



MAY 2004

# Zündfolge

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





**Any weather. Any corner. Any pace. Any passion.**

**The All New BMW X3**

**BMW SEATTLE**  
On The Hill  
714 E. Pike St.  
206-328-8787

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



**The Ultimate  
Driving Machine**

# STRICTLY BMW



## INDEPENDENT SERVICE

We're committed to providing you exceptional service. And with our team of experienced Master Technicians, we guarantee the quality and accuracy of all of our work.



- BMW Club Discount
- Morning Courtesy Shuttle
- Free Wash & Vacuum w/ Service



2111 140th AVE NE BELLEVUE WA 98005 425.747.6044 WWW.STRICTLYBMW.COM



# ZÜNDFOLGE

May 2004

Volume 35  
No. 5

## Club Website

www.bmwpugetsound.com

## Zündfolge Staff

### Editor-In-Chief

Lucetta Lightfoot  
P.O. Box 99391  
Seattle, WA 98139  
206-282-2641  
lucettalightfoot@msn.com

### Production Editor

Alan James

### Columnists

Greg Mierz  
Denny Organ  
J. Sage Schreiner

### Display Advertising

Jim Millet  
206-542-5237  
jimngloriamillet@comcast.net

### Photographer & Photo Editor

Duane Montagne

### National Office

To join, renew, or change address,  
please contact:

BMW CCA National Office  
1-800-878-9292  
www.bmwcca.org  
640 South Main Street, #201  
Greenville, SC 29601  
Phone: 864-250-0022  
Fax: 864-250-0038  
Email: bmwclub@aol.com

### Portland ACA Club

BMW ACA Portland Office  
P.O. Box 3491  
Portland, OR 97208  
Phone: 503-675-9937

### Postal Notice

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

### Boilerplate

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

Zündfolge design and layout by  
Paulette Eickman 206.283.1423.

## Club Activities 3

## Motorsports 8

## Road Racing Club Members 9

## The Usage Mechanic 16

## SIG Happenings 19

## Technik 20

## Mformation 22

## Classified Marketplace 24

# KALENDER

**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. Please RSVP to Jamie Thomas at jthomas@midpointcad.com. See article in this Zündfolge for more information.

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

**May 15: Portland BMW Club Winery Tour** starts in Tigard, OR. RSVP Brian Cone at briancone2@comcast.net.

**May 29: Mountain Twisties Driving Tour.**

On Saturday May 29th 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. Meeting place is Eastside Bavarian. 8:30 a.m. Contact Martin Hovenkotter at mhoven@comcast.net.

**May 30: The 7th Annual Harrison Fun Run** in celebration of the founding of the BMW CCBC Club. They have reserved a private buffet option at Harrison for members and guests. The day features scenic drive to Harrison followed by the buffet lunch and birthday celebration for the club. For more information see www.bmwccbc.org.

**June 3: Board Meeting.** Starting time is 7 p.m. All members are welcome. RSVP to Club President.

**June 8: Deadline** for the July 2004 Zündfolge.

**June 10-13: Annie and Steve Norman Classic Motor Car Rally,** Alderbrook Resort; Doug Breithaupt is the rally master. Sweeping views of Hood Canal and the Olympic Mountains provide the backdrop for this memorable classic motorcar rally. This weekend of driving will be a true sporting event covering more than 300 miles that begin and end at Alderbrook Resort. All rally proceeds benefit the non-profit College Planning Network, which assists people seeking higher-education opportunities. Online information or registration at www.collegeplan.org/rally.htm or call 206-323-0624.

**June 13: Valley Rally** for German cars. The BMW CCBC club is hosting the first Valley Rally, a fun rally type event that is planned to start and end at historic Fort Langley. The route is the challenge. Driver and navigator need to read and follow the route instructions to arrive back at the correct target time with no demerits. Once back at the Fort we'll have a catered BBQ lunch, hand out awards to those who did the best job of navigating the route, and as a bonus your registration fee will include admission to the Fort. This promises to be a fun event, and net proceeds will go to charity. For more information see www.bmwccbc.org.

**June 26: 12th Annual Greenwood Classic Car & Rod Show.** For information contact Mike Ellis mellis310@comcast.net. See article in this Zündfolge for more information.

**June 27: 3rd Annual E30 Picnic,** Sunday, June 27th, 11 a.m., at Newcastle Beach Park in Bellevue. See this Zündfolge for details.

**July 2-4: Historics at Pacific Raceways.** Come join the car corral at the SOVERN Historics races. See additional information and registration form in this Zündfolge.

**July 4-9: BMW CCA National Oktoberfest,** to be held in Pasadena, CA.

**July 9-11: Portland Historic Races.** PIR July 9-11, 2004, registration details included in this issue.

**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 this Zündfolge issue for additional information.

**September 5: Italian Concours d'Elegance,** in Seattle at Piers 62 and 63. The summer-ending show on the pier is, well, without peer. This year's 13th annual show promises some of the most distinguished models and marques ever, attracted by awards that rival those of the world-famous Monterey Concorso Italiano. Also, the show will feature a planned celebration of the Maserati marque: six exemplary specimens from the 1950s to 2000 that celebrate the manufacturer's 90th anniversary. More information at www.italianconcours.org.

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

### President

Tom Cox  
425-823-5048 (h/w/f)  
tcx@foxiinternet.net

### Vice President

Ken Olsen  
425-898-8544 (h)  
design@olsenarchitects.com

### Secretary

Tom Olsson  
206-890-8616 (c)  
olssons@seanet.com

### Treasurer

David Lightfoot  
206-284-3165 (h/w)  
d.lightfoot@comcast.net

### Membership Coordinator

Rick Gulstrom  
425-644-1446 (w)  
rick@gmsarch.com

### Roster Manager

Louis Hessel van Dinter  
425-487-0909  
muman@eskimo.com

### Banquet Coordinator

de-Anna Martin  
425-820-5068  
de\_anna@yahoo.com

### Track Event Coordinator

Bill Spornitz  
425-836-2760 (h)  
bimbill@cs.com

### Concours Coordinator

Lance Richert  
425-644-8009  
lance@richertnet.com

### Zündfolge Editor

Lucetta Lightfoot  
206-282-2641 (h/w/c)  
lucettalightfoot@msn.com

### Tour Coordinator

Martin Hovenkotter  
425-301-4936 (c)  
mhoven@comcast.net

### SIG Coordinator

Mike Ellis  
253-230-2719  
mellis310@comcast.net

### Web Site Coordinator

Dale Beuning  
206-932-4315 (h)  
dale@unofficialbmw.com

### Tech Events Coordinator

Alan James  
206-300-9314 (h)  
alan.james@comcast.net

### Zündfolge Advertising

Jim Millet  
206-542-5237 (h/w)  
jimngloriamillet@comcast.net

### Past President

Karl Seeger  
425-868-2027 (h)  
karl@nwlink.com

### CCA Pacific Region VP

Eddy Funahashi  
559-583-6768 (w)  
559-582-2731 (h)  
funa@cnetech.net





# 12th Annual Greenwood Classic Car and Rod Show June 26

THIS CAR SHOW TAKES PLACE along Greenwood Avenue North from 70th to 87th Streets. The show is free to the public and open from 10 a.m. to 4 p.m.

Last year's car show had two entries from our car Club. It would be great if we could substantially improve upon those numbers. BMW models eligible to be shown are: E3, E9, E10, E21, E24, E28 and E30. Your car does not have to be in Concours condition. Wash it, a little bit of speedshine and vacuum the interior and you are good to show. Pre-registration is recommended but you may register the day of the event. Cost of registration, registration forms and full details of this years car show are forth-coming from the Greenwood-Phinney Chamber of Commerce later this month. Please contact Mike Ellis, mellis310@comcast.net, for further information.



Photos by Mike Ellis.

## 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 contact Tim Willard at 253-922-2400 or twillard@griotsgarage.com. Free Car Care Product sample to all those attending plus breakfast eats and coffee. Don't miss this fun tech session.

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.

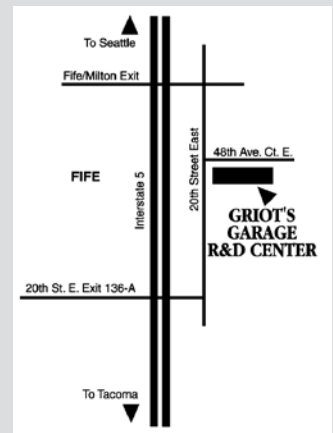
**Griot's Garage R&D**  
2008 48th Avenue Ct. E., Fife, WA. 98424  
800-345-5789, [www.griotsgarage.com](http://www.griotsgarage.com)

### 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 Club member and Zündfolge columnist Sage Schreiner, *The Usage Mechanic*, leading the field under a yellow flag at Mission Raceway. To see more Club member's race photos and to read about many of the members who road race please see the feature article starting on page 9. We apologize that we were not able to include all of the Club's racers in this Zündfolge issue. Looking ahead; view the Club members who rally in the June Zündfolge!

## Mountain Twisties Tour is Almost Here

May 29

IN THE HILLS near the BMW factory in South Carolina there is a famous stretch of road named the dragon. It is famous because it is reputed to have 318 curves in eleven miles. Well I have never had the energy to count the curves in our own NW mountain twisties route but I am fairly certain our state's twistiest section of road is better than the dragon by a bunch.

Can we have fun driving our BMWs at the speed limit? Yes. Come along and you will see a never ending string of curves ... so many curves that I suggest you bring a co-driver as you will get fatigued. Bring a lunch too as we have yet to find a restaurant that meets our standards, there are few mini marts and no fast food options.

The details of our route will remain a closely guarded secret but think of a famous Northwest volcano, and you'll be close.

On Saturday May 29th we will meet at 8:30 a.m. at Eastside Bavarian in Issaquah (behind the Issaquah Chevrolet dealer off I-90 exit 15 take Hwy 900 towards Renton and take the first right turn at the Burger King, Gilman Ave.) find the snowmobile dealer and you're almost there. Eastside supplies the pastries ! Leave promptly at 9 a.m. with full tanks, ten hours total driving, with four hours of non-stop twisties.

