



APRIL 2004

Zündfolge

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





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April 2004

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www.bmwpugetsound.com

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KALENDER

March 27: All Members Meeting at Bison Creek Pizza Restaurant in Burien, 10 a.m. to 12 noon. RSVP to rick@gmsarch.com.

March 28: Track Safety Gear Class 10 a.m. to Noon at Sykart, 17450 W Valley Hwy, Tukwila.. The contact is Tom Olsson at olssons@seanet.com.

April 1: Board Meeting. Starting time is 7 p.m. All members are welcome. RSVP to Club President.

April 6: Deadline for the May 2004 Zündfolge.

April 10: Tulips Tour. Saturday, April 10, drive to the tulips in the Skagit River valley . . . lunch and gallery tour will be in La Connor. Leaves Northgate Nordstrom at 8:30 a.m. and return 3/3:30.

April 16-19: 2004 Sharkfest West in Paso Robles CA. Contact Paul at Paul@pacificsharkfest.com or 1-831-595-5194. Visit www.PacificSharkFest.com.

April 17: Haury's Paint and Bodywork Tech Session. 10 a.m. to Noon at Haury's Lake City Collision Service, 11514 Lake City Way, Seattle see the article in this issue for more details. Contact Jim Millet at jimngloriamillet@comcast.net.

April 24: Spring Rally. Save this date for the Spring Rally. Registration form is in this issue of Zündfolge. Contact Ken Olsen at kenolsen@nwlinc.com.

April 25: Karting Enduro. 10 a.m. to 1 p.m. at Sykart, 17450 W Valley Hwy, Tukwila, www.sykart.com. See the article in this issue for more details. Contact Tom Olsson at olssons@seanet.com.

May 4: Deadline for the June 2004 Zündfolge.

May 6: Board Meeting. Starting time is 7 p.m. All members are welcome. RSVP to Club President.

May 8: Suspension Tech Session with TC Kline. To be held at Auburn Foreign Car. See article in this Zündfolge for more information. Please RSVP to Jamie Thomas at jthomas@midpointcad.com.

May 15: Auto detailing clinic at Exeter Auto Detail. See this Zündfolge for more information. Contact Alan James at alan.james@comcast.com

May 23: E36 2nd Annual Gathering. Sunday, May 23, the E36 chassis BMWs 3 series cars from the years 1992 through 1999 will have their second annual get together. We will close the street in downtown Burien in front of Bison Creek Pizza from 11 a.m. till 2 p.m. Up to one hundred E36 3 series cars from as far as B.C. and Oregon are expected.

May 29: Mountain Twisties Driving Tour. Saturday, May 29, we will drive the infamous Mountain Twisties Route. The actual route is known by only a few but it is said to include the absolute best driving roads in our state. Meet at Eastside Bavarian at 8:30 a.m.

June 24: 12th Annual Greenwood Classic Car & Rod Show. Contact Mike Ellis mellis310@comcast.net. Article to appear in the May Zündfolge.

June 27: 3rd Annual E30 Picnic. Sunday, June 27th Newcastle Beach Park. See the May Zündfolge.

July 2-4: Historics at Pacific Raceways. Come join the car corral at the SOVERN Historics races. See additional information in the May Zündfolge.

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

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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Please limit phone calls to these volunteers to between the hours of 9 a.m. and 9 p.m.

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Tour the Tulips

April 10

ON SATURDAY APRIL 10TH we will have a group drive to the Skagit Valley Tulip Festival. This is the most photogenic tour we will have this year. Imagine the possibilities.

We will start at the Northgate parking lot just off Interstate 5 in front of the Nordstrom. Arrive by 8:30 a.m., April 10th, for a short driver's meeting then we'll leave. We will go straight to Mount Vernon area (with quick stop half way at Smokey Point rest area).

We will tour the tulip areas, hopefully get photos and then on to La Connor (voted best small town in the Northwest) for chowder lunch. The plan is to turn people loose in La Connor for 1.5 hours to visit the galleries then return to Seattle area and try to be back by 3 p.m. to 3:30ish. No ferry money required but bring some cash for flowers and art.

I strongly request that you email me if you're planning to attend. It is difficult to predict just how busy the tulip areas will be. Because of the weekend crowds I can't just pre-drive this route and estimate accurately when we will be there, so I want to be prepared to break into groups of ten cars each.

So bring your camera and a little patience and you will experience the vast flower fields. Sunshine is guaranteed but we go rain or shine.

Martin Hovenkotter
RSVP mhoven@comcast.net

All Members Meeting

March 27

LAST MINUTE REMINDER of our All Members Meeting, March 27, 2004, at Bison Creek Pizza Restaurant in Burien.

This will give you an opportunity to meet the Club's Board and fellow members. Hear first hand the schedule of events planned for the Club. There will be brief presentations on upcoming events 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.

The Club strives to offer a well-rounded set of events throughout the year (see our web site for a list of 2004 events —www.bmwpugetsound.com).

There will be videos to watch, doors prizes provided by BMW Car Club of America, (just received two boxes full of

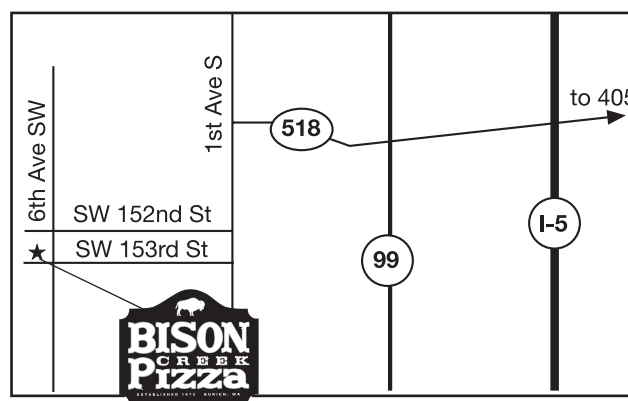
prizes from BMW CCA), Club T-shirts to buy, good food to be enjoyed and I have been told from Martin Hovenkotter, E36 SIG coordinator, the restaurant parking lot will be full of E36's, so check out the E36's before and after the event.

The event will run from 10 a.m. to noon. After introductions and door prizes, a no-host lunch will be available.

RSVP to Rick Gulstrom—email rick@gmsarch.com (preferred) or call 425-644-1446, 8 a.m. to 5 p.m. Also, let us know if you will be staying after the meeting for lunch. There is no cost for the event. Lunch will be at your expense.

For driving instructions see the address and map on this page. Location: 630 SW 153rd Street #F Burien, WA.

Rick Gulstrom
Membership Chair



Car Care Tech Session

June 12

JOIN THE BMW CAR CLUB OF AMERICA, Puget Sound Region members at Griot's Garage R&D Center for a fun and informative session on cleaning and detailing your vehicle. You'll get a hands-on demonstration of their fine products. In addition there will be vintage race cars on display and door prizes. Drive your BMW and join us for some fun. For information email Tim Willard at 253-922-2400 or email twillard@griotsgarage.com. Free Car Care Product sample to all those attending plus breakfast eats and coffee. Don't miss this fun tech session.

Please RSVP to Alan James at alan.james@comcast.net.

NOTE: The Tech Session is at the R&D center and not at their offices. It is just down the street from their main office. Products may be purchased at their main office lobby from 9 a.m. till 2 p.m. Tech session from 10 a.m. to noon.



Griot's Garage R&D
2008 48th Avenue Ct. E.
Fife, WA. 98424
800-345-5789
www.griotsgarage.com

From Seattle:

- Motor south on I-5 and take the Fife/Milton exit.
- Turn left at the light and go over the freeway. Turn right at the
- Next light onto 20th Street E. Continue 1/4 mile. Turn left on 48th Avenue Ct. E. and right into the parking lot.

From Olympia:

- Motor north on I-5 to the 20th Street E. exit, Number 136-A. The off ramp will take you right.
- At the T-Intersection, turn left on to 20th Street East.
- Continue about a mile and turn right on 48th Avenue Ct. E., just past Sportco.
- Turn right into the parking lot.



This month's cover features the Alcan Winter Rally (which just took place from February 18-26) second place BMW X3. BMW X3 Sports Activity Vehicles finished first and second in the 20th anniversary 2004 Alcan Winter Rally, the world's longest and coldest rally. The winning team, captained by Automobile Magazine's Ronald Arhens included driver Gary Webb and navigator Peter J. Schneider. The second place effort was lead by BMW CCA Roundel editor-in-chief, Satch

Carlson and included pilot Henry Joy and navigator Russ Kraushaar. The BMW X3s jumped out to an early lead on the first day and maintained that lead throughout the eight-day competition. See the June Zündfolge for rally recap.

Photo by BMW Press.



Haury's Paint and Body Work Tech Session

April 17th

We will be discussing the changes in the latest design and the repair techniques required to fix them.

CLUB MEMBER JEFF BUTLER, owner of Haury's Lake City Collision, is putting together another great program for us. In years past, members have found this tech session to be eye opening and very informative. The program kicks off at 10 a.m. sharp with a tour of Jeff's modern, "state of the art" collision repair shop located at 11514 Lake City Way NE, Seattle. We'll see the latest technology in repair and painting equipment and discover why modern facilities are important when we're selecting a shop to repair our precious Bimmer. A BASF paint representative (BASF is the primary supplier for BMW) will be on hand to discuss today's automotive refinishing systems and how they are used on our BMWs. On display from BMW Seattle will be a new 5 or 6 series. We will be discussing the changes in the latest design and the repair techniques required to fix them. We'll find out from Jeff how the insurance company and body shop interacts to repair our collision-

damaged vehicles and why we, the customer, should be well informed and involved in this process. Also discussed will be general insurance company policies and practices, differences between insurers (They're not all the same; some are better than others), aftermarket body parts, your legal rights as the claimant or insured when involved in a collision, how to protect your self from fraud and more.

