, but it put the bug in my ear. Even as I drove home, I began to plan the job. I'd have to finish removing the old tranny, then make a trip to the junkyard to find a replacement. I'd have to mount the new transmission and hope that it was a good one. Finally, I'd have to remount the driveshaft and exhaust. My chances of success were slim, but I was going to try. It was going to be a long week. Again. [www.unsage.com](http://www.unsage.com)

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## Seattle5s ~ E39 SIG



On November 15, 2003 the Seattle7s rolled out their new sister club, the Seattle5s at Starbucks Coffee Company Headquarters. The rain was not enough to dampen the spirit of those who attended. We started with quick introductions then a photo opportunity in front of the headquarters before heading into the parking garage to get out of the rain. Once inside, a crash course on making espresso drinks was given before heading to one of the meeting rooms where one of two large screens dropped from the ceiling and everyone settled down to watch the video "Gumball Rally."

The Seattle5s is a SIG of E39 enthusiasts. If you have a 1996 to 2003 5 series and share a passion for it, then we

might be the group you have been looking for, but never knew existed. We get together for coffee and casual chats and, weather permitting, we go on tours (governance policy strictly enforced.) Our activities sometimes include participation with the Seattle7s and the local

BMW CCA PSR Chapter.

Please feel free to visit our website <http://www.seattle5s.com> to view the photos of our last meet, or for more information please contact us by email at [info@seattle7s.com](mailto:info@seattle7s.com).

*Matthew Mar, President Seattle7*

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E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net <a href="http://www.2002sig.com">www.2002sig.com</a>
E24	6 series	76-89	Erik Brannfors	206-356-5620	brannman@qwest.net
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## THE NEW BMW 6 SERIES CONVERTIBLE MAKES ITS WORLD DEBUT AT THE 2004 DETROIT AUTO SHOW

### 6 SERIES COUPE, X3 SPORTS ACTIVITY VEHICLE, X5 4.8iS PERFORMANCE SAV ALSO FEATURED

The first ever BMW 6 Series Convertible made its world debut at the 2004 NAIAS in Detroit, Michigan. The Convertible joins the 6 Series Coupe, which is making its much-anticipated return after a 15-year absence.

Top-up or top-down, the 6 Series Convertible is stunning. With the top up it captures the same purposeful, athletic nature of the 6 Series Coupe and with the top down another dimension of its personality is revealed altogether. The Manufacturer's Suggested Retail Price (MSRP) for the 645Ci will be \$76,995. The 645Ci Coupe has an MSRP of \$69,995. Both the 645Ci Convertible and 645Ci coupe go on sale on March 26th.

### THE NEW 6 SERIES - PERFORMANCE AND LUXURY BEFITTING AN ICON

The 645Ci Convertible and Coupe are first and foremost BMWs. They share BMW's 4.4-liter VALVETRONIC V8—horsepower is 325, maximum torque is 330 lb-ft. Both vehicles are available with a choice of three 6-speed transmissions—manual, STEPTRONIC automatic or BMW's Sequential Manual Gearbox. The Convertible will reach 60 MPH in about six seconds while the Coupe needs just 5.5.

Of course, you expect the new 6 Series models to offer handling to match their straight-line performance. Active Roll Stabilization is standard and keeps things on-the-level by reducing body lean in corners even with enthusiastic driving. For those who care for an even finer edge, a Sport Package is available. In addition to sport seats and a sport steering wheel the package includes firmer shocks and springs and mixed-width 19-inch wheels with performance tires.

The Sport Package also includes BMW's innovative Active Steering. Active Steering enhances the driving experience at lower speeds by increasing the amount the front wheels turn in relation to steering wheel input. At higher speeds stability is also improved by reducing the amount the front wheels turn in relation to input from the driver. Active Steering also features yaw rate control and is networked directly with the DSC system. It is thus able to intervene early, stabilizing the car while still allowing small corrections.

### FOUR CAN RIDE IN COMFORT AND STYLE ... AND BRING THEIR STUFF

The 645Ci Convertible and Coupe offer all passengers comfort, luxurious features, and an ambience full of style and elegance. Not only is there room for four passengers but also plenty of room for their luggage. The luggage compartment on the 645Ci Coupe has a capacity of 13.0 cubic feet. The Convertible offers 10.6 cu. ft. with the roof open and 12.4 cu. ft. with the roof closed.

Within the luxurious interior the standard DVD-based On-board Navigation System enhances the driving experience. This system is controlled, along with the sound system and other features, by BMW's innovative iDrive. The choice of sound systems includes the standard system or the optional Logic 7 system, which includes a 6-disc CD changer.