You'll return to the Seattle area at approx 6 p.m., tired but fulfilled; scenery and photo opportunities are good too; remember we'll be quite near a volcano.

We'll fill up with gas several times so bring money or plastic. Also bring water, snacks and lunch.

For information or to RSVP contact Martin Hovenkotter at [mhoven@comcast.net](mailto:mhoven@comcast.net).

*Martin Hovenkotter*

## Portland BMW Club Winery Tour

May 15



THIS IS A REMINDER about our all-day event which starts in Tigard, OR; near I-5 and Hwy 217. Several hotels are available, including Shilo Inn, Crown Plaza Lake Oswego, and Embassy Suites Tigard. We will drive through the country and with our first stop at SakeOne (the only Sake brewery in the US). Next are visits to Montinore Estate and Elk Cove wineries, then a nice lunch at the Golden Valley Brew Pub in McMinnville. Our last winery will be the beautiful Chateau Benoit, worthy of many pictures. Our day comes to an end at Bald Peak State Park, where we can talk about our fun day!

Contact Brian Cone, the Portland BMW Club Secretary and Driving Event Coordinator at [briancone2@comcast.net](mailto:briancone2@comcast.net) to RSVP or for additional information.

**\*Service**

**\*Parts**

**\*Boutique**

**\*Accessories**



# Bellevue

**The Ultimate Driving Machine  
deserves the Ultimate in  
Care and Service.**

**\*17 Factory Trained Technicians\***

**\*Genuine BMW Parts\***

## 425-643-4544



# Pacific Northwest Historics

July 2-4

COME OUT AND JOIN your fellow BMW Club members this year at the 16th Annual Pacific Northwest Historics at Pacific Raceways (PR), July 2-4, 2004. The BMW Club will participate again in the Car Corral.

The Pacific Northwest Historics features many of the world's rarest and most beautiful pre-1970 race cars. This year, more than 250 vintage race cars are expected to enter. Favorites include Ferrari, Lotus, Cobra, Corvette, Porsches, Austin Healey and some less recognizable names like Elva, Ginetta, and McLaren. Most are in mint condition

through extensive restoration and many attain speeds in excess of 150 miles per hour. Some of the cars are valued at over \$1 million and many have impressive racing histories. Competitors come from all over the West Coast and Canada. The wheel to wheel competition on the challenging 2 1/4-mile road course includes nine turns, 200-300 foot elevation drop and a near 3/4-mile straightaway.

All proceeds from the Historics benefit the uncompensated care program at Children's Hospital and Regional Medical Center in Seattle.

Phil Hill, 1961 Formula 1 World Champion, will be the guest celebrity at this year's event. The theme for this year's event is the historic Trans-Am series and sportscar racing in the Pacific Northwest. There are expected to be over twenty of the original Trans-Am cars grouped together in the paddock and participating in a special race.

To allow for more members to participate in the corral, members may participate only one day. Each car club is limited to twenty cars each day. To participate in our corral, you must register and pay \$25 per day in advance. This \$25 covers the car, driver and a program. Each additional passenger will be charged \$25 at the gate. Children will cost less. The BMW corral has always had a waiting list in the past, so sign up early to secure a place for your BMW. (Friday is a practice day for racers; no formal car corral activities are scheduled.)

Again this year there will be judging of the cars in the corral. BMWs must be parked in the corral between 8 and 10 a.m. each day. Corral participants are invited to take part in a parade lap of PR during lunch each day. We will have a tent in the BMW corral to answer questions about the Club. We are looking for Club member volunteers to help for an hour or so in the BMW tent. If you are interested in helping the Club please indicate this on the registration form. To register, fill in the registration form; send it with a check and a self-addressed, stamped legal envelope to Lucetta Lightfoot, P.O. Box 99391, Seattle, WA 98139. If you have any questions, please call Lucetta at 206-282-2641.

## Pacific Northwest Historics Registration July 3 and 4, 2004 (choose one day only)

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone (H) \_\_\_\_\_ Phone (W) \_\_\_\_\_

Email \_\_\_\_\_

Year/Model/Color of BMW you will be driving \_\_\_\_\_

Volunteer in the BMW tent? ☐ Yes ☐ No

☐ **Saturday, July 3rd at \$25** ☐ **Sunday, July 4th at \$25**

Checks payable to BMW CCA Puget Sound Region. Send registration/checks/SASE to Lucetta Lightfoot, P.O. Box 99391, Seattle, WA 98139.

### STONGARD

THE TRANSPARENT AUTO BRA



**80mil. thick  
optically clear  
tested at 160mph  
superior headlight protection**

**Since 1992**

9mil clear paint protection  
computer designed for precise fit  
will not yellow



**Most makes and models  
The most seamless kit available**

Hood, Fenders, Grill, Front panel, Bumper, Door edges, Door handle cups  
Mirrors, Fender flares, Fender lips, Rocker panels

**Mention this ad and receive 15% OFF**

between Northup Way and Bel-Red Rd.  
in the Evan's Industrial Park



1485 130th Avenue Northeast, Bellevue, WA 98005  
425.646.0670 [www.stongard.com](http://www.stongard.com)  
425.646.0671 - fax

## 1.800.350.4897



## Finest Detailing Since 1979



### 425 641-9932

13600 N.E. 16th St. Bellevue  
(by Furney's Nursery)

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

May 15

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. *Note:* Exeter Detail is located inside Auto Hound Collision Center; the address is 771 Valley Street (two 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](http://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. 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.

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](mailto:alan.james@comcast.net). Also see the April Zündfolge for more information.

Dennis Noland

## 2004 Concours d'Elegance Update: Points Scoring Revised!

FOR PEOPLE CONSIDERING entering their BMW in the judged classes of the Concours d'Elegance, please be aware that we have re-introduced bonus points for mileage. This helps higher mileage cars compete somewhat with cars in the same class that rarely see daily driving. With the vast majority of BMWs being daily drivers, this helps even-out the playing field for our Club's Concours. We will be awarding one point for every 25,000 miles on the odometer. If your odometer reads only five digits, you'll need to provide proof of mileage to claim mileage over 100,000. These bonus points will only be counted towards the standings in Class Competition.

**We will be awarding one point for every 25,000 miles on the odometer.**

Judging for Best in Show will start with a clean slate and will be judged very much like a dog show, with three Senior Judges reviewing the finalists and picking a winner based on their impressions of cleanliness and condition. We did this last year, and it worked well. We have found that BMW now makes so many types of BMWs that trying to judge them in a fully objective manner via a detailed scoring sheet for Best in Show is almost impossible.

The 24th Annual Concours d'Elegance this year is scheduled for Saturday, July 24 at Cedar River Park in Renton. I hope people with higher mileage BMWs will consider competing in the Concours with the mileage bonus back in place.

Lance Richert, Concours Chair

### E39 (5 Series) Retractable Cup Holder



**30 Day  
Money Back  
Guarantee!**

- Designed for the E39 BMW (1997- 2003: 525i, 528i, 530i, 540i, M5, Touring)
- Fits in center console, no tools, seconds to install
- Highest quality materials and construction
- Fully retracts into console when not in use

**Convenience - Quality - Value**

**TEC ENGINEERING**

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

(925) 485-4559



ULTIMATE AUTO DETAILING

**We protect your investment with only the finest products.  
Call us when you're ready for showroom quality results:**

**(206) 622-9800**

**771 N. VALLEY ST. [WWW.EXETERDETAIL.COM](http://WWW.EXETERDETAIL.COM)**

**Like it  
never  
happened.**

AUTOBODY COLLISION REPAIR  
PAINT REFINISHING  
PROFESSIONAL DETAILING  
MECHANICAL & GLASS SERVICE



**(206) 284.6181 771 N. VALLEY ST. [WWW.AUTOHOUND.COM](http://WWW.AUTOHOUND.COM)**



## PIR Historics

July 9-11

ITS TIME TO START planning for the "best Portland ACA attended" club event (aside from the track days). BMW will be represented at the event again this year and I hope the corral will be bigger than ever. Our space allotted is dependant upon how many cars are registered, so please register as soon as possible to get your space reserved. For the small sum of \$35, you will receive three-day admission and inside corral parking Saturday and Sunday, for one car/entrant and guest. If purchased separately; \$130. Also included will be a dash plaque and parade lap

around PIR. The deadline for registration and payment is May 14, 2004. Send the form to Larry Kniess of BMW ACA Portland.

This is a two day weekend getaway for Seattle area folks. There will be a Saturday early morning caravan directly to PIR. Recommended hotel information for Saturday night is also available. Please contact Dane Martin at danem@pc-resource.com or 425-820-5068 for details. Event and race day information is at [www.portlandhistorics.com](http://www.portlandhistorics.com).

## BMW Suspension Tech Session with TC Kline Tuning Your Suspension for the Street and the Track

May 8

COME ON OUT May 8th to the TC Kline Tech Session, at Auburn Foreign Car, where we will be talking suspensions of all kinds. BMW tuner and racing champion, TC Kline of TC Kline Racing will join us.

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 in Auburn will be our gracious host for this event. They 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 12 p.m. 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, in order to plan the event. If you have questions or wish to RSVP, please contact the event coordinator, Jamie Thomas at 206-817-3731 or [jthomas@midpointcad.com](mailto:jthomas@midpointcad.com).

Auburn Foreign Car is located at 725 Auburn Way N., Auburn, WA. Visit [www.AuburnForeignCar.com](http://www.AuburnForeignCar.com) for directions. Also see the April Zündfolge for more information.

### PIR Historics Registration

Three-day admission for car entrant & guest includes corral pass, dash plaque and parade lap. For planning purposes, indicate which days your car will be in the corral.

☐ Saturday, July 10, 2004 ☐ Sunday, July 11, 2004

# of Cars/Entrants @ \$35: \_\_\_\_\_ Total Amount Enclosed: \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone (H) \_\_\_\_\_ Phone (W) \_\_\_\_\_

Email (required) \_\_\_\_\_

Checks payable to BMW ACA Portland. Send registration/checks to Larry Kniess, 15240 SW Emerald St, Beaverton, OR 97007.