Circle Saturday, April 17th on your calendar and join us at Haury's Lake City Collision Service, for an informative auto paint and body repair tech session. Coffee and snacks will be served, so arrive early. Find out more about Haury's at www.hauryscollision.com.

If you have questions, please contact the event coordinator Jim Millet, Club E36 Model Enthusiast, at 206-542-5237 or email to jimngloriamillet@comcast.net.

Circle Saturday, April 17th on your calendar and join us at Haury's Lake City Collision Service, for an informative auto paint and body repair tech session.



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Hours: M-F 7:30 a.m. to 5:30 p.m. Sat. 9 a.m. to 1 p.m.



Mountain Twisties Tour

May 29

THE MOUNTAIN TWISTIES run is one I've led now for four years with the SIG group. It is hands down the best driving day in this state so many curves your shoulders will be tired. Bring a co-driver because it is literally exhausting. The exact location and route is my closely guarded secret, but think of a famous North West volcano...and you'll be close.


The details are: meet 8:30 a.m. at Eastside Bavarian in Issaquah (behind the Chevy dealer off Interstate 90 exit 15) find the snowmobile dealer and you're almost there. Eastside supplies the pastries! Leave promptly at 9 a.m. with full tank. Twelve hours total driving with four hours of non stop twisties.

You'll return to the Seattle area at approx 8 p.m., tired but fulfilled. The scenery and photo ops are good too! We'll fill up several times so bring plastic, you need to bring lunch as we have found no worthwhile lunch stop.

Martin Hovenkotter, mhoven@comcast.net

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Details for the 2004 Club Spring Rally

April 24th

THE BMW CCA SPRING RALLY will be held on Saturday, April 24. We will start at the offices of Maritime Trust Company at 1620 West Marine View Drive (above Lombardi's Restaurant) in Everett. We will finish with dinner and awards at Gere-A-Deli in Anacortes to satisfy popular acclaim. Tech inspection will be at 7:30, Drivers meeting at 8 am, Car #1 out at 9:00, with morning, lunch and afternoon breaks. We will finish around 5:30, followed by dinner and awards.

Directions to the start will be sent to all teams one week before the event. For rally rules and related information please visit the rally page of the Club Web site at www.bmwpugetsound.com. As in the past, all teams will receive their route instructions thirty minutes prior to their departure time.

We go north again as a result of my study of the isopluvium maps of Puget Sound, which suggest that better weather is more likely north and west of Seattle. We will be exploring the back roads of Whidbey Island from south to north. These roads are guaranteed to bring a smile to your face while we challenge your timekeeping and navigational skills. Thanks to Steve Trafton's gracious invitation, we will be stopping to view his eclectic collection of significant automobiles at his Whidbey Island Retreat. We are also working on a visit to Jim Simpson's studios and workshop. Jim is an automotive stylist who consults to several car manufacturers worldwide, and who owns the Nardi Blue Ray.

To keep costs low and to avoid culinary disappointments, teams are to provide their own picnic lunch and snacks. The awards dinner at Gere-A-Deli will offer a no-host bar and feature a buffet with a choice of Italian herbed chicken breast with fettuccine alfredo, and steamed vegetables or vegetarian lasagna with Italian green salad and antipasto platter, each with additional nibbles. This buffet dinner is included in the rally fee.

Registrations are streaming in, so register now to assure your place, as there is significant interest in the event. The

entry fee of \$85 includes a full day of rallying, awards dinner, and awards to the top ten teams. Participants are responsible for their own Mukiteo to Clinton ferry toll. Please submit the adjacent registration form with your registration fee by April 12 to assure your place. For a recap of last year's frivolities see the June 2003 issue of *Zündfolge*.

We need two teams of course worker volunteers. Please contact Ken Olsen at kolsen@maritimetrust.com or cell 425-890-9415, office 425-339-1222.

Registrations are streaming in, so register now to assure your place, as there is significant interest in the event. The entry fee of \$85 includes a full day of rallying, awards dinner, and awards to the top ten teams.

Register Now

BMW CCA Puget Sound Region Spring Rally Registration Saturday, April 24, 2004

Driver Name _____ CCA Chapter _____
Full Address _____ Member # _____
_____ email _____
Home Phone _____ Other Phone _____
Car Year, Model, Color _____ License Plate: _____
Driver's License # _____ State: _____
Navigator Name _____
*Driver's signature _____ Navigator's Signature _____

Buffet Selections ☐ Herbed Chicken Breast ☐ Vegetarian Lasagna
(Select for driver and navigator.)

Rally Fee (includes rally materials, buffet for two, awards) \$85 per car \$ _____

Please mail your legible registration form and check payable to BMW CCA to Ken Olsen, 20313 NE 40th Court, Sammamish, WA 98074. Registration form and checks MUST be received by April 12, 2003.

*Please read the following prior to filling out the registration form. By signing the registration form you are agreeing to abide by this policy. No one may participate in a Club tour without signing the form.

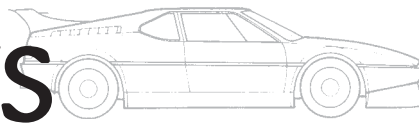
Governance Policy for BMW CCA PSR Tour Participants

All participants in BMW CCA PSR tours shall abide by the rules adopted for tours by the Club's Board of Directors. These rules are intended to make Club tours safe and enjoyable for all participants. Failure to comply with these rules will result in dismissal from the tour event and potential forfeiture of future tour participation privileges. The following actions will result in dismissal:

- Failure to comply with state and local traffic laws
- Excessive speed
- Racing
- Passing in a no passing zone or in an unsafe manner
- Any action which causes a collision or near miss
- Any action which causes another driver to maneuver to avoid a collision
- Receipt of a moving violation by law enforcement officials during the tour

In addition to the above specific rules, the Tour Coordinator reserves the right to dismiss any individual deemed to be exhibiting behavior(s) not in the spirit of these rules or of the Club in general. Any two dismissals from tour events in a one-year period will result in the person forfeiting his/her eligibility to participate in Club tour events.





Upcoming Events

THE CLUB HAS COMPLETED our annual instructor training program and the two-part novice-training program and it's now time for our Driver Training Days to begin. June is a big month, with two dates, one a Friday. The Friday date, the 25th, is a result of increasingly difficult track availability. The Board of Directors decided it was better to try using a Friday as opposed to dropping one of our traditional three warm weather (fingers crossed) events. We hope ample advance notice will allow our members to plan ahead and take advantage of this date.

This year we will again use the format of four run groups divided by experience and, to a lesser degree, car performance. We will enroll approximately eighty students and we will plan for a two-to-one student/instructor ratio. This means that all but our most experienced drivers will have an instructor with them for the entire day.

There are a few minor changes coming this year from an administrative point of view. For instance, instead of using colors to designate student groups, we will use letters (A, B, C, D), with A being most experienced and D least experienced.

We can't get away from colors completely. Our instructors will be divided into Red, Yellow, Green and Blue groups, each with a designated lead instructor. So, when you receive your packet at the beginning of the day it will contain your vinyl press-on numbers and a color-coded letter, A, B, C or D. The color of the letter corresponds to the instructor group you are assigned to and the letter itself corresponds to your run group. Got that? We hope this system, once seen in action, will be easy to understand and will allow everyone to be able to identify where a car belongs at any time.

If you got through that last paragraph without rolling your eyes, you noticed that we said vinyl press-on numbers. That is another new item this year. In the past we have had comments regarding using shoe polish on your pride and joy. Fair enough. The numbers (two sets) are four inches tall and will be applied to the left and right rear side windows. The colored letter will go on the top center of the windshield.

Another change we are adopting this year is a variable pricing structure that more directly reflects the cost of a specific event. This year we experienced increased costs in the area of track rental and insurance. However, we worked to keep our prices reasonable and our events are

still among the least expensive of any club in the country.

As you can see, our goal is to build on the excellent foundation that past track committees have provided while, one hopes, making the events run increasingly smoothly and seamlessly.

Puget Sound Region—BMW CCA BMW Driver Training Event Registration Form Pacific Raceways, June 6 and 25, 2004

You must be a BMW CCA member to participate.

- ☐ **June 6 (Sunday) Cost is \$140** (Entries can be postmarked no later than May 10.)
☐ **June 25 (Friday) Cost is \$115** (Entries can be postmarked no later than June 1.)

For two drivers sharing a car in the same run group add \$25 per day.

For two drivers sharing a car in separate run groups, the full cost applies to each.

Total Amount Enclosed \$ _____

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

NOTE: Each driver is required to submit a completed and signed registration form.

Name _____ CCA Chapter _____

Address _____ Apt # _____

City _____ State _____ Zip _____

Phone, Message Capable () _____ Email _____

Car Model _____ Year _____ Color _____

Driver's License # _____ (not plate number) State: _____

Driving Level (Based on signed off in your Club logbook.)