BMW's highly innovative optional Head-Up Display is available on both the Convertible and Coupe. It projects important driving information directly into the driver's line of vision. This includes the current road speed, navigation instructions, speed limits and feedback from the Check/Control.

### UNIQUE CONVERTIBLE TOP PROVIDES COUPE-LIKE NOISE AND HEAT INSULATION

Every convertible experience begins with the top. The newly developed roof on the 6 Series Convertible captures the look of the Coupe. It dampens exterior noise just as effectively as it braves the wind and weather, with a noise- and heat-insulating layer made of PUR plastic between the rubberized outer layer and the inner lining. The result is a very low noise level within the Convertible, allowing relaxed conversation even at high speeds.

The vertical rear window is made of glass and is electrically heated. The rear window can be electrically retracted completely into the luggage compartment bulkhead with the roof both open and closed. This creates a draft-free ventilation effect similar to that offered by a sliding roof in a Sedan. All side windows can also be fully retracted into the body of the car. With the top down, the rear window can be raised allowing it to act as a wind deflector for all four passengers.

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## MARKETPLACE

### BMW's for Sale

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

**1995 840Ci:** Now that I have the 745Li the 840 must go! VIN WBAEF6321SCC89573 Black/black leather, 107,000 highway miles, auto transmission, dealer maintained. Fully loaded in 1995, new phone system added including phone, excellently sound system from six disc CD player or cassette. 18" Dunlop's all around, Pictures available. \$19,000. Contact Marvin at 541-341-3478 or mrevoal@pacificbenefitplanners.com.

**1994 325is:** black/black, excellent condition, five-speed, leather, slight lower, 18" wheels/tires, CD, well cared for, no smoke, no track, 107,000 miles, third owner, M3 look with painted rockers, rear and front, motivated seller, offer? \$9,995. Contact Larry at 541-344-7704. (Eugene, OR)

**1988 E30 M3:** VIN WBSAK030XJ2196361, diamantschwarz-metallic. 156,000 miles, good condition. Turner chip, Borla cat-back, UUC short shifter, Euro airbox K&N filter, front brake ducts, car cover, more. \$11,900. Call John Osborn 253-594-1738 or email josborn@russell.com.

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

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

### Parts for Sale

**E30 Sheepskin seat covers:** Champagne color. Excellent condition, used less than three months before car totaled. \$100 for pair (paid over \$200). Contact Irv at irvbertram@comcast.net.

**Wheels and Tires:** Set of four, E46 M3 18" factory wheels with Michelin Pilot Sports, less than 1,000 miles, no damage. \$900 obo. Contact Mark at 425-869-8667 or MGThomas2@excite.com.

**Two Tires:** Contisportcontact 225/45 ZR 17, one is mounted on a new M double spoke alloy wheel \$300. Contact Michael at 425-681-8842.

**CD changer:** BMW 6 CD changer for trunk mount, Part 82-11-0-026-418 Alpine, \$200. Contact Michael at 425-681-8842.

**Various parts** from a 1985 325e white two door, 147,000 miles, engine with recent service. Body parts and miscellaneous everything else. Car was hit on passenger door and totaled. Contact Chuck at 206-784-5315 or e-mail Perry\_meyer@msn.com.

### Miscellaneous for Sale

**Campbell Cable Chains:** Essentially new, from my 2002. Fit 175 & 185-13, 185 & 195/70-13 and 195/60-14 tires. \$15 OBO. Call David Heard at 206/525-0965, evenings.

**Garmin Street Pilot Automotive GPS:** with accessories (8 MB chip with local street mapping for Western Washington, mount, power cable & case), \$350. Contact Mike at 206-817-5146 or manicefaro@msn.com.

**1997 Mercedes 500SL:** Gas-powered toy car from FAO Schwarz. This black two-seater is fully loaded. Powered by a Honda 2.3 horsepower engine with a three speed manual transmission, four wheel disc brakes, parking brake, full suspension, working head-lights, signal lights, and horn. Produced in Germany. Low mileage and in near-new condition. Asking \$8,000. Contact Matt at 206-441-3255.

### Wanted

**Valentine 1 Radar/Laser Detector:** Contact Mike, manicefaro@msn.com or 206-817-5146.

**Limited slip differential for 1987 325i.** Contact Chuck at 206-784-5315 or e-mail Perry\_meyer@msn.com.

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

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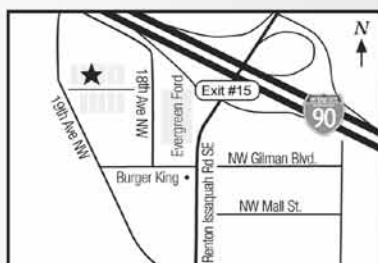
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