Any questions, email Larry Kniess at [lkniess@bmwacaportland.com](mailto:lkniess@bmwacaportland.com) or call his cell phone 503-819-0314 or his home phone 503-524-6407.

**TC Kline Racing**

## HAURY'S LAKE CITY COLLISION SERVICE

"Service and Quality You Can Count On"

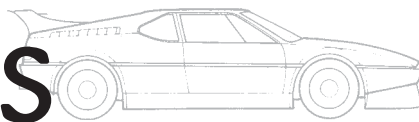


*Club Member Owned and Operated  
Newly Remodeled State-of-the-Art Facility  
Computerized Color Matching  
Insurance Claim Assistance  
Lifetime Warranty*

**(206) 365-1565**  
11514 Lake City Way NE

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





## Motor Sports Update

AS MANY OF YOU MAY HAVE NOTICED, there have been a few changes in the Driving Events Program. Last month, Bill talked about what we've done so far this year and what's coming up. He also went over some of the requirements for attending our High Performance Driving Events. This month, I'm going to talk a little about the changes that have been made to the paperwork side of our Driving Events.

### Driving Events Database

We have begun maintaining a PSR driving events database. Many of you received driving events log requests when I sent your confirmation for the June driving event. All this information is entered into the database, including any instructor comments from the last time you were at a driving event.

### Run Groups

The information from the PSR driving events database is used to assign each driver to a run group. The run groups are A, B, C, and D. A is primarily for advanced students. They typically go out first and warm up the track. Most A group drivers will be driving solo by their second session. The B and C groups are for the advanced students in slower cars and intermediate students. The intermediates make up most of our drivers. The B group is for the faster cars and the C group is for the not so fast cars. We also assign novice students with faster cars to the C group. The D group is intended primarily for our true novices, drivers with very little or no track experience, and for lower performance cars.

### Instructor Groups

This is new this year. At each driving event we will now have four instructor groups (red, blue, green, yellow). These consist of a lead instructor and enough instructors to manage five cars from each run group. Typically, we will have one instructor for every two students and each instructor will go out with two or three run groups. The instructor group you are assigned to is designated by the color of your run group letter.

### Log Book Sign Off

This has caused a bit of confusion. As the registration process becomes more computer oriented, the log book sign off becomes less important from a registration stand point. All of our student's driving information will now be stored in the database. This will make it easier to follow our students as their ability increases. By the end of this driving season, we will have an accurate picture of all of our regular drivers and their current driving ability. We will continue to have sign-offs in the log books. This will allow students to track their own progress and use the log book to register for other car Club's driving events.

### Registration Forms

To make space for other articles, the registration form will not be reprinted here. If you have not registered for either of the June driving events, please go to the Club web site, select driving events and download the form.

*Louis Hesselt-van Dinter  
Driving Events Registrar*

## Safety Gear Seminar Recap



ABOUT THIRTY PEOPLE came to listen to Andy Collins give an excellent lecture on the ins and outs of choosing the proper safety gear for the track. After an entertaining class, we all had a chance to shop in the Armadillo Racing trailer. Quite a few people tested out their new helmets on the go-karts afterwards! Thanks very much to Andy Collins from Armadillo Racing and Sykart in Tukwila for their help in putting on this event.

*Tom Olsson*

## 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:

#### May

- 2** NW ALFA Club School at PR
- 21** BMW ACA School at Portland
- 28** BSCC Lapping Day at Brem.
- 29** PCA PNWR Skills Day at Brem.

#### June

- 4** PCA PNWR School at PR
- 7** BMW CCBC School at Mission, BC
- 17** NW ALFA Club Lapping Day at Brem.
- 26-27** BMW CCA IEC School at Spokane
- 27** BMW ACA School at Portland

#### July

- 2** BSCC Lapping Day at Brem
- 10** IRDC Competition School at PR
- 11** NW ALFA Club School at PR
- 14** Corvette Club School at PR
- 17** PCA PNWR School at PR
- 29** BMW ACA School at PIR

### CONTACTS:

#### BMW CCA Inland Empire:

[www.iebmw.org](http://www.iebmw.org)  
Scott Adare: [sadare@aol.com](mailto:sadare@aol.com)

#### BMW ACA, Portland:

[www.bmwacaportland.com](http://www.bmwacaportland.com)  
Greg Maythaler: [greg.meythaler@intel.com](mailto:greg.meythaler@intel.com)

#### BMW CCBC, Vancouver, BC

[www.bmwccbc.org](http://www.bmwccbc.org)

#### Bremerton Sports Car Club:

Dave Ely: [de2mr2@msn.com](mailto:de2mr2@msn.com)  
Larry Paulson: [jlp@sanchezpaulson.com](mailto:jlp@sanchezpaulson.com)

#### Porsche Club:

[www.pnwr.pca.org](http://www.pnwr.pca.org)  
Pat Hillyer: [pat.hillyer@comcast.net](mailto:pat.hillyer@comcast.net)

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

# Road Racing Club Members

Compiled by Lance Richert and Tom Olsson

## Rick Bostrom



I own two 2002s and an E30 that I use as a track day car, but I race a 1979 Mazda Rx-7 "E" Improved Production car with ICSCC. I missed a lot of races while learning some

important mechanical lessons last year, and finished 2003 7th in EIP and 6th in SPM. This year I'm developing the car to fit EIP and hope to run a full schedule of races. I'm extremely competitive by nature, but more importantly I like challenges that are not easy to master. Every time I feel like I make a big step forward, I find another level of things I can learn and that keeps it interesting. I've met lots of good people through racing and made some really good friends; I really look forward to seeing them every year. If I can help anyone get started, or offer any useful advice, feel free to contact me at Boswoj@comcast.net.

## Mike Blaszczyk

I began performance driving after attending some BMW Club track days in the mid 90s. Eager to build his skills, he attended ProFormance and Bondurant racing schools. In 2000 Mike joined ProFormance as an instructor and began racing competitively. Mike spent his 2001 novice year honing his skills in a Porsche 924S. For the 2002 season he graduated to the power and reliability of a 1993 BMW 325is. In the 2003 ICSCC Season, Mike earned the C Production championship and placed second in points towards the ITS class championship. He also partnered with TC Motorsports to participate in his first 8-hour Endurance race at Portland. Strictly BMW and MC Automotive have helped him prepare his car for the coming season, and he has his sights set on championships in both classes. In the off season, Mike is an author and Software Architect at Microsoft Corporation.

## Stan Bovetz



I started with lapping at the Club events four years ago, and I still remember my first novice days as if they were yesterday. The excitement is habit forming! After getting a taste of high performance driving, I decided I wanted more, so I started going out with Don Kitch's group and drove there a lot and found that I wanted still more, so I purchased a race car.

Last year was my first racing year. I completed the ICSCC Novice program and was upgraded to a senior driver. My goal for the first year was to finish all my races (9), and I reached my goal. My best finish was third in a novice race. I drive an 1987 BMW 325is in EIP. This year I will drive in two classes: Sport BMW and EIP in a BMW. I have also formed a partnership with Derek Smith on a new 1987 325is for this year. We will be renting this car to interested drivers.

I can say that this sport is just about the best thing that has happened to me in the last twenty years. It has given me a new outlook. Racing is not for everyone, but for those who try it and find that it gets under their skin, it is most interesting. The people you meet are great and supportive. Everyone is open to helping you and making your experience a rewarding one.

## Brian Capp



I started out my track experience by signing up for the Proformance Racing School a few years ago. This was to prepare for vintage racing with SOVREN and the instruction was fantastic. I have also attended several BMW CCA driver training schools for fun, and have been very impressed with the instruction and organization. Thanks Jacqueline, Wes, and Bill.

The car I chose to prepare for vintage racing was a 1969 BMW 2002, a car with a long history of racing and very adaptable to the track. The car is modeled on the Koepchen tuning team cars of the late 1960s and early 1970s with one strong

emphasis of SOVREN being, to keep the cars *period correct*. I have raced with SOVREN for two full seasons now, and I really have enjoyed the people and the general attitude associated with that organization. It is considered *gentleman's* racing with no bumping allowed, which was one of the things that appealed to me. Anyone interested in racing a vintage BMW feel free to contact me with any questions. See you out at the track. Brian Capp may be contacted at b2002c@comcast.net or 425-888-4002.

## Walt Conley

After years of coaxing, Ken Hill finally got me into his E30 325is last year. I began to realize that after more than ten years of track driving and teaching, there was a lot of asphalt out there that I had never driven on. The "line" goes out the window when you need to pass or are being passed, so I knew I would have to quickly become familiar with this uncharted territory. My goals for my first year were to keep my nose clean, don't hit anything harder than Ken's car, make good decisions and learn from my experiences. Other than sucking in heavy traffic at the beginning of a race, I met my goals and have some great memories. Many thanks to Ken and Cecilia for their friendship and encouragement. Now, if I can learn to deal with that pesky traffic, I look forward to making more memories this year.

## Ron Craig



Ron joined KTR in 2000 as crew member and brought his entire family into the fold, the Craig's are a part of what makes KTR go. Ron's years of BMW knowledge are a true asset to the team. Take his technical skills, natural driver ability, and you have yet another strong KTR driver. Ron completed his rookie season and upgrade to senior driver in 2003 and what fun he had! Ron's other road love are motorcycles and he's as passionate about two wheels as he is four. Ron and the gang; Jill, Corinne, and Kevin will be back out this year, you can count on that.



### Manfred Duske



Like all Club members, Manfred Duske loves to drive. He started racing in the early 1970s in a Karmann Ghia on a circle track, then

went through a novice program in a Formula Ford. After an extended break from racing, Manfred renewed his competition license in 1991 and has been racing ever since. You may have seen his #52 GT-2 cars on the track around the Northwest. Manfred joined the BMW Club in 2002, shortly after he purchased his Z3. He has been an instructor at several BMW Driving Schools and always enjoys sharing his passion for the sport. Manfred works as a contractor to support his family and racing habit. To get a glimpse of his racing program, visit [www.diamondvillage.com/52/Duske\\_Racing.htm](http://www.diamondvillage.com/52/Duske_Racing.htm).