☐ None ☐ I ☐ II ☐ III ☐ Instructor (Check One)

Name & Phone of emergency contact: _____

Allergies or other special medical information: _____

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

You are totally responsible for the safe operation and safe mechanical condition of your vehicle (see Technical Inspection Form). 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: _____

A big part of that goal is staying on time during the day. To that end, your packet will include a nametag with the day's schedule on the back. Please review it often and be prepared to stage your car promptly for your session.

The following are the June dates we have planned:

June 6: Driver Training Day

A one-day high performance driving school at Pacific Raceways. This event is open to all drivers who have completed our two-part novice training program and their first level one sign off. If you have completed the Bremerton skills day but have not yet driven at Pacific Raceways, contact me via email to discuss your participation. We will have the track from 9 a.m. until 5 p.m., allowing for continuous thirty-minute sessions. Registration opens at 7 a.m. You are encouraged to arrive promptly at 7. The fee for this event is \$140 with an additional \$25 if two drivers are sharing one car in the same run group. *Remember that each driver must complete a registration form.*

June 25 (Friday): Driver Training Day

The same information applies as for June 6 with the exception of the fee, which is \$115 plus \$25 for a second driver, in the same group.

SCHOOL REQUIREMENTS

MEMBERSHIP

You must be an active BMW CCA member or associate member. Make sure your membership is current and put your member number on the registration. Remember that spouses and other family members are not automatically associate members. You must register them with CCA.

PREREQUISITES

You must have completed both parts of our novice program and have a level I sign off. We will consider, on a case-by-case basis, applicants with comparable previous experience. Contact the committee chairman.

HELMETS

You must wear a helmet with at least a Snell 95 rating at all times on the track. Visit the *Driving Schools* section of the

Club web site for further information.

DRIVER QUALIFICATIONS

You must be at least 18 years of age and hold a valid driver's license. If your license has been revoked or suspended you will not be allowed to participate.

TECHNICAL INSPECTIONS

All cars must have a technical inspection performed within thirty days of the event. Any certified technician can do this. For a list of businesses that have agreed to perform this inspection for a standard fee (currently \$35) visit the *Driving Schools* section of the Club web site. You can also download and print the tech inspection form in PDF format.

CONVERTIBLES

Rollover protection is required. Either fixed factory roll hoops or a properly installed and inspected roll bar must be installed. If you're not sure, contact us.

Registration requirements (Important)

Pre-registration is required. Our events do fill up, so prompt registration is not only appreciated, it might mean the difference between getting in or not getting in. Due to demand, we will fill the schools based on the postmark of your registration. If we have more requests than openings we will fill spots first with drivers bringing BMWs.

REGISTRATION FORM

Complete the form, making sure to fill in all the requested information. Put n/a where appropriate, don't leave blanks. *It is essential that you write legibly.* Incomplete or unreadable forms risk being rejected. A legible email address is essential. We are going increasingly to paperless communication. If you don't have email that's okay. We will use U.S. mail in those cases. You will also notice that beginning with this registration you will be mailing it to a new address. The Club's roster manager has graciously agreed to handle all track registration duties. Louis, we love ya, man.

SKILL LEVELS

Your Club-issued logbook has your current "sign-off" level in the front. On the registration form, circle the highest level that you currently show.

2004 Driving Events Calendar

BMW CCA PSR Events:

June	
6	Driving School, Pacific Raceways
25	Driving School, Pacific Raceways (Friday event)
August	
29	Driving School, Pacific Raceways
October	
17	Novice Skills Training, Bremerton
30	Driving School, Portland International Raceway

Other Events open to CCA Drivers:

BMW CCA Inland Empire:

www.iebmw.org
Scott Adare: sadare@aol.com

June	
12-13	Driving School at Spokane
October	
16-17	Driving School at Spokane

NW Alfa Club:

www.nwalfaclub.com
Herb Sanborn: blue74gtv@earthlink.net

May	
2	Lapping day at Pacific Raceways
June	
17	Lapping day at Bremerton Motorsports Park
July	
11	Lapping day at Pacific Raceways
Aug	
5	Lapping day at Pacific Raceways
22	Lapping day at Pacific Raceways
Sept	
10	Lapping day at Bremerton Motorsports Park
October	
8	Lapping day at Bremerton Motorsports Park
November	
7	Skills school at Bremerton Motorsports Park

Porsche Club:

www.pnwr.pca.org
Pat Hillyer: pat.hillyer@comcast.net

June	
4	Driving School at Pacific Raceways
July	
17	Driving School at Pacific Raceways
August	
27	Driving School at Pacific Raceways
October	
24	Driving School at Pacific Raceways

PCA Novice days at Bremerton Motorsports Park
contact Bill Bauer: william.f.bauer@accenture.com

April	
17	Novice School at Bremerton Motorsports Park
May	
29	Novice School at Bremerton Motorsports Park
August	
14	Novice School at Bremerton Motorsports Park
November	
6	Novice School at Bremerton Motorsports Park

BMW ACA, Portland:

www.bmwacaportland.com
Greg Maythaler: greg.meythaler@intel.com

May	
21	Driving School at P.I.R.
June	
27	Driving School at P.I.R. (Tri-Club day contact Fred McNabb at filmcnabb@juno.com or 503-644-3130)
July	
29	Driving School at P.I.R. (Thursday event)
August	
20	Driving School at P.I.R.

Bremerton Sports Car Club:

Dave Ely: de2mr2@msn.com
Larry Paulson: jlp@sanchezpaulson.com

May	
28	Lapping day at Bremerton Motorsports Park (Friday event)
July	
2	Lapping day at Bremerton Motorsports Park (Friday event)

www.bmwpugetsound.com



BMW Suspension Tech Session with TC Kline

Tuning your Suspension for the Street and the Track

May 8

CALLING ALL TRACK JUNKIES!
Well, actually calling all enthusiasts who want to better understand suspension systems. Come on out May 8th to the TC Kline Tech Session, at Auburn Foreign Car, where we will be talking suspensions of all kinds. In fact, everything from stock to full coilover systems will be covered.

BMW tuner and racing champion, TC Kline of TC Kline Racing will join us, between races mind you, to speak to us about suspension tuning. TC Kline racing is better known in the racing world as the team that took two 3.0 liter Z4s to the Team Championship in the ST 1 class of the 2003 Grand Am Cup Series. These Z4 roadsters have scored six podium finishes including two wins in their very first year of racing. TC Kline Racing has a rich and successful history in



racing, winning National Championships in autocross, club racing, IMSA and SCCA with top of the line drivers including, Randy Pobst, Boris Said and Shauna Marinos. Their success stems from a special talent to set-up and fine tune suspensions. TC Kline is noted for putting lower powered cars in front simply because they handle so well. In 1999, after many requests, TC began manufacturing and offering some of the specialty products he has developed for his cars.

TC has put together a program to speak about how to tune your BMW's suspension without sacrificing ride quality. He will give us guidelines to follow to improve your stock suspension so as to increase performance while maintaining streetability. He will discuss how great your suspension is right out of the box and how to upgrade it to be even better. Auburn Foreign Car have agreed to let us use their lifts, so we will have cars on display

at varying levels of suspension tuning so you can check out the differences up close.

The program will consist of a morning two-hour session followed by a repeat in the afternoon in order to accommodate the expected turnout. Each session will include a presentation and a question and answer period. Session one will run from 10 a.m. to noon. Session two will begin at 2 p.m. until 4 p.m. This event is free and guests are welcome but an RSVP as to which session you will attend is required. If you have questions or to RSVP, contact the event coordinator, Jamie Thomas at 206-817-3731 or jthomas@midpointcad.com.

Auburn Foreign Car is at 725 Auburn Way N., Auburn, WA. For directions visit www.AuburnForeignCar.com.

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SPRING IS IN THE AIR, the leaves are returning, the grass is growing and the 2004 driving season is upon us. True gearheads are thinking about track days and auto-crosses, and long drives in the country. Cars are getting washed and waxed; track junkies and newbies are thinking about their car's track inspections.

Track inspections are offered by many of our advertisers. The basics of car maintenance are looked at. Suspension and brakes are inspected for wear. The front control arm balljoints should be tight, the brake pads need to have lots of lining and the brake fluid must be fresh. The steering needs to be up to the task.

Newer cars shouldn't have any issue except maybe brake pads and fluids. Older E36s and E30s need more attention as the cars age. E36s that have been driven hard in the past need their rear control arms inspected as the suspension mounting points have been known to fail if tracked hard with improved suspension. Motor and transmission mounts have to be in good shape. I know the Red Baron's (my 86 325is) motor mounts are suspect and will be replaced. It may seem petty to some, but believe me when I say, tracking a car isn't to be taken lightly. A 325 did barrel roll at PR when a front ball joint separated going down toward Turn 2 at high speed. If the brakes fade, you usually can slow down and cool them off, but a suspension failure can be very nasty. One should consider the cost of the inspection as just another cost of driving at the track.

Spring brings out the car detailers in us that have let the winter's dirt and grime pile up. There are many different approaches to paint care, type of wax and

such. But regardless of whether you are a Zymöl, Griot's or Meguiar's product user, you need a clean finish to start with. Get the car out in the driveway and wash it top to bottom, front to back. Take the wheels off and wash them front and back, getting all the dirt and brake dust off. Wax them with either a wheel wax or regular wax. Wash the wheel wells thoroughly to remove all the sand and winter dirt. I'll take some detailing clay and go over the paint, and then polish and glaze the older red paint. Then I'll wax it as best I can. Grab that vacuum and pull those mats out. Vacuum the carpet and mats and wipe the interior off. Get some old newspaper, (my favorite window wipes) Windex and get the inside windows really clean. It's amazing what a difference that makes. If you finish your BMW maybe you'll do the wife's or husband's car later!

I've been a huge fan of Halogen Euro code H4 headlights for years. It was one of the first things I did when I got the 325is. Wattages come in many flavors. H4 bulbs (the low/high beams ones) come in 55/60W which are the most common and available at normal domestic parts outlets. Higher wattages are available in 85/100W and 55/100W. I like the 85/100W bulbs. The 325is sits low enough that they don't shine into the rearview mirrors of the car ahead and

make the night much brighter. I recently put 100W H1 bulbs into the high beams to go along with the outer 100W high beams. Almost makes night into day. There are those whose profess adding higher rating fuses but I've not seen the need personally. On the E30 the lights run 7.5 amp fuses so replacing with 10 amp should pose no problems. I'd recommend covers if you've invested in H4 style lights. One reason I don't like my wife's Neon is the lousy headlights on it. Maybe it's my older eyes, but I like nice bright white light at night to see with.

I've put the old 2002Ti back on the road. It sure seems like my old friend. Complaining about the stiff steering and wandering down the road, I thought it might make some sense to check all the basics. Well surprise, all four tires were low on air. A stop to fill and check the simplest things made a large difference. The sound of the sidedraft Webers is still a wonderful intake roar. Once I get the steering rebuilt it should be much better. Now that the weather is better, I can park the 325is outside and put the 2002 in the garage and get the suspension redone. It's one of those things that once I start, things will go okay; but it's a matter of starting. It's a mechanic's car that gets neglected most of the time.



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E24 6 Series

J. Erik Brannfors

THE E24 6 SERIES was produced over a period of about thirteen years, from 1976 to 1989. The chassis was the basis for several notable and distinct models with varying trim and power train packages. These were the 628CS, 630CS/CSi, 633CS/CSi, 635CS/CSi, L6, M635CSi, and the M6 (not including Alpina, and other third party specialty conversions). While there are varying accounts regarding production numbers versus actual recorded sales numbers, in totality there were nearly eighty-seven thousand 6 series produced, with somewhere between twenty-four and twenty-nine thousand reaching the USA. There were also some fifty race prepared chassis that went straight to the BMW Factory Team or one of a dozen or so other race teams running in the ETCC, BTCC, or DTM series.

The original design for this evolutionary replacement of the CS class coupes (3.5CS/i/L, 3.0CS/i/L, 3200CS, 2800CS, 2000c/CS) was penned by designer Paul Bracq, who also manifested the bold outlines of the BMW Turbo (1972). BMW did not have the necessary manufacturing facilities at the beginning of the production cycle, therefore the earliest examples of the 6 series were completely assembled by Karmann where the BMW coupes (E9 CS) had been assembled previously. This continued until late 1977, when they were relegated to delivering the bare chassis with all the sheet-metal panels fitted, to the expanding Dingolfing assembly plant. The Dingolfing plant went on to become the major assembly plant for BMW, housing the 3, 5, 7, and eventually the 8 series production lines.



All the different variations have in common an inline 6 cylinder engine ranging in displacement from a mere of 2.8L to a voluminous 3.5L. These various powerplants were configured in the early production years with either L-Jetronic fuel injection, or in Europe, a Solex 4 barrel carburetor, while later models were fitted with BMW/Bosch Motronic Engine Management system (DME). The common theme for the top end of these engines was a single overhead chain driven cam, twelve valve layout. The exceptions to this were the M88 and S38 engines in the European M635CSi and US M6. These 3453cc monsters were topped with a twin cam twenty-four valve head derived from the design first produced for the infamous M1. The rest of the drivetrain was fitted with a myriad of automatic (ZF 3 speed, 4 speed, 4 speed with selectable street/sport mode) and manual (4 and 5 speed Getrag, rare close ratio 5 speed with dogleg first gear) transmission choices as well as available limited slip differentials.

The interior trim levels also ran the gamut, from functional to opulent. Over the production run, combinations of three

or four spoke steering wheels (later models came with airbag steering wheels—the SRS system), cloth or leather seating surfaces, and leather covered dashboards, contributed to the range of prices that were on the window stickers. Other lavish items that helped solidify the 6 series as a luxury touring coupe were leather covered center consoles and lower dash areas, plastic or leather covered upper and lower door panels, rear headrests, rear roll up sunshade, manual Recaro front bucket seats or the later electric twelve way power heated models with position memory, and a completely separate rear air conditioning



Photos by J. Erik Brannfors.

system with the convenient “drink cooler.” Driver aids that were introduced on the 6 series and have in some fashion continued through today’s models, are the Service Interval indicator, Active Check Control Panel, On Board Computer, and Self Leveling Suspension in the rear for ride comfort.

The 6 series was also campaigned in several racing series throughout the European arena. Approximately fifty examples were built by BMW Motorsport for use in the European Touring Car Championship, British Touring Car Championship, and the Deutsche Tourenwagen Meisterschaft. These cars were piloted by the likes of Dieter Quester, Roberto Ravaglia, Hans Joachim Stuck, Gerhard Berger, to name just a few. Besides the BMW Factory Team, the racing stables of Schnitzer, Hartge, König, and other smaller privateers, all in, the 6 series chassis, won several European championships in Group 2 and Group A, the 24 Hours of Spa several times, and numerous individual driver victories in Europe, Australia, and New Zealand. All in all the big coupe was raced in official competition from 1980 through 1986. The successor to this racing pedigree was the E30 M3, which is a whole other story.



New 6 Series

THE NEW 6 SERIES is something that first generation E24 6 series owners along with many other BMW enthusiasts have been anxiously awaiting since the first rumors surfaced. Once the first few spy photos surfaced, we saw what Chris Bangle and his design team were seemingly thinking about. When more “official” press releases were posted, reactions ranged, and still do, from elation for the new design to utter disgust from the front to the rear. Of course, beauty is in the eye of the beholder.

Whatever your opinion, the new 6 is a revolutionary car. From its use of lightweight metals such as aluminum in the majority of the front frame and suspension components to the development of “useful for mass production” composites and thermoplastics for the fenders and trunk lid.

The car is relatively light for this size of vehicle (3781 lbs) and achieves an almost perfect 50:50 weight distribution. Inside the car, one will find a next generation I-Drive system, integrated in-dash monitor, a Heads-Up Display (HUD) for the driver, and transmission choices including six speed manual, six speed STEPTRONIC automatic, or six speed SMG with paddle shifters on the wheel.

The new 6 is released in both coupe and convertible versions. Early reports indicate that BMW has gone to great lengths to make sure that the cloth drop top is as insulated and quiet as its hard-topped sibling. The power up/down and electrically heated rear window acts as a wind deflector when the top is retracted. The whole assembly can be opened or closed via a button in the console, or by

turning the key in the door lock. The top can be opened safely at speeds up to twenty miles per hour. Even with the extra space that the convertible takes up in the trunk, there is still room for two golf bags.

While both versions of the car have been unveiled and made available, they are slow in making their way across the USA. We were hoping to have been able to view the cars in person at BMW Bellevue and BMW Seattle early in March. Unfortunately, the delivery dates were pushed back until later in March, or early April. Hopefully you will take the time to go see the new 6 in person once it hits local showrooms and judge the design, features, and overall packaging for yourself. It has been previously reviewed as being more pleasing in person than in photographs.

Performance and Efficiency

- 4.4-liter, 325-hp 32-valve V-8 engine, four overhead camshafts with Valvetronic 6-speed manual transmission with Dynamic Driving Control (Sport button)
- Aluminum block and cylinder heads
- Direct ignition system with knock control
- Double-VANOS steplessly variable valve timing
- Electronically controlled engine cooling (map cooling)
- Steplessly variable intake manifold

Handling, Ride and Braking

- 4-wheel ventilated anti-lock disc brakes (ABS) with Dynamic Brake Control (DBC)
- Active Roll Stabilization (ARS)
- Aluminum front and rear subframes
- Dynamic Stability Control (DSC), including Dynamic Traction Control, electronic brake proportioning and cornering/braking stability enhancement
- Sport suspension
- Twin-tube gas-pressure shock absorbers
- Vehicle-speed-sensitive variable-assist, variable-ratio rack-and-pinion power steering

Exterior and Aerodynamics

- 18 x 8.0 Radial Spoke (Styling 118) cast alloy wheels, 245/45R-18 all-season run-flat tires
- Aluminum hood and doors
- Choice of standard or metallic paints
- Chrome Line exterior trim
- Halogen free-form foglights
- Headlight washing system
- Power adjustable, heated, body-colored side-view mirrors
- Rain-sensing windshield wipers (adjustable speed)
- Thermoplastic front side fenders and sheet molding compound trunk lid
- White turn-signal indicators
- Xenon Adaptive Headlights with dynamic auto-leveling

Instrumentation and Controls

- BMW on-board navigation system with voice feedback and Voice Activation
- Electronic analog speedometer and tachometer and LCD main and trip odometers
- Expanded Check Control vehicle monitor system
- Exterior temperature display with warning for freezing temperatures
- iDrive system with on-board computer
- Multi-function 3-spoke sport steering wheel with controls for audio system, cruise control, and accessory phone
- Programmable Cruise Control