### Randy Epling



Randy stepped into the world of motorsports through local BMW Club high performance driving events with his M3 and then by spending the last several seasons with KTR. In 2003 Randy

attended the Bridgestone Racing Academy in Toronto, Canada in a three-day training class in Reynard F2000's and has his first behind the wheel experience of what racing has to offer. Randy had a blast and completed the program with high marks. Randy's 2004 plans will start with an IRDC school in a KTR race car and his adventures will surely continue.

### Hugh Golden

Driver and Lead Coach for KTR, Hugh inspires us all. From his amazing driver talent to his impeccable skills as a coach, Hugh understands the connections to



bringing it all together on the track. Hugh's experience spans from High Performance driving and instructing with

BMW CCA, NW car clubs, instructing with NW racing clubs, and racing competitively for six years in spring and enduro races holding numerous records including EIP 1st Place Champion in 2002. More recently Hugh's been appointed as Senior Instructor/Driver Coach with ProFormance Racing School and Coach with SpeedSecrets 'Advanced Racing Techniques' camps.

### Michael Helton

This year we are planning to run five races in the Grand Am Cup series — Watkins Glen, Mid-Ohio, Homestead/Miami, Virginia International Raceway and Fontana, CA. Three of these are traditional terrain contour tracks and two

## NW Road Racing Summary

FOR THOSE THAT HAVE TRIED to follow some of your fellow Club members racing exploits, you may have found it difficult to keep track of where/when/who they're racing. With any luck this may help clear up some of the confusion. To keep it simple I'm only referring to road racing organizations, and not talking about drag racing, rallying or other types of motorsports that many of our Club members may be involved with.

Nationally there is an organization called the Sports Car Club of America, or SCCA, and they've been around since the dawn of time. The group is made up of regional clubs, like our local Pacific Northwest Region, or the Oregon Region. Regionally there is another organization called the International Conference of Sports Car Clubs, or ICSCC, which was founded in the late 60s as an alternative to dealing with national politics. This group is also made up of smaller clubs like the International Race Drivers Club (IRDC) and our own Puget Sound Chapter of the BMW CCA. Although many of the local road racing addicts are

members and compete with both organizations, they are completely separate events and the two organizations rarely combine resources.

The biggest difference you'll notice if you go out and watch any of these events is the level of participation. An SCCA weekend at Bremerton typically attracts 40-60 cars, where as an ICSCC event at PR will attract better than 200 entries. Additionally there seems to have been more volunteer involvement from members of our BMW Club with ICSCC, so the ties are a little closer. Enough so that this year there are two new classes running in ICSCC specifically for BMWs, the Championship class PRO3 and the brand new Provisional class Sport BMW. If you want to watch local BMW drivers compete, an ICSCC event is where you want to be. The full 2004 schedule can be found at [www.ICSCC.com](http://www.ICSCC.com).

The difference between the two classes? Both classes are built around the reliable 87-91 E30 325i chassis. The PRO3 designation is intended to be an

affordable and minimum prep class; although the suspension can be modified the mechanical drive train must remain relatively stock. The faster Sport BMW class allows the same suspension changes, but additionally allows the use of extensive engine modifications to gain an additional 15-20 horse power. Both are extremely safe and fun classes to watch and participate in.

If you have an interest in sports cars, road racing, or questions about how you might get involved and participate in one of these events, come out to one of the events. The BMW crowd is a friendly bunch and happy to share their passion for driving. General questions can be posted on the Club's bulletin board, specific questions can be pointed towards many of the Club's Board members. If you want to learn more about ICSCC or SCCA, please feel free to contact me directly at [khill178@earthlink.net](mailto:khill178@earthlink.net), and I hope to see you at the races!

*Ken Hill*

(Homestead and Fontana) are Rovals (a large NASCAR oval combined with an enclosed road course). Our E36 M3 (with a new S-52 Euro 3.2 L motor) is now rebuilt and soon to be repainted in the familiar yellow and number, #71, we have had for some time.

These races, which require at least two drivers and no more than three, are about three hours in length and because of fuel limits require two pit stops. Manfred Duske and Steve Pfeifer (also club members) will join me in some of the races along with drivers from other parts of the country.

Our crew are all from Seattle and Portland, Crew Chief is Ron Kiel and Chief Engineer is J.R. Nagy of Auburn Foreign Car.

These races, which are usually televised on the Speed Channel about two weeks after each race, usually start about 55 to 60 cars and provide plenty of action and no-holds barred racing. There is more information about the series at [www.grand-am.com](http://www.grand-am.com).

## Ken Hill



I took my first drivers school with this Club (BMW ACA at the time) in 1994 in a rented Neon. I drove every event I could get to that

first year and was hooked!! The following year I went through the Jim Russell Introduction to Racing program at Laguna Seca. I began teaching with the Club in 1995 as well. In 1996 I took the ProFormance Competition program and purchased my first real race car, a Zinc Formula Vee. Besides being affordable to operate, FVs are great fun to drive and a very competitive class, and in 1997 finished 2nd in the ICSCC Championships. I also had the good fortune to drive with Mike Helton in his BMW 325is in that year's Portland enduro and we finished 1st in class. I decided I needed a 325 to be able to drive and coach in CCA Club events. The following year I sold the FV and built my first 325i race car, the car I still have fun driving and competing in today. In 1999 I was fortunate enough to be asked to join the ProFormance staff,

and enjoy teaching out at Pacific Raceways as often as I can. One of the most interesting driving experiences I've had was taking the Bobby Ore Motion Picture Stunt Driving School in California, what a hoot!! Over the last few years I have additionally been Chief Driving Instructor for IRDC, Chief of Timing for IRDC, Worker of the Year in 2001, Driver of the Year in 2003, Pro3 Champion in 2003, and now ICSCC Assistant Steward for 2004. Who has time for a real job?

## Wes Hill



It's been about ten years now since I began fooling around with cars at the track with the local BMW Club, ten great years. Ken and I first took a *high performance driving*

*school* at Bremerton Motorsports Park, put on by a bunch of crazies, led by a guy, named Dan Alvis. That led to many more events that year, some professional schools the following year, and no money in the checking account for the next several years. By 1997 I was fortunate enough to be asked by Don Kitch to help teach part-time at the local Proformance Racing School where I've continually learned new car control skills and teaching techniques. In 1998 I began racing locally first in a Formula Vee, then in 325s that have become so popular the last couple of years. Ken and I built, or rebuilt, seven just in the months of January and February of this year alone. Along with working on the cars, we've had some success with running our cars, especially in the endurance races at the end of the year in Portland. Finally, last spring I was laid off from my computer related "real" job and have now changed careers and become, of all things, a "Professional Driver." Can you believe you can actually make a living driving cars for the manufacturers and teaching people how to go fast? My dad says if you find something you really like to do, you'll never have to work another day in your life. That's where I'm at today and I can thank the local BMW CCA Club for that! Now if I'd just stop racing so that I could save a few coins.

## Peter Jenkin

I started high performance driving nearly ten years ago when a friend of mine told me about the schools run by our local BMW Club. The fact that the schools were run at Mosport Park, a track unchanged from when I went as a youth to watch my childhood driving idols from Formula 1 like Stirling Moss and Graham Hill, made the first school an unforgettable experience. For the next several years, I did multiple schools which took me to other tracks in Ontario and Quebec. Having moved here in 2000, I became involved in the schools here, took up instructing at the schools and in the past two years, racing an E30 BMW in the International Conference series. My racing career started with an auction item at our local Club when Ken Hill offered his race car in the Novice programme. I have subsequently bought my own race car and love the whole experience and the people I get to share it with.

## Brent Jordan



Brent joined KTR in 2002 and began his racing experience. New to racing but not new to motorsports, Brent's been an active driver and

instructor with BMW CCA throughout the U.S. since 1995. Brent completed his rookie races and upgrade to senior driver in 2002. Brent also enjoyed his first experience with enduro racing with KTR in 2002 in the Cascade 8-Hours at Portland. A natural enduro driver, Brent was hooked. Brent's 2003 season was just as exciting with a 3rd Place EIP Year-end Finish, a great accomplishment for his second year. Brent brings fun to the sport with his great attitude and team spirit.

## Jacqueline Kahn



Team owner and driver, Jacqueline is a leading name in Northwest Motorsports. From her seven years of running the local

BMW CCA High Performance Driving Programs, instructing drivers and eight years of racing and running a team, she has

Continued on Page 14







**Mike Blazczak completes another lap at Pacific Raceways.**



**Dale Beuning will be running in Pro-3.**



**Rick Bostrom drives a BMW but races a Mazda RX-7.**



**Brian Capp and his 2002 will compete in SOVREN vintage race events this year.**



**Greg Miller will be using all of the available RPMs in his ETA engine until he drops in a 6-cylinder M20 engine.**





Alex Long has switched from a BMW to a Nissan for 2004.



Long-time racer Mike Helton will race his E36 M3 in the Grand Am Cup series for a 3rd year.



Stan Bovetz negotiates Turn 3a at Pacific Raceways.



Ryan Snodgrass has added 2 cylinders and a lot of horsepower for 2004.



Lance Richert will race his 4-door E30 in various Pro-3 races in 2004.

been a leader in the growth of motorsports in the Northwest. Racing in competitive grids Jacqueline has honed her race craft and skills. EIP 2nd Place Champion in 2002 and recipient of ICSCC Driver of The Year in 2002, she's recognized by her peers as a competitive driver and significant contributor to the sport. Jacqueline shares her passion by creating a team which offers a dynamic environment for everyone who comes in contact; her passion is contagious!

### Alex Long



In 2003 I raced my E36 M3 in the SCCA Touring 2 Northern Pacific Division Championship. I had two wins and four second

places and ended up three points out of first in the Championship. I won at both Sears Point and Laguna Seca. I have since sold the E36 M3 and now have a factory support deal with Nissan. For 2004 I will be driving a 350Z in SCCA Touring 2. SpeedWare Motorsports is currently building the car. Sponsors for 2004 include Speedware Motorsports, BBS Wheels, Sparco Safety Equipment, Goodyear Racing (Tires), Kaaz differentials, Technosquare engine software and Nissan Motorsports. If all goes according to plan we will be racing in 4-6 SCCA Nationals on the West Coast and the SCCA Runoffs in September. My summer schedule is a little up in the air as we are expecting our second child in July (another boy)!

### Greg Miller



I joined the BMW Club and attended track events in my M3. I got track tires and brake pads and become a real track junkie. I even travel to Portland, with

the district sales manager for our principal vendor. We make sales calls through Friday then I join Jim Millet for a

Saturday at PIR! Time goes on, and I get faster, desire more learning, and jump on a deal by Proformance for a two day Competition School. (I was already working on a dedicated track car.) The class had only four students. Three of us are now racing. I complete my track car enough to be legal, if not fast. It is a 325,000 mile young, 1986 325 eta. Packages arrive from many sources over the next month or two and the car comes together. The windshield sports the banner *Low RPM Racing; 4500 Redline*. In 2003 I raced all season in both ICSCC and SCCA. I get my competition license in both clubs and for the most part have enormous fun. It is work preparing, fixing, and learning, but thrilling when it all works. This year I hope to be more competitive with the "i" motor conversion in Pro-3.

### John Osborn



John, KTR's newest driver in 2003, is a true fan of motorsports. From attending some of the world's finest races around the world since 1966

to a very successful karting stint as 1999 Senior Superbox Champion, to his recent experience racing BMW E30s, John is truly living his dreams. John completed his rookie season and upgrade to senior driver with ICSCC in 2003 and is returning with KTR for another exciting year of racing.

### Lance Richert



I started driving at the track with the BMW Club in the mid 80s while in college. Five years ago I was able to try actual racing in an E30 BMW.

Well, I'm still racing an E30 and blowing Devin's college fund and I blame Wes/Ken Hill and Bill Spornitz. I will be racing my 1988 BMW 325i in the Pro-3 Class in ICSCC. The car will be supported again in 2004 by Auburn Foreign Car under the loving hands of Crew Chief JR Nagy. We hope to beat our own lap record for the Pro-3 Class Pacific Raceways this year which stands at 1:41.82. We will also see the racing debut of Wife Stephanie Richert in the exceptional ICSCC Novice Race Program. We look forward to hanging out with all the DCR crew in the paddock and then racing them on the tarmac! [Lance@Richertnet.com](mailto:Lance@Richertnet.com).

### Sage Schreiner



Sage will be renting and racing his 1984 318i for the 2004 season with ICSCC. New this year is Inka Orange paint and

sponsorship by Haury's Lake City Collision ([www.hauryscollision.com](http://www.hauryscollision.com)) and Carpenter Creek Winery ([www.carpentercreek.com](http://www.carpentercreek.com)). You can follow his racing in the monthly UnSage Mechanic Zündfolge articles or on his website, [www.unsage.com](http://www.unsage.com). He can be contacted at [jsage@drizzle.com](mailto:jsage@drizzle.com) and loves to answer questions about his favorite pastime.

● TERRY FORLAND

● MARK ISRAEL

**425-823-4282**

INSURANCE WORK WELCOME

QUALITY • COLLISION • RESTORATION

**EUROTECH BODYWERKES**

13209 NE 126th PL. SUITE 140, BLDG. A KIRKLAND, WA 98034



### Karl Seeger



Karl Seeger is a familiar face around the Club. Past President and long time driver and instructor with BMW CCA, Karl's contributions to

the Club continue. Most recently Karl has been appointed as Senior Instructor for BMW CCA PSR, Instructor for BMW CCA IEC and Instructor for IRDC. And as a long time member of KTR, Karl's motorsports experiences continue. When Karl's not instructing and crewing for the team, you can find him spending time working on his Formula Vee race car. A passion for essentially rebuilding a new car has been his focus over the last several seasons. Karl does take time to race his fun little ride and enjoys every minute. 2004 he'll be back out with a new engine to race with KTR in ICSCC races—he's very excited, to say the least.

### Ryan Snodgrass



During the 2002/2003 seasons Ryan raced under the Kahn Team Racing tent with great success. Finishing 2nd out of seventeen drivers in the EIP class for 2003

it was time to kick it up a notch. For 2004 Ryan has joined up with seasoned racers Scotty B White and Cindi Lux at NayKid Racing ([www.naykidracing.com](http://www.naykidracing.com)) for a full season of SCCA National racing with his brand new NayKid prepped T1 Corvette Z06. NayKid Racing dusted off the cobwebs for the new season and arrived with a bang: dominating all three podium positions in their first two races at Thunderhill (White/Lux/Snodgrass).

### Martin Spanberger

Martin joined KTR in 2000 as crew member and brought to the team his well-rounded knowledge of BMWs and passion for race craft theory. Martin's high-performance driving with BMW



CCA in the Northwest and Canada has afforded him an avenue to get behind the wheel and begin to bring together his craft. Racing with KTR

was not too far from the horizon after joining the team and now a solid and competitive driver with KTR, Martin is a nut for getting behind the wheel when ever possible; sprint or enduro racing, he's in.

### Bill Spornitz



After sitting out a year and renting a ride for a couple of races last year I'll be jumping back in with a new car this season. I'm planning a limited schedule but will make all the PR races. As an added treat, Tom Olsson will be using my car to get his Conference novice requirements completed. I'm very much looking forward to this season.

# Buy your BMW parts online.

Introducing the smartest BMW store on the worldwide web. Simply enter your Bimmer's year and model; we'll show you only those parts that fit your car (plus universal stuff such as Zymöl). You'll get exactly what you need, even if you don't know the BMW part number. Log on and give it a try. It's just like driving your BMW – fast, safe and fun.

## bavauto.com

Same-day Shipping • Best Price Guarantee



Phone 800.535.2002 • Fax 800.507.2002





# The Uns~~o~~ge Mechanic

J. SAGE SCHREINER

## Shiny Side Down, Down, Down, (Part 2)

SUNDAY MORNING'S GROUP 2 qualifying session was dry and cold. The chill, dense air noticeably improved the power of my car; I was touching 120 mph just before the braking zone of Turn 2. A minor car-preparation goal had been to hit 115 mph by the end of the year, so it was nice to surpass this goal. This was a huge improvement from the days when the car wouldn't hit 100 mph! Unfortunately, the track was a little slippery, and my best time was about half a second slower than on Saturday's qualifying run and the novice closed wheel race.

The afternoon weather was beautiful; sunny, with a mild breeze. It was a perfect October day to end the 2002 race season.

As always, the hour or two before the race left me with butterflies in my stomach and shaking hands. The anticipation of the race was always difficult for me. I have heard other race drivers say that this is something that never goes away. As I sat with the other revving race cars in

pre-grid, I visualized the track, reminded myself to breathe and repeated "look far, go fast" over and over to myself. The instant we were waved out on the track, the nervousness melted away.

I started in front of one other G-P driver, the white Datsun 510 that I had raced against the week previously at Portland. A few cars up from us was Margie in her yellow "Tweety Bird" Datsun 510. I had found that Margie was a faster driver than I am, but had trouble keeping a consistent pace. I decided that I would put a lot of pressure on her early on, and hopefully squeak past and stay ahead. I was less worried about the recently upgraded Area driver in the white Datsun 510, as he hadn't really found enough speed to be threatening, yet.

When Start/Finish waved the green flag, I started to push Margie, using every trick I could. Group 2 race starts were always interesting; there were cars fencing for position everywhere and thick

dust hangs in the air. Cars were using all of the track and plenty of the dirt. I tried to nose past Margie in the chaos, but she had no intention of making it easy. I went to the outside for turn 3a, but was held up by traffic, so she was able to get a better exit. For 3b, I went to the outside again, and this time was able to get a better exit than her. We raced down the back straight side by side, but the extra momentum was enough to pull half a car's length in front of her. She backed out and followed me into turn 5a; just in time to see a madly waving yellow flag.

A Scirocco was sitting on its roof. I could hardly believe it; the third car of the weekend shiny side down! In this case, the Scirocco looked like it was almost completely undamaged, and the driver was fine. I was a little concerned that an unseen yellow flag might have popped out at turn station 4 (the middle of the back straight) right as I passed Margie, and I considered waving her in front of me

## Auburn Foreign & Domestic Car, Inc.

Factory Scheduled Maintenance • Pre Purchase Inspections  
Racing & Sports Performance • Latest Diagnostic Equipment  
Quality Workmanship • Competitive Prices  
Complimentary Wash & Vacuum with Service

SERVING YOU WITH  
PLEASURE SINCE 1968

BMW Club Discount



(253) 833-8161 • (253) 872-0085  
725 Auburn Way North • Auburn, WA 98002

(an acceptable resolution for a borderline “passing under yellow” fault). After mulling it for half a lap, I decided not to, and this ended up being the correct decision.

We circled around for several laps behind the pace car while they yanked the Scirocco out of the bushes. On the restart the pack stretched out so much that it was tough to see the tiny green flag at Start/Finish. Some drivers had radios and helpers who could cue them on a restart, but I had to make a conservative guess. I was a bit late to wide open throttle and the Tweety Bird car was all over me. Margie and I raced neck and neck through several corners. My hope was that if I could hold her off for a few more laps, she would start being pressured by the cars behind her. It was a struggle to keep her from passing. Finally, she tried to get by me on the inside of 5b, and as her car wasn't far enough up on my own to have the pass, I took the apex and forced her to back off. On the exit to turn 6, I looked back and saw that she had lost quite a bit of time; I think she had gotten loose backing out of the pass.



After this, she receded in my mirrors, as I gained more and more time on her.

On the last lap of the race, I pointed by the first place E-Production Honda CRX. He ended up being the only car to lap me; a huge improvement from my first Group 2 race at Pacific Raceways in May, where half the pack had lapped me by the end! I ended up placing 6th of 9 G-Production cars, ahead of the two Datsun 510s and the inverted DNfer. It was a good result for my last race of the year.

As I came in off the track, I felt a deep sense of accomplishment. I had just completed my first season of racing. I had started 18 races and finished 17 of them, with a self-built, self-maintained race car. While I was still quite a ways from winning, I had learned a great deal and hadn't seriously bent my car or anyone else's. It's important, however, to point out how many people made this possible. Other racers offered me advice, parts and technical help: Ken and Wes Hill, without whom I could have never made it to the track at all, Greg Hinkel, Jeff Peneck, the folks at Strictly BMW and Kahn Team Racing, and many, many more racers. Numerous nameless bystanders pushed my car, offered a hand or helped solve technical problems. Friends and neighbors sacrificed their time to help me prepare my car or spent a weekend at the track helping out as pit crew. My awesome girlfriend Olona, whose good organization, better humor and willingness to help made the year possible and successful. Most importantly

the extremely professional, yet entirely volunteer crew in the hot pits, the paddock, pregrid, Start/Finish, and the turn stations that put up with the worrisome antics of a rookie.

When I shut the engine off, I also felt an immense sense of relief in knowing the season was over. At times, the work required by the fugly gold car was oppressively exhausting. Forcing myself to work on the car, night after night, and almost every free weekend, was brutal. I was looking forward to quiet evenings at home, catching up on work that needed to be done around the house, and sleeping-in weekends. There were, of course, plenty of projects left for the fugly race car; true race suspension was a must, and it would be nice to paint the car so that people stopped referring to my car as “that ghetto BMW” when they thought I wasn't listening. And there were many, many more tasks needed to prepare the car for next year. But there would be a next year.

Paul Newman said something regarding his own race driving that I liked: “I tried skiing, tennis, football, all of those sports, but racing was the only thing I was ever graceful at.” I understood that. I found grace in the concentration and awareness that was necessary to balance an automobile on the line between adhesion and destruction. Racing is peaceful, not violent; the silence is louder than the machine. That's why I would race again.

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

**U L T I M A T E**

**W O R K S**

**Reliable and honest**

**Factory-trained**

**Major service**


**Exhaust systems**

**Brakes**

**Clutches**

**Suspension work**

**Engine replacements**



**Tom Garman**  
BMW Technician

**Pete Jackson**  
Service Consultant

**(425) 823-1212**

**13635 NE 126th Place, Kirkland, WA 98034**



# BMW NORTHWEST

**BMW Northwest**  
**4011 20th Street East**  
**Tacoma, WA 98424**  
**www.bmwnorthwest.com**  
**Ph.253-922-8700**  
**1-800-225-2022**  
**info@bmwnorthwest.com**

**The Northwest's only family  
owned and operated  
dealership since 1968**



**Original  
BMW Parts**



**DINAN**  
*Authorized  
Dealer*

*Sales Rep James Barlow*  
*james@bmwnorthwest.com*

*All Club Members Welcome*



*How do you want to drive ?*



## E36 Burien Street Fair is Rescheduled for August 22nd

DUE TO SCHEDULING CONFLICTS, the E36 Burien Street Fair for BMW 3 series cars from 1992 to 1998 has been rescheduled for Sunday August 22nd. We hope that this will be one of the largest E36 related get-

togethers in the country this year. Our revised schedule puts our street fair right into the warm, sunny August days and we hope to get upwards of 100 E36 Bimmers together from around the Northwest.

## Bimmerfest Update and 7/8-Series Tech Session

THE BIMMERFEST CARAVAN will be leaving soon for Santa Barbara. This event promises to be ABSOLUTELY HUGE! Event organizer Jon Shafer reports that as of April 7th, 1,553 participants and 638 BMW cars were registered for the all BMW event! Jon states that "not only does this year's event have the potential to be the largest BMW enthusiast's gathering ever assembled in North America, but possibly the world."

Visit [Bimmerfest.com](http://Bimmerfest.com) for more information. To caravan with us, contact us at [info@seattle7s.com](mailto:info@seattle7s.com) or call 206-760-9612 immediately. We will depart the morning of Thursday April 29th. The all day event

takes place on Saturday May 1st.

If you have an E32 or E38 7-Series, or an E31 8-Series; you won't want to miss the tech event planned for Saturday May 15th from 9 a.m. to noon at Car Tender. Preventive maintenance and common problems will be covered. RSVP to Alan James at [alan.james@comcast.net](mailto:alan.james@comcast.net).

**Car**  
SRJ Enterprises, Inc.  
**Tender**

1706 12th Avenue, Seattle, WA 98122  
206-324-0345, Fax: 206-324-9089  
[www.car-tender.com](http://www.car-tender.com)

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	3.0/Bavaria 2500/2800	68-77	Gus Blazek	253-941-0463	<a href="mailto:blazeks@comcast.net">blazeks@comcast.net</a>
E9	2000/2500 2800/3.0CSI/CSL	68-77	Ken Olsen	425-898-8544	<a href="mailto:kenolsen@nwlinc.com">kenolsen@nwlinc.com</a>
E10	2002	68-76	Brian Capp	425-888-4002	<a href="mailto:b2002c@comcast.net">b2002c@comcast.net</a> <a href="http://www.2002sig.com">www.2002sig.com</a>
E24	6 series	76-89	Erik Brannfors	206-356-5620	<a href="mailto:brannman@qwest.net">brannman@qwest.net</a> <a href="mailto:erik.brannfors@t-mobile.com">erik.brannfors@t-mobile.com</a>
E28	528e/533i/ 535i/524td 535is/M535i/M5	82-88	Mark Seiferth	253-265-1380	<a href="mailto:mark_seiferth@comcast.net">mark_seiferth@comcast.net</a> <a href="http://www.e28gruppe.com">www.e28gruppe.com</a>
E30	3 series	84-91	Rob Wagner Mike Ellis	206-835-7002 253-230-2719	<a href="mailto:tolofou@aol.com">tolofou@aol.com</a> <a href="mailto:mellis310@comcast.net">mellis310@comcast.net</a> <a href="http://autos.groups.yahoo.com/group/bmwe30nw/">http://autos.groups.yahoo.com/group/bmwe30nw/</a>
E31	8 series	91-97	Dave Clary	425-489-4556	<a href="mailto:d.clary@verizon.net">d.clary@verizon.net</a> <a href="http://www.nw8s.com">www.nw8s.com</a>
E36	3 series	92-99	Martin Hovenkotter	425-301-4936	<a href="mailto:mhoven@comcast.net">mhoven@comcast.net</a>
E38	7 series	95-01	Matthew Mar	206-760-9612	<a href="mailto:info@seattle7s.com">info@seattle7s.com</a>
E39	5 series/M5	97-03	Matthew Mar	206-760-9612	<a href="mailto:info@seattle7s.com">info@seattle7s.com</a>

## 3rd Annual E30 Picnic (3 Series 1984-1991)

Sunday, June 27th – 11 a.m.  
Newcastle Beach Park, Bellevue



THE E30 3 SERIES ('84-'91) was truly a versatile BMW. In its seven year run in the USA, the car came with five different engines, 2-door/4 door and touring models, rear and all wheel drive, hardtop and convertibles! BMW sold boatloads of these cars, and hundreds of our local Club members are still enjoying their fine attributes.

The local NW E30 SIG along with the BMW Club is organizing another E30 Picnic for all E30 owners or admirers. See you on Sunday, June 27th starting at 11 a.m. in Bellevue. We will have special E30s on display, and plenty of opportunities for all E30 owners to share questions and stories. We are planning on 80-100 E30s that day, be sure to be part of the fun! All E30s are invited, from garage queens to daily drivers (like mine!). Extra E30 parts cluttering the garage? Bring the parts and sell them if you wish. Look to the June Zündfolge for additional information about the Picnic.

Auburn Foreign Car is graciously covering some of the costs for the event. We are asking for a \$5 donation to help cover the additional costs of the event. It is important for you to RSVP to me so I can better plan for lunch. I need to know the number of members attending in your BMW, and what kind of E30 you are bringing. See you there!

*Lance Richert*  
[lance@richertnet.com](mailto:lance@richertnet.com)  
425-443-2188



PUTTING OFF PROJECTS that need to be done is procrastination at its best. Putting the old 2002Ti in the garage and starting the front suspension rebuild keeps getting put off, but with the spring weather rapidly approaching I want to get it done.

I've finally paid for the license tabs which lapsed last July. It sat until February 2004. I started it several times during that time frame but it wasn't driven.

The 2002 and almost all BMWs made since then have similar suspensions. Many detail changes have occurred over the years, but all current models have a modified McPherson strut style front suspension and trailing arms in many variations in the rear. I am pulling the struts off and redoing all the steering linkage pieces. The tie rod ends and ball

joints are major wear/friction points for the steering. It's been about twenty years since I rebuilt it the last time.

My big complaint with the 2002 is the high effort of the steering. I know the ball joints have had too many hard impacts over the years. The tie rods have had a torn boot for years and are probably rusty and stiff. I replaced one of the strut bearings about a year ago and will do the other while it's apart. I'm hoping all this makes the steering easier and without hard spots in certain positions. The lower control arms have held up well but the rod ends on the sway bar are pounded stiff and don't rotate well. I will replace all the steering linkage short of the steering box itself. The improvement should be very noticeable the first time I turn the steering wheel.

While I have the 2002 up in the air for all this, I will drain and refill the transmission with Redline MTL synthetic oil and the differential with limited slip hypoid oil. It'll be time to check the driveshaft and other things while under there. The rear subframe bushings need inspection also while looking around under there. My biggest worry is that I'll find some rust in places that will affect the stability of the subframe mounts.

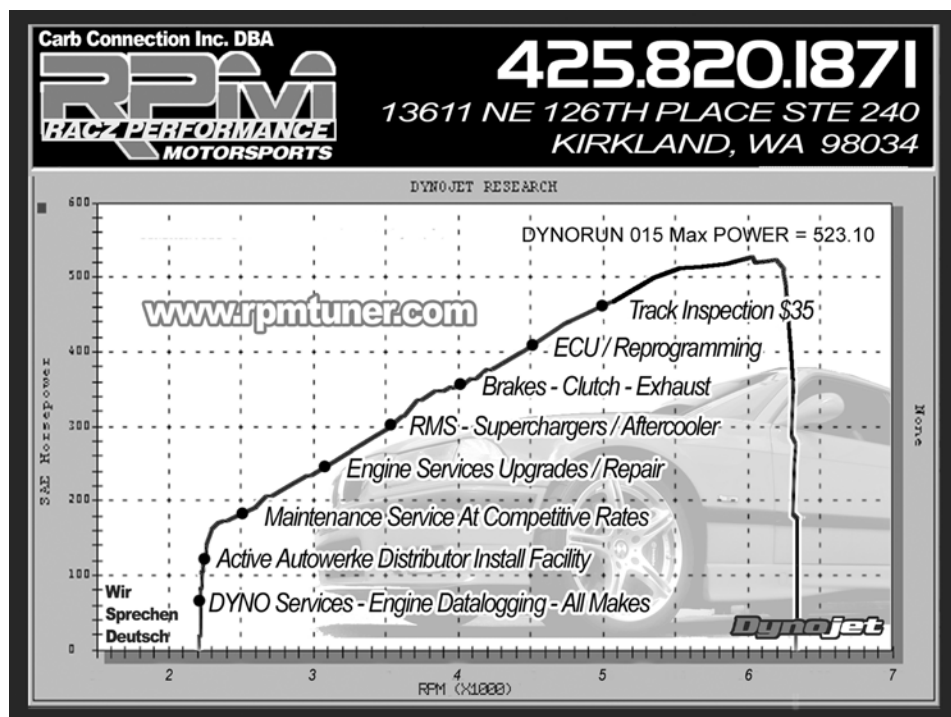
The rocker panels finally need replacing after all these years. It is those

**The improvement should be very noticeable the first time I turn the steering wheel.**

darn sunroof drains that cause all that. It seems easier to deal with the issues now that I can afford to not finish the car right away because it isn't my primary transportation anymore. That always was frustrating whenever things didn't turn out like they should, knowing that I needed the car back on the road to use to go to work. So now if the bolts and nuts are tough, I'll soak them with rust dissolver and take a break. Once the parts are replaced, it'll need a toe set alignment to complete the work. Maybe then I can park the 2002 without a big grunt over the steering wheel being hard to turn.

The brakes will need to be bled and the rotors and drums lightly sanded to remove any rust that has grown there while stored. The brakes work fine but the front rotors aren't as nice as they should be. I had to replace the brake vacuum hose as the old one collapsed in the bend preventing the boost unit from working properly. I used some reinforced power steering hose which should never collapse. The bare metal under the hood has a light coating of rust on some nuts and such. I've always kept the hood area nice to show off the work that's been done and it's a little ragged these days. It is time for some oil and steel wool on those parts that need cleaning up.

I try to drive it once a week now that the weather is better. I found that since I started driving it only part time, that I drive it harder than just cruising with it. In reality that's not that bad for it, after all it was set up to be an autocrosser and track ready car. It'll do 7,000 plus rpm through the gears and it's very capable of triple digit speeds. It should make it out to the track sometime this year. After all, the fun is controlling the oversteer, not cursing the understeer.





## 6 Series Debut

THE SOCIAL EVENTS SURROUNDING the debut of the new 6-series were held in early April after a minor safety infraction kept the cars tied up at the port, forcing postponement of the original event dates.

Our thanks to BMW Seattle, BMW of Bellevue, and BMW NW for being gracious hosts, and providing the opportunity for members to see, touch, sit in, and, in some cases, drive these wonderful new automobiles.

Also thank you to Tom Cox for bringing your first-generation 6 Series to the debuts so Club members could compare the old with the new.



Photo by Lucetta Lightfoot.



Photo by Duane Montagne.

## OUR TROPHY MEANS YOU'RE THE WINNER.

With State Farm® car insurance, you win with more than just competitive rates. You get the unbeatable service that earned us the highest collision repair customer satisfaction among insurance providers, according to J.D. Power and Associates 2003 Collision Repair Satisfaction Index Study<sup>SM</sup>.  
WE LIVE WHERE YOU LIVE.®



See the agent you know from the company you trust:

Peter G. Olney, Agent  
18904 Highway 99  
Lynnwood, WA 98036  
Next to PetsMart  
Bus: 425-776-0133



LIKE A GOOD NEIGHBOR,  
STATE FARM IS THERE.®

Providing Insurance and Financial Services

The 2003 Collision Repair Satisfaction Index Study<sup>SM</sup> is based on responses from 5,622 consumers who had collision repair or body work done to their vehicle in the past 12 months. [www.jdpower.com](http://www.jdpower.com)  
State Farm Mutual Automobile Insurance Company • Bloomington, IL • [statefarm.com](http://statefarm.com)

P040021

02/04

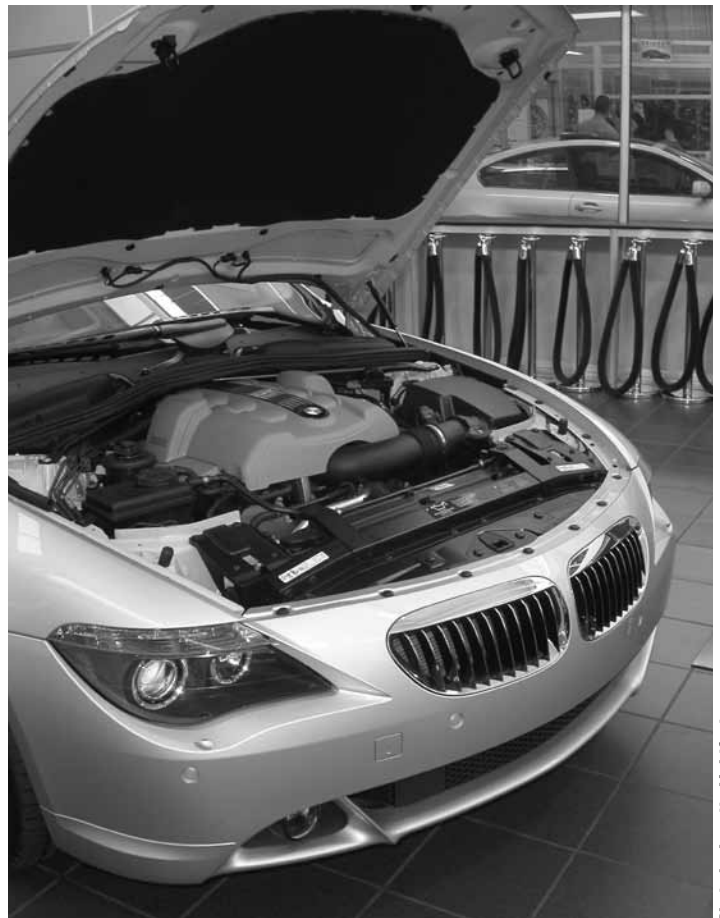


Photo by Lucetta Lightfoot.





## THE NEW BMW 1 SERIES

**Sheer Driving pleasure now also to be found in the compact class:**

(The BMW 1 Series 5-door hatchback model will not be offered in the US. The availability and introduction timing of future 1 Series variants in the US has not been determined.)

Munich. In the autumn of 2004 BMW will unveil for the very first time a compact class automobile - the BMW 1 Series with five doors and a length of 4.23 metres, making this new model series precisely 24 centimetres shorter than a 3 Series saloon. The typical BMW drive concept, powerful engines, high-grade equipment and the experience of sheer driving fun offer a new and unique alternative in this particular market segment.

Right from the very first glance there is no doubt that this new five-door sports-hatch is a BMW through and through: The long wheelbase with a short front overhang, the lower roof line with the typical C-pillar kink and the characteristic front end with the "kidney" grille and double headlamps give the 1 Series a face that stands out in a crowd. The practical hatch opens to reveal a variable luggage compartment that offers the driver and passengers 330 to 1150 litres of storage space for even larger items of sports equipment for a variety of leisure activities.

### Unique agility and steering precision.

Whether loaded or not, the 1 Series is always sheer pleasure to drive: The

seating position offering long-distance driving comfort and the exemplary, clearly structured cockpit provide the driver with perfect ergonomics during his "driving experience". After starting the engine at the push of a button, one immediately senses that typical driving pleasure only a BMW can induce. Thanks to its agility and steering precision unique in the compact class, the BMW 1 Series not only ensures sporty but smooth handling of winding country roads, but also facilitates effortless urban driving pleasure. This is because - like all other BMW automobiles - the 1 Series has a front-mounted engine and rear wheel drive. Even in the tightest of bends there is no torque steer to be felt, the rear wheels having optimal traction when transferring the engine's power onto the tarmac.

Moreover, this concept offers an ideal balance of weight between the technically elaborate aluminium front axle and the five-link rear suspension. Together all of these characteristics facilitate further advantages such as optimal traction even when fully loaded and on hills. The drive and suspension concept is further enhanced by a particularly stiff body and excellent aerodynamics with a drag coefficient of just 0.29.

On the whole no other vehicle in the compact class offers such a distinctively harmonious symbiosis of sporty driving characteristics and suitability for long-distance travel as the BMW 1 Series.

### Four engine variants from 115 to 163 bhp.

When the car is launched customers will have an immediate choice of four four-cylinder engines. The models 116i (85 kW / 115 bhp) und 120i (110 kW / 150 bhp) feature further developed and refined BMW petrol engines. The two diesel versions, the 118d (90 kW / 122 bhp) and the 120d (120 kW / 163 bhp) are equipped with high-torque diesel engines. Needless to say, all BMW 1 Series cars meet with EU4 emission standards. A smooth-shifting manual six-speed gearbox (five-speed on the 116i) or, optionally, a comfortable six-speed automatic deliver power to large-size 16-inch wheels with emergency running properties, thereby contributing to the most dynamic performance available in this segment. Furthermore, the BMW 1 Series is one of the most economical in its class.

### Active and passive safety at the highest level.

Robust, large disc brakes provide supreme stopping power in any situation. By means of two-stage brake light clusters the BMW 1 Series indicates to vehicles behind whether the brakes are being applied normally or hard. And the extensive range of standard safety equipment, which includes DSC Dynamic Stability Control, DBC Dynamic Brake Control, Electronic Differential Lock as well as a complete airbag system comprising head airbags for all seats, complies with the most stringent safety requirements.