Audio System

- Anti-theft AM/FM stereo/CD audio system, Radio Data System (RDS), Auto-Store, and FM diversity antenna system
- Pre-wiring for BMW center installation of BMW 6-CD changer and BMW mobile phone

Interior Seating and Trim

- 2-setting memory system for driver's seat, side-view mirrors, and steering wheel position
- 8-way power front seats (2-way manual headrest)
- Adjustable front center armrest
- Color-matching floor mats
- Dakota leather upholstery and door trim
- Power lumbar support for front seats
- Ruthenium pearl-gloss finish interior trim
- Split-folding lockable rear seats

Comfort and Convenience

- Ambient interior lighting
- Automatic climate control with separate left/right temperature and air distribution controls, with automatic air recirculation
- Automatic-dimming inside and outside rear-view mirrors
- Cupholders front and rear
- Dual front sun visors with illuminated mirrors
- Extended Voice Activation
- Fully finished trunk with drop-down tool kit and interior trunk release
- Heated driver's door lock and rear window defroster

- Integrated 3-button Universal garage-door opener
- Lockable glove compartment with rechargeable take-out flashlight
- Micro-filter ventilation system with replaceable active-charcoal filters
- Power tilt and telescopic steering wheel with automatic tilt-up
- Power windows with key-off and “one-touch” up and down operation both front and rear, anti-trapping feature, opening from remote, and closing from exterior lock
- Tilting Glass Panel roof with electric sliding roofliner

Safety and Security

- Adaptive Brake Lights
- Automatic-locking retractors (ALR) on all passenger seat safety belts (for installation of child-restraint seats)
- BMW Assist integrated wireless communication system
- Coded Driveaway Protection (prevents engine start when your key with constantly changing electronic code is not used)
- Door-mounted side-impact airbags
- Driver's and passenger's front airbag supplemental restraint system (SRS) with dual-threshold deployment, 2-stage Smart Airbags
- Front safety belts with automatic tensioners and force limiters
- Head Protection System
- Impact sensor that activates Battery Safety Terminal disconnect of alternator, fuel pump and starter from battery; turns on hazard lights, interior lights and unlocks doors
- Intelligent Safety and Information System (ISIS) for deployment of safety systems
- Interlocking door anchoring system to help protect against door intrusion in side impacts
- Remote keyless entry security alarm system with selective unlocking and double-lock feature (programmed at BMW center), remote trunk opening, interior motion detector, and panic feature



Photo by Dane Martin.



Photo by Dane Martin.



Photo by J. Erik Brannfors.



Photo by Dane Martin.



Photo by Dane Martin.

New 6 Series



Bimmerfest

Photo by Steve Larimer.



FOR THOSE OF YOU interested in a great road trip to meet with a lot of BMW owners and friends all in one place, on one day, I can highly recommend Bimmerfest in Santa Barbara.

Last year, I was one of six cars that left Seattle, picking up two more cars in Portland and spending the night in the East Bay area of greater San Francisco. The next morning,

we met with a few dozen East Bay BMW owners near our hotels, and headed toward Hwy 101 picking up several dozen more cars from the Golden Gate Chapter to add to our growing caravan on the way to Santa Barbara.

The event, which took place on a Saturday, featured more than 500 BMWs on and around the Cutter Motors BMW deal-

from the Golden Gate Chapter who won the Grand Prize; a complete set of RD Sport C4 forged alloy wheels.

At the end of the day, about one third of us went on a 60-mile loop drive up into the hills above Santa Barbara led by Bimmerfest organizer Jon Schafer. Needless to say, we lined Hwy 101 with 174 BMWs!

Bimmerfest will be held this year on Saturday, May 1st. This is the fifth year of the event created and run by Jon Schafer. Bimmerfest has grown bigger every year and this year will be held at the Earl Warren Showgrounds located a short distance from Cutter Motors. As of March 3rd, 1014 participants and 432 BMWs were registered for the all BMW event!

For those of you interested in a smaller, closer, similar event; the first Bimmerfest event in

Canada will take place at Tunerworks in Calgary on June 26th.

A few representatives from the Seattle7s and the Seattle5s plan on going to both events. If you would like to join us for either or both, e-mail: info@seattle7s.com or call 206-760-9612 to register, or for questions or comments. Just because you register does not mean you are committed, but it will allow us to keep you informed.

For more information about Bimmerfest please visit www.bimmerfest.com or to see some of the fun and excitement we had last year, please visit www.seattle7s.com and click on the photo gallery. It will be the tenth photo down, just click on the photo to open up the gallery. We hope to hear from you!

Steve Larimer

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02/04

Tech Session—Auto Detailing Clinic at Exeter Auto Detail and Auto Hound Collision Center

May 15

IT'S TIME TO BREAK OUT your buffing pads, polish, and wax. The rainy season has taken its toll on your car's paint, so now is the time to repair flaws and renew that paint; besides the Concours will be here sooner than you think.

Does your paint finish feel rough after you've washed it? Does the paint look dull and have swirls from surface scratches? Is it time for wax or does your paint need more than just wax? If these are some of the issues you're facing, then Exeter Auto Detail's detailing clinic is the place you want to be for a fun and informative morning, Saturday, May 15th. Exeter Detail has been recognized as "Seattle's Best."

Exeter Auto Detail and Auto Hound will be hosting this Club event the morning of May 15th, from 9 A.M. to 12 P.M. Please note: Exeter Detail is located inside Auto Hound Collision Center; the address is 771 Valley Street (2 blocks north of Mercer Street, off Dexter Avenue N.) This is a change of location for those of you who have previously attended detailing sessions at Exeter. Park on the roof or on the street and walk into Auto Hound's main entrance.

You will be directed to the classroom. A map and directions can be found on their website www.exeterauto.com.

Coffee, goodies, and time for socializing will be from 9:00 to 9:30. The clinic will begin at 9:30 and last until noon. Auto Hound's classroom facility should prove to be a very comfortable setting while you refresh your detailing know how and learn new techniques for making your car look its best. Dennis Noland, who has detailed cars for more than thirty years, will lead the presentation, accompanied with hands-on demonstrations by Jim Chapman, Exeter's head of detailing. Rounding out this team of presenters will be Terry Richards, the regional manager for Meguiar's. Exeter uses Meguiar's professional surface care products and their extensive line of products addresses almost every appearance issue. The Meguiar's name is recognized throughout the world. Terry will have his tricked-out Meguiar's mobile on display.

Dennis will walk us through the detailing steps—washing your car safely, removing bonded surface contaminants safely, removing surface scratches, cleaning and polishing and waxing paint.

In addition, Dennis will talk about exterior rubber and tires, and some interior basics and he will explain the differences between the various kinds of detailing tools, equipment, and supplies. Between Dennis, Jim, and Terry, all your questions about detailing can be answered. Jim will lead us through a classroom demonstration on the proper use of the detailing tools and products. For the demonstration, car fenders and body parts will be in the classroom. Jim will apply products to these parts to let you see how outstanding results can be achieved. There will be hands-on opportunities for the attendees.

A drawing for door prizes will include a number of Meguiar's products.

Dee and Wiesje Baskerville, owners of Auto Hound and Exeter Detail, will close the clinic with a tour through their expansive body shop concluding at the new, expanded space dedicated to Exeter Detail. Auto Hound is one of Seattle's premier auto body and collision shops.

To facilitate planning, please RSVP to event co-coordinator Alan James at alan.james@comcast.net.

Dennis Noland



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J. SAGE SCHREINER

Shiny Side Down, Down, Down, (Part 1)

BY THE TIME my girlfriend/crew chief (girlchief?) and I arrived at Pacific Raceways Saturday morning, the paved spots were long gone. With my “race-trained” eyes, I saw that my friend and Honda Civic racer, Jeff Peneck, had a paddock spot all to himself, so I went and mooched some of his pavement. This ended up working fine for both of us; he and the Honda guys had someone to tease and I had a little pavement.

Once the fugly gold 318i was unloaded and warming up, I noticed a little coolant had pooled on the floor of the cockpit by the foot pedals. Since coolant is only slightly less slick than oil, this is undesirable. The last thing I wanted was my foot slipping off the brake on the way into a turn! My girlfriend wiped it up, and I decided to take it easy for my morning practice session and keep half an eye on the floor.

Group 2 was the first session of the morning, and while precipitation had stopped, the track was still damp and slippery. In a way this can be more dangerous than rain; rain makes the lack of adhesion obvious. I tip-toed around the track for the first few laps, trying to get a feel for the slick corners. Once I had a vague idea where the limit of adhesion was, I pushed traction a little more in safer corners that had plenty of visibility and run-off space. This way, if the car got more sideways than I expected, there was time and space to catch it and plenty of space for the other drivers to avoid me. I also kept a close eye on the floor of the cockpit, but didn't see any sign of more coolant. When the practice session was over, Jeff Peneck's Honda had to be towed in. Jokes regarding non-Bavarian cars



aside, it appeared that a part of his ignition system had died. He spoke with some of the other Honda racers, and pinpointed the problem to the impulse generator of his distributor. After a quick run into Covington, he found a replacement part and was able to get the car on the track for Group 2 qualifying without missing any track time. Yet another successful race weekend fix!

I checked my cockpit and found that there was a touch of new coolant, but not enough to see where it was coming from. I chatted with the always-helpful Ron Newell of Strictly BMW, and he suggested that I clamp off the heater core hoses with vice grips. Then, also on his suggestion, I taped a big wad of cloth shop towels around the heater core and where the heater hoses entered the firewall. This way, even if the clamps hadn't completely sealed the system, any dribbles of coolant would be soaked up by the cloth. I kept my fingers crossed that it would at least hold until Sunday afternoon. “Elegant fix” and “race car” usually don't belong in the same sentence.

The Novice Closed Wheel session was up next. I went out, but kept things very dialed back, as the track was almost as slippery as it had been in my first session. Unfortunately, one of the other BMW racers had pushed traction a little prematurely. I came around 5a on my second lap to find a squished looking bimmer on its side, pointing the wrong way. It looked like its rear-end had stepped out in the damp and the driver had run out of time and space trying to get the car pointed straight again. The driver was fine, but this curtailed our practice session.

The track dried out for the uneventful afternoon practice and qualifying sessions, so I had a chance to dial myself in mentally and physically. I was able to pull a 1:51.8 for Group 2 qualifying, which is as fast as I could expect to go. Next up was the novice race, my 10th novice race; my goal for this race was to play around a bit in several of the corners and keep the car whole and running for the Group 2 race on Sunday.

When we received the green flag for Saturday afternoon's race, I pushed up a

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few places and settled in for an uneventful race as the cars quickly spread out. On my second lap, however, I came up the hill through Turn 7 to find another car inverted. Through the cloud of dust, it appeared that the rear axle of the car was missing. A novice renting a tube frame, purpose-built, NASCAR-style 500 horsepower monster had found out why this is probably not the best car to learn to race in. The car is not forgiving and it's very, very fast. I later heard that the driver had been late into pre-grid for his first race. With cold tires, cold brakes and a cold brain he had rushed to catch up with the pack. Of course, in a car like that, "rushing to catch up" isn't really necessary.

Once they pulled the ground pounder off the track, the race was uneventful. The faster cars pulled well ahead, not to be seen again for the duration of the race. Well behind me a first generation RX7 and an ugly brown Ford Fiesta duked it out; it was fun to watch these two very different cars swap places, but there was no danger of them catching me.

Since the results of the race weren't important, I experimented with different ways to get through some of the turns, including the critical banked left-hander,

Turn 8. I really worked to step the back end of the car out on entry to this corner. When I could get the car to rotate effectively, I was able to floor the gas right after the turn in point for the corner, and keep it floored all the way through. Several times, however, this led to a rotational moment which took a little work to catch. I heard after the race that the announcer had commented on my "playing around." Getting the car this sideways is not quick, but at least I was able to give the spectators a good show. I felt fine experimenting like this in Turn 8, as there is tons of run-off space and I had plenty of space between me and the other drivers.

I also had a small off in Turn 3b, a tight left hander. I was experimenting to see how close to the corner I could move my braking zone, without unsettling my car. I managed, however, to lock up my front wheels. In a big cloud of rubber-smoke I went straight off the track at about thirty miles per hour. Dust went everywhere, and the car was rattled around a bit by the unpaved ground, but no harm was done. My mistake here was one of brain fade; you have to back off the brake pedal when you lock up the brakes, otherwise the car just won't turn. This is

counter-intuitive when your corner entry is already too fast. I got right back on track after losing about three or four seconds, but without losing my position.

The checkered flag waved a few laps later. I placed 8th of 16 cars; respectable. While I planned on continuing to race in the Novice Closed Wheel class the following year, or at least until they kicked me out, I'd found that the novice races had become a little dull. They didn't need the greater skill and strategy required of my Group 2 races.

The car was running well, for a race car at the end of a long season. The transmission output shaft seal was dribbling transmission fluid. The differential cover leaked. The bottom of the shifter scraped the driveshaft while shifting from third to fourth. But there was no sign of coolant in the driver-side foot well and the wheels appeared to be solidly attached to the car; always a good thing. The car was tired, and clearly needed a winter's worth of work, but it looked like it would still carry me through the following day's racing. As I drove back up I-405 Saturday evening, I mentally prepared myself for the last race of the year on Sunday afternoon.

Part two to follow next month.

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All Club Members Welcome



How do you want to drive ?

E36 Drivers Unite for an E36 Street Fair!

Sunday, May 23, 11 a.m.
Bison Creek Pizza
630 SW 153rd. Burien, WA, 206-244-8825

THIS MAY POSSIBLY BE an overreaction to our soggy first meeting last October, but we are having the secondnd Annual gathering for E36 owners and their cars on very firm ground. E36 cars include all 3 Series from 1992 to 1999 including M and Compact models. Convertibles, sedans and coupes are all welcome!

The Puget Sound Region BMW CCA and local E36 SIG are joining with Bison Creek Pizza and the Downtown Merchants Association of Burien to close down the street in front of Bison Creek Pizza for this event. We'll have full use of the street to park our E36s and then enjoy the cars and the good company of all the owners.

This E36-Fest is a casual "Show and Shine" that is tailored for all E36s to attend. E36 cars are normally used as daily drivers so we welcome the daily drivers, the modified track cars and the garage queens. This is not a Concours d'Elegance! Just wash your E36, clean the wheels and you'll be good to go! We anticipate upwards of 100 E36s from Washington, Oregon and British Columbia. We hope you'll join the group for one of the largest E36 related gatherings in the country this year. If you

have any E36 related surplus parts cluttering the garage, bring them out with a for sale sign.

Pizza, sandwiches and refreshments will be available inside Bison Creek Pizza as well as outside on their street side patio and deck. Vintage E36 racing videos will be shown inside on their big screen TV.

We ask for a \$5 donation per car to help cover costs for the event. Food and drink will be available in Bison Creek Pizza. Special custom E36 themed 100% cotton T-Shirts will be available for sale that day for \$15.

With so many cars expected we'll have some informal awards for the highest and lowest mileage E36 in attendance as well as furthest traveled. You will be able to select your own favorite E36 in attendance from among the completely stock to the highly modified E36s on display.

Please RSVP Martin Hovenkotter at mhoven@comcast.net. It is important to RSVP so we can plan for the day. Questions? Contact E36 SIG Coordinator Martin H. at mhoven@comcast.net.

Directions From I-5:

At Southcenter head west on I-405/SR-518 past SeaTac airport. Stay on 518 till it ends in Burien. Keep to the left turn lanes and turn left (south) on 1st Avenue South. Proceed through the first light (SW 152nd) and turn right at the very next street (SW 153rd) Go 5 1/2 blocks (through the 4-way stop) to the 600 block. Bison Creek Pizza is on the right.

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	3.0/Bavaria 2500/2800	68-77	Gus Blazek	253-941-0463	blazeks@comcast.net
E9	2000/2500 2800/3.0CSI/CSL	68-77	Ken Olsen	425-898-8544	kenolsen@nwlink.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net www.2002sig.com
E24	6 series	76-89	Erik Brannfors	206-356-5620	erik@brannfors.com erik.brannman@t.mobile.com
E28	528e/533i/ 535i/524td 535is/M535i/M5	82-88	Mark Seiferth	253-265-1380	mark_seiferth@comcast.net www.e28gruppe.com
E30	3 series	84-91	Rob Wagner Mike Ellis	206-835-7002 253-230-2719	tolofou@aol.com mellis310@comcast.net http://autos.groups.yahoo.com/ group/bmw30nw/
E31	8 series	91-97	Dave Clary	425-489-4556	d.clary@verizon.net www.nw8s.com
E36	3 series	92-99	Martin Hovenkotter	425-301-4936	mhoven@comcast.net
E38	7 series	95-01	Matthew Mar	206-760-9612	info@seattle7s.com
E39	5 series/M5	97-03	Matthew Mar	206-760-9612	info@seattle7s.com

Joint 8-series and 7-series Tech Session

ON SATURDAY MAY 15TH, from 9 a.m. to 12 p.m., Car Tender in Seattle will be hosting a technical session for owners of 1991-1997 840s and 850s (E31s), 1988-1994 740s and 750s (E32s), and 1995-2001 740s & 750s (E38s). These cars share the 5.0 and 5.4 L V 12 engines, the 4.0 and 4.4 L V-8 engines, and other drive train components.

The agenda has not been finalized but generally it will focus on common problems and good preventive maintenance, especially for the older higher-mileage cars. There will be two service bays available, one for eight series cars and one for seven series.

Normally Car Tender is open M-F 7:30 am to 6:00 pm but will be opening up especially for us on Saturday. Even if you don't own a seven or eight series, feel free to come by and check out the cars and Car Tender. Please RSVP to Alan James at alan.james@comcast.net. See you there!

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A Return to Bavaria and the Alps

THREE YEARS AGO, in this journal, I wrote about the joys of a Munich delivery for your new Bimmer. But did you follow my suggestion? No, probably not; you preferred the more instant gratification of "driving off the lot" after a minimal negotiation with a friendly "Client Advisor." Your loss, my friend, you missed a great adventure in charming villages and spectacular mountains.

In my nearly forty years of international flying for Pan American I was frequently asked where the first time traveler should go. The answer always was: "To London first and then to the area from which your forebears departed for the States. I can guarantee that you will find an instant affinity for the place, no matter where it may be."

So, for the second time in my life, I am taking my own advice, both of them. A 2004 E46 convertible awaits us in Munich in May and I do indeed intend to visit the villages from which my paternal grandparents departed late in the 1880's.