Established 1979

**GERMAN CAR SPECIALISTS**

**SERVICE & REPAIR**

**It's all we know!**

**BMW**

12408 S.E. 38th  
Bellevue, WA 98006  
Behind Factoria Cinemas  
[www.germanauto.com](http://www.germanauto.com)



**425-644-7770**

**AUTOHAUS-VICK-INC.**



Monday-Friday  
7:30am - 5:30pm

14121 N.E. 24th  
Bellevue, WA 98007  
(425) 644-7100



These safety features and an exemplary protective body structure are the best prerequisites for achieving five stars in the Euro NCAP crash test.

#### Equipment options normally associated with more luxurious classes.

In addition to the wide range of basic equipment, there are a myriad of possibilities to individualize the BMW 1 Series with optional equipment available in the usual high BMW quality. Many of these have previously only been seen in higher vehicle segments. These include: Convenient keyless access, Bluetooth mobile interface, sports seats with backrest width adjustment, acoustic PDC Park Distance Control at the front and the rear, Bi-Xenon headlights and a choice of high-performance audio and navigation systems, which can also be operated centrally or by voice control utilizing the BMW state-of-the-art iDrive operating concept.

With its unique concept, the BMW 1 Series is intended to target customers who have always appreciated the practical aspects of previously available compact vehicles but have, until now, searched in vain for an automobile that takes into consideration their increased demands in terms of driving pleasure and individuality. Whilst fully meeting these customer requirements, the BMW 1 Series offers in addition high-quality product substance wrapped up in a modern and attractive design.

#### Overview of specifications

116i 85 kW / 115 bhp at 6000 rpm; 150 Nm at 4300 rpm; cubic capacity 1.6 litres; 0-62 in 10.8 s; top speed 200 km/h (124 mph); fuel consumption 7.5 ltr/100km

120i 110 kW / 150 bhp at 6200 rpm; 200 Nm at 3600 rpm; cubic capacity 2.0

litres; 0-62 in 8.7 s; top speed 217 km/h (135 mph); fuel consumption 7.4 ltr/100km  
118d 90 kW / 122 bhp at 4000 rpm; 280 Nm at 2000 rpm; cubic capacity 2.0 litres 0-62 in 10.0 s; top speed 201 km/h (125 mph); fuel consumption 5.6 ltr/100km  
120d 120 kW / 163 bhp at 4000 rpm; 340 Nm at 2000 rpm; cubic capacity 2.0 litres; 0-62 in 7.9 s; top speed 220 km/h (137mph); fuel consumption 5.7 ltr/100km

#### The BMW 1 Series made in Germany.

The BMW 1 Series is manufactured at the ultra-modern Regensburg plant, utilizing production facilities which provide some of the highest possible levels of flexibility and model diversity in the automotive industry, but which at the same time offer the best possible standard of present-day workplace ergonomics.

With the BMW 1 Series, the BMW Group is laying an important cornerstone for further profitable growth. Market researchers see the premium segment of the compact class as the market with large potential worldwide. Thanks to its unique vehicle concept, the BMW 1 Series will gain a disproportionately large share of the market and contribute to a further sharpening of the BMW brand profile.

Prices for the BMW 1 Series are shortly to be announced. The market launch is planned for the autumn of 2004. The BMW 1 Series will celebrate its auto show debut at the Paris Motor Show.

NOTE: The BMW 1 Series 5-door hatchback model will not be offered in the US. The availability and introduction timing of future 1 Series variants in the US has not been determined.

BMW Press

### 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.



On Track With All Your Racing Needs • 1-888-211-9129 (Toll free USA & Canada)

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

— Mike Blaszcak.

## Bellevue Motor Works

We Specialize In Quality Service Of BMW  
And Other European Automobile Repair.

Quality Workmanship, Competitive Pricing  
Factory Parts & Integrity Included!

Open Six Days!

(425) 746 -7141 [www.bellevuemotorworks.com](http://www.bellevuemotorworks.com)  
1630, 136th Place N.E. Suite C Bellevue WA 98005



# CLAS\$IFIED

## MARKETPLACE

### BMW's for Sale

**2003 330i:** Silver gray/black leather/black cube trim, six-speed manual, ZHP performance package, cold weather package, sunroof, Xenon headlights, BMW alarm upgrade, Homelink universal transmitter, ordered and purchased new, always garaged, non smoker, perfect condition, no dings, scratches, or dents. 3,200 miles. \$39,500. Contact Mark at 206-963-3414 or mswaz@yahoo.com.

**2001 M5:** VIN WBSDE93411BZ97336 Royal red (burgundy metallic) with tan leather interior, unique color combination, 45,000 miles, large screen navigation, front and rear park distance control, sun shade, ski bag, all M options, K40 built-in radar and laser detector, stainless steel brake lines, factory roof rack kit with bicycle attachment. Excellent condition. \$54,000 or best offer. Contact David at 206-499-1910 or david@montanaro.com. (WA)

**1994 E36 325ica:** Vin WBABJ6322RJD32051. Ready for top down summer fun. Well maintained triple black cabrio with 235-45-R17 Yokohama AVS ES100 tires on 2002 OEM 8x17 star spoke (seven spoke) wheels. All service records. New control arm/trailing arm bushings, ball joints, rear shocks, recent front brakes and metal impeller water pump. Six disc changer, heated seats, straight body, decent paint, windscreen included. Always garaged. A very nice car, must see! 114,000 miles. This car was displayed in the PSR CCA Concours the last two years. Asking \$12,000 obo. Photos available on request. Call 425-869-8443 or email jja@isomedia.com.

**1991 Dinan M5:** Brilliant red with black leather interior. Dinan upgrades include performance chip, cam sprocket, Stage 2 suspension, and Stage 1 brakes. Other amenities include 18" Azev Type A wheels, new Kumho Ecsta Supra tires, short-throw shift kit, and tuned exhaust. If you would prefer listening to music over the symphony of the exhaust, you'll have a Nakamichi deck, 5-disc changer, Extant amplifier, and dual JL audio 8" subs. There's only 89,000 miles on this beautiful clean, straight, well preserved car. Asking \$20,500. Please contact Erik at 425-705-3193 days, or 206-523-0073 evenings.

**1985 Baur/Hartge 320/6:** Black with gray. New top, 159,000, Hartge suspension package including front stress bar, springs, rear spoiler, and springs. In addition it has the following components: Momo/Hartge steering wheel, Hartge classic 11 spoke 16" chrome wheels, Toyo Proxes, all Hartge badges, alarm, five-speed, factory air, garaged, non-smoke, All records from new including DOT federalization and original bill of sale. Silky smooth 2.0 litre. Appraised five years ago for \$12,000. Will consider offers less than appraisal. Outstanding condition. May be "One of a kind." Contact Mel Weishahn at melweis@verizon.net or call 541-345-3133 (Eugene, Oregon).

**1974 2002tii:** Amazon green with many upgrades. This is a 2002 that I've owned for about 12 years and spent much time and money on. Great road car as well as a competitive Auto-x car. I'm selling to continue on with my BMW projects. 9.5:1 tii motor with 292 cam and 40mm sidedraft Webers, five-speed. OD transmission with 8.5lb flywheel and sport clutch, 3.91 LSD, H&R springs with HD Bilsteins, Ireland sway bars, topend strut braces, with battery in trunk, 528i front brakes and rear disc brake conversion, 15" Panasports with Bridgestone SO3's, E30 front sport seats with Schroth 4 point harness, 3 VDO gauge cluster, Momo Alpina steering wheel, Hella euro lights and Hella Rally 1000 fogs, 2.5" exhaust with Supersprint header, MSD ignition with 8mm wires and platinum 4 plugs, sunroof. This car has been very well cared for. It's not a Concours car and has a few small dings but is virtually rust free. I'm asking 9,000 obo. Please call me at 360-734-4755 or email Ronsbmws@aol.com.

**1973 3.0CS:** Arctic blue with tan leather interior. This coupe is a great daily driver, and a perfect candidate for full restoration. Absolutely no rust on the front strut towers, in the trunk, etc. —the usual places on the old coupes, and the sunroof and exhaust system have recently been completely rebuilt. 10,700 miles on the odometer, guessing that it's 111,000 miles. \$9,300 obo. Contact Erik at 425-705-3193 (days) or 206-523-0073 (evenings).

### 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.

**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 rjmilhamincps@aol.com.

**New E46 M Double Spoke (Styling 68M) alloy wheel:** \$225. Contact Michael at 425-681-8842.

**Performance Tires:** Two Continental Sport Contact 225 45 ZR 17 New and Used (5,000 miles) \$125 for the pair. Contact Michael at 425-681-8842.

### Miscellaneous

**One pair (left & right) Schroth harness belts.** Royal Blue, Rallye 3 "ASM" 3-point harnesses. Brand new, never installed, with quick-release strap to back mount (allowing you to use the back seat when you're playing on the track!) Internet price \$150 per, will sell pair in original packaging for \$100 each obo. Will throw in Schroth adaptor bolts for E36. 503-697-0661 eves or KandMRichardson@comcast.net.

**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.

## DEADLINES

<b>June 2004 Issue</b>	<b>May 4</b>
<b>July 2004 Issue</b>	<b>June 8</b>
<b>August 2004 Issue</b>	<b>July 13</b>

**Classified Advertising Policy:** Classified ads are free to current members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed and emailed to Lucetta Lightfoot at lucettalightfoot@msn.com or sent to Zündfolge, c/o Lucetta Lightfoot, P.O.Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**



**THE BMW SHOP**  
2242 N. Williams Ave.  
Portland, OR 97227  
**503-232-5545**  
bmw.shop@attbi.com

**The Portland Area's Premier Independent BMW Shop**

### A Higher Standard of Service Exclusively for BMW Enthusiasts

We know the BMW alphabet, from Alpina to Z3. From 1960's and 70's era 2002s to 21st century 333 horsepower M3s, we're familiar with their needs, history and technology.

Complimentary loaner BMWs  
available to clients

Discounts to Club Members

Club Member Owned





## BMW Seattle

PARTS & SERVICE

- ♦ Factory Trained Technicians  
12 Master Technicians on Staff
- ♦ Your #1 Source for Original BMW Parts
- ♦ 10% Club Discount on BMW Parts & Labor

Whether it's your vintage 2002, or the new E46 M3, BMW