Despite our familiarity with some of where we are going, a number of guide books were consulted. *Rick Steves' Germany, Austria and Switzerland 2004* and the now out-of-print *Winging It in Europe* by Linda and Jim Stringer were by far the most valuable. At a minimum, take Rick's book with you on the trip. *Fodor's* does give some good background advice and you may like others as well.

More is known about my "Grossmutter" and I have been to her village once, many years ago, but with little background knowledge then. It is

small—1,250 people in 1975—maybe 300 or 400 in the 1880's. Today it is still a part of the farming area in the Black Forest.

This time, armed with more information, an easy search of the Internet shows a web site for a village of 2,550 people with photos of beautiful Fachwerke style architecture. A search of the local phone book shows no less than twenty-four residences of what must be second, third, or fourth generation cousins; the eldest of seven, "Oma" had left two brothers and one sister behind. I plan to start email conversations to get acquainted. Now that should prove interesting!

In February, as I write this; the car, a birthday present to myself, is on order along with the exciting anticipation of meeting, up until now, unknown relatives. Then with later weeks of visiting friends on Lake Constance, walking the mountains of Switzerland, the Dolomites of Italy, and the Tirol and Salzkammergut of Austria. After that back again to wunderbar München in that beautiful silver gray cabriolet; with the top down! Is there any wonder why already I'm psyched?

As he did in 2000, my friend Ron Hansen at BMW Northwest made the purchase a most pleasant start to this Alpine adventure. Can I not convince you too, to next time, take that delivery in beautiful downtown Munich rather than plain old Seattle, Bellevue or Tacoma?

Touring insights and photos when we return.

Nick Yotz

SPECIAL LIMITED TIME OFFER

BMW Club Sweatshirts Long Sleeve T-shirts and Ladies T's



ONCE A YEAR, we order more of our standard short sleeve Club T-shirts to fill our inventory for the year. At this same time, we can also accept special orders for the same colorful Club logo design printed on either a sweatshirt, long sleeve T-shirt or ladies V-neck T-shirt! Deadline to order custom Club shirts is April 23. Shirts will be mailed the first week of May.

Long sleeve shirts are available in white or light gray and are 100% Cotton. Cost is \$20 per shirt.

Ladies T's are available in white and are 100% cotton. Cost is \$15 per shirt.

Sweatshirts are available in white or light gray, are the highest quality Fruit of the Loom, and are 95% cotton. These shrink a lot, so order your size accordingly. Cost is \$25 per sweatshirt.

Standard white short sleeve T-shirts are 100% cotton and can be ordered now and mailed to you, or you can buy a short sleeve shirt at most Club events. Cost is \$15 per shirt.

Sizes available for all shirts are Adult Small, Medium, Large, X-Large and 2X-Large. Child size shirts can be ordered too, contact me for specifics. Please include postage and packaging costs of \$4 for the first shirt, \$2 for each additional shirt. Please make checks payable to BMW CCA. Include your name, address, phone number and e-mail with your order.

Mail your orders to:

Lance Richert
Club T-Shirts
6240—127th Ave. S.E.
Bellevue, WA 98006.

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

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BMW CCA, Puget Sound Chapter Raises \$10,000 for Local Multiple Sclerosis Society



Pictured from left to right; de-Anna Martin Banquet Chair, Tom Cox President BMW CCA PSR, and from the MS Society Lou Bianco, and Patricia Shepherd-Barnes.

THE BMW CAR CLUB OF AMERICA, Puget Sound Chapter, raised \$10,000 for the Greater Washington Chapter of the National Multiple Sclerosis Society at its recent annual banquet and auction January 24th, 2004. This topped the amount raised for charity in previous years by five fold.

Auction bidders were inspired to be generous by the story of one of their own members. Imre Nagy, Jr., an Auburn, WA resident and mechanic at Auburn Foreign Car was diagnosed with MS during 2003. With a wife and two small children, Nagy's challenge was felt by his fellow members. Perhaps the members were also inspired by his slow but miraculous recovery; his disease is currently under control.

Further inspiration came from the auction items donated by local business supporters of the Club and Club members. These included services from the businesses, a handmade quilt from a member and the donation of the opportunity to drive the race cars owned by two members!

A check was presented to the N.M.S.S. representatives Patricia Shepherd-Barnes, President of the Greater Washington Chapter and Lou Bianco, Chair of the Directors on February 25th, 2004.

Almost 200 members were in attendance at the event. The evening's program was BMW Legends and featured a 1937 BMW 328, a 1959 507, a 1980 M1 and a 2000 Z8. The audience enjoyed the beautiful BMWs from all eras. Also on the banquet floor were the two stunning BMW race cars featured in the auction.

2004 Attendance Raffle —Detailing at Exeter Auto Detail

EVERY TIME YOU ATTEND a BMW Club event, you are automatically entered in our annual Attendance Raffle, held at the concours. We will have sign-in sheets at our events, be sure to put your name on it.

The winner will receive a full bumper to bumper detail donated by *Exeter Auto Detail/Auto Hound Collision Center in Seattle* (www.exeterauto.com and www.autohound.com). This will include exterior cleaning and waxing, leather treating if applicable, interior cleaned and the engine bay tidied up. Basically the works, valued at over \$300! The work must be performed on a BMW.

Here are the particulars. Every time you attend a Club event, your name will go into a hat. The more events you attend, the more chances you have to win! At the summer Concours, we will draw a name from the hat. The winner must be present to win and of course the winner must be a current BMW CCA member or Associate member. Tom Cox, President



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E46 Tech Session Recap

A TYPICAL RAINY FEBRUARY day didn't dampen the enthusiasm of the Club's E46 owners as nearly one hundred people showed up at Eastside Bavarian in Issaquah for the first tech session of 2004. The Eastside Bavarian crew, Jaime Baker, Dave Scafidi and Chris Gochev, hosted the event. The morning program began with a structured one and one half hour schedule involving three stations and then evolved into a "pick-your-topic or socialize" scenario that everyone seemed to enjoy. This might prove to be a good format for future events of this type. Let us know what you thought.

Thanks very much to Eastside Bavarian and to all the Club members who helped and participated in this terrific event.

Bill Spornitz



Photos by Bob Brown.

Join us at the BMW Club safety clinic March 28

At last a racing store that comes to you!

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

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



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

— Mike Blaszcak.

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BMW Concept M5.

- The world's first V10 high-revving engine in a sedan.
- The world's first 7-speed SMG in a sedan.
- The best power-to-weight ratio in its market segment.

Precisely 20 years have already passed since the BMW M5 established a new segment, which has in the meantime also been discovered by other car manufacturers. And that car—the original—is

still by far the most successful player in the high performance sedan segment. Spread over three generations of production, more than 35,000 units were built—initially manually at the BMW M plant in Munich and later at the 5 Series assembly line in Dingolfing. These units were then sold worldwide.

The secret of the BMW M5's popularity has always been the successful synthesis of unobtrusive yet powerful appearance, combined with a high-



performance power unit—a sports car featuring Formula 1 technology and at the same time a sedan offering premium comfort.

In terms of driving dynamics, the BMW M5 had always set standards in its segment. It not only excelled due to its high performance, but due to the way in which M power was produced and developed. It appeared as if this first-rate car's inexhaustible power reserves had created a totally new dimension in effortlessness.

BMW M5 parameters: Performance, style and driving fun.

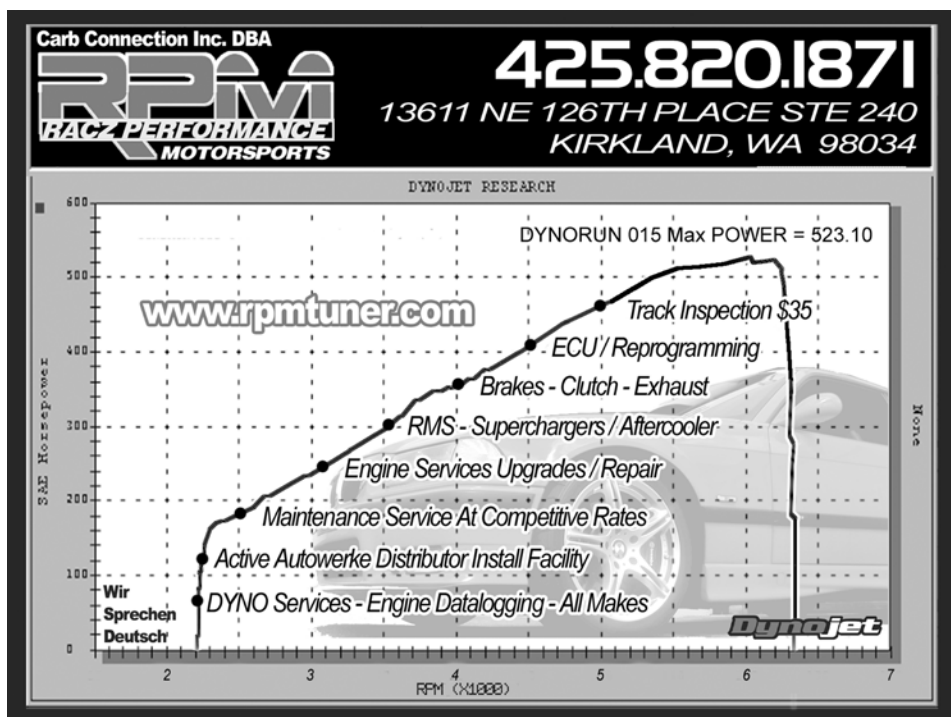
Totally in keeping with the high demands of our clientele, whose main reasons for purchasing a car are performance, style and driving fun, the BMW M5 Concept makes its living out of contrasts: the principle of optimal performance wrapped in a discreet but, by comparison with the 5 Series, distinctive body design.

When seen alongside the new 5 Series, the exterior design of the BMW Concept M5 has its very own uniqueness. Modified front and rear air dams and side sills, a slightly lower body, side air vents, an exclusive wheel design as well as the four M-type tailpipes, visually accentuate the vehicle's claim to being a sports car.

The first V10 high-revving power unit in a sedan.

The heart of every M automobile, and that includes the BMW Concept M5, must be its exclusive high-performance power unit with high-revving air intake technology, an engine which sets a benchmark in this field. With this engine, BMW M is presenting a masterpiece in power unit technology that undoubtedly has just what it takes: the figure 5 is predominant with a 5.0-litre capacity producing around 500 bhp (368 kW) and a maximum torque of at least 500 Nm, these being the kind of figures BMW M considers worthy of a possible new M5.

BMW Press



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MARKETPLACE

BMW's for Sale

2001 M5: VIN WBSDE93471BZ97583 Titanium silver/black extended leather, brushed aluminum trim. Split fold down rear seat, Dinan chip, AC Schnitzer exhaust & pedals, Brembo brakes, M-Technic brake air dam and ducts, rubber trunk mat, Escort Passport. Original owner, garaged, non-smoker. Available beginning May. \$41,000. 74,000 freeway miles. Contact Tad at 503-519-0394 or tadwr@hotmail.com. (OR)

1999 E36 M3 Coupe: 32,000 miles. Fern green with black leather, Dinan equipped with Stage 2 suspension, exhaust, throttle body and carbon-fiber air intake; Very clean & pampered 2nd owner car, StonGard protection on front end, 6-CD changer, Harmon Karden, sunroof, comfortable yet very responsive 260HP performance. Great example of last E36, photos on request. \$29,000. Contact Chris Phillips at 253-502-2331 or email cnvphillips@comcast.net.

1995 E36 M3 Coupe: WBSBF9325SEH07041. Excellent condition Avusblau/white and grey leather interior. 75,000 miles, five-speed, rear spoiler, sunroof, HK premium sound with factory BMW 6 disc CD changer. Original except for cone air intake. BMW Motorsport 17 inch ten spoke wheels. New Yokohama AVS ES-100's on front wheels. Mobile 1 oil change at 74,000 miles, fresh Zym1. \$17,000. Contact Jon at 541-484-1781 or email jkwcpamp29@aol.com. (OR)

1990 325is: Brilliantrot (Brilliant Red), though a tad faded, with black leather interior in excellent condition. Very lovingly maintained by single owner (since it was 750 miles old), with all records. Creature Comforts; heated sport seats, full on-board computer, new floor mats, removable face Sony radio/single CD player, sun roof, cruise control, factory basket weave rims w/Yokohama AVS 205/60/14 tires plus full set of standard rims mounted with Vredestein SnowStar snow tires. Cibie headlights with plastic covers. Maintained with Super Blue brake fluid and Mobil 1 oil since ~60,000 miles. Within last year black stone guard undercoating has been re-applied, front spoiler re-painted, all body rust repaired and guaranteed. Go-Fast Items; Factory limited slip, Tokico adjustable shocks, front and rear w/out having to crawl under the car, Suspension Techniques front and rear sway bars, E30 M3 springs, Stainless steel brake lines, VDO digital gauge set (1 of 2 in country) displaying oil and vacuum pressure, transmission and differential temperature, Stress bars front and rear, Upgraded 4:10 differential, Front camber plates, Blonde Motorsports Short Shift, Dinan Chip. No rust, minor door dings and faded side mirrors. Everything electrical works, full tool kit in trunk (factory standard). Plus priceless track stickers on the inner trunk lid. 190,500 miles but motor still runs very strong. Some spare parts and two oil filters. Asking \$6,100. Contact Jenny Nazarko at 206-443-9519 until 9 p.m.

1987 M6: reluctantly offered for adoption to a good home. Not a wrinkle or scratch on this pampered baby with 40,000 miles. Schwartz black over Lotus white. Third place winner at Puget Sound Region CCA Concours two of the last three years. All original except for addition of Brembo brakes, stainless steel brake lines, Autothority chip, 17 in. BBS RC wheels with new Bridgestone Potenza S03 245/40YR17 tires, and radio upgrade with 6-CD changer. All records available. If you are seriously interested in owning a collectible, contact Tom Cox at 425-823-5048 or tc Cox@foxiinternet.net.

1984 633csi: Bahama Beige body with tan leather interior. Five-speed, 183,000 miles, sunroof, A/C, CD player, cruise control, power seats, windows and mirrors. The car is in good condition, slight ding on left front corner, is a daily driver since new, and garaged every day. It has normal wear and tear for nineteen years of use. I'm the second owner and the car has full maintenance records. No trades please. \$3,900 obo. Call Greg at 206-349-1350 cell or 425-369-0114 evenings or email greg_janky@yahoo.com.

1974 3.0CS (ALPINA modified): VIN 4310155 (build date 3/74) Silver with blue interior. Same owner almost thirty years. More info and pictures at: www.coplen.net/alpina. \$20,000. Contact Nick Daffern at daffern1@aol.com or 425-503-3485 (cell).

1972 2002: Burgundy with tan leather interior. Manual transmission. Good condition. Needs new carburetor 120,000 miles. \$3,200. Please contact Lucy Homans at 206-940-5100.

Parts for Sale

BBS Wheels: Set of four basket weave wheels to fit E28 5 Series (off 1988 M5). The following is stamped on the wheels: BBS W. Germany, 222 ET 11, 7JX16H2, KBA40545. \$900 obo. Contact Lucetta at 206-282-2641 or lucettalightfoot@msn.com.

E36 CD changer: E36 6 disc changer and mount. \$250. Contact Rick Brown at 1010motoring@earthlink.net.

Wheels: Set of four Mille Miglia Spyders 15x7. Excellent condition w/center caps. \$440. Contact Cliff at 425-392-4171.

BBS Wheels: Set of four E38 (7-series) OEM Basket weave 16x8 inch wheels, with Michelin MXV4 Plus Energy tires. Wheels have 58,XXX miles on them, replaced by 19 inch E65 wheels. Tires have about 60% tread remaining and are 235/60-16s. Wheel offset is 23mm, and this setup should fit most E23 7-series, E24 6-series, E28 5-series, and E34 5-series. Wheels are in good to very good condition, asking \$475. Please contact Reed at 206-612-9006 (cell) or at rhunt17@hotmail.com.

E36 Radio: For a 1997-1999 E36. \$200. Contact Rick Brown at 1010motoring@earthlink.net.

Tires: Toyo Proxes T1-S, two 245/40ZR17, two 225/45ZR17. Ran one season on 2000 M Roadster, approx. 5K. \$250. Also, cover for Z3/M Roadster; make offer. 206-898-7811.

E30 convertible hard top: with storage rack, and new Autopower street roll bar (bolt on) with mounting hardware for E30 sedan. Make offer. Contact Rich at 253-851-5924 or rjmlhamincps@aol.com.

Fikse wheels: 17x8 & 17x8.5 Fikse Mach V rims for sale. Off a 1997 M3 four door. Good condition. Staggered set with Dunlop Sport tires, have about 30% remaining \$2,400 for wheels and tires. Contact Rick Brown at 1010motoring@earthlink.net.

Borbet Rims: Type "H", five spoke, 15 x 7 set of four rims to fit 5, 6, or 7 series. A few minor scratches. Checked at Discount tire to be straight and true. \$250. Contact Chris at 253-912-2027 or jechintz@comcast.net.

Miscellaneous for Sale

Size 11 Driving Shoes: Worn once; actually a pair of Nike wrestling shoes, black with a white swoosh. Not fire resistant and won't pass for competition driving shoes, but for autocross/track day events, the thin sole and light weight work very well to help maximize pedal feel and control - \$25. Please contact Reed at 206-612-9006 (cell) or at rhunt17@hotmail.com.

Kitchen Cabinets: (Brand New) Are you going to remodel your kitchen? Update the cabinets? I have beautiful, never installed, Maple cabinets made in Canada. There are numerous upgrades with pull outs, spice cabinet, tray divider, lazy Susan, trash can holder, and pretty trim detailing. I paid \$10,000 U.S. dollars and I will sell these for \$5,000. Call Evie at 425-576-1400 days, 425-822-3829 evenings or email: eviebmw@hotmail.com.

New racing helmet: (used only once on track) Bell brand, Snell SA2000 rating, white, size medium, closed face style. Black padded carrying case with handles included. Contact Lucetta at 206-282-2641 days or lucettalightfoot@msn.com.

Wanted

1989-1995 325i or 325is: With five-speed, sunroof, air, sport seats and limited slip. Must be well maintained and very straight. Of course I'd like really low miles, but will consider up to 110,000. Contact Rex at 541-344-4767 or foxes@efn.org. (Eugene, OR)

Factory chrome wheel: Looking for one factory turbine style 20 spoke wheel fit my 1992 735i. Wheel was common to 5 and 7 series from 1988-1994. Must have chrome finish and be straight and true. Contact Chris at 253-912-2027 or jechintz@comcast.net.

DEADLINES

May 2004 Issue	April 6
June 2004 Issue	May 4
July 2004 Issue	June 8

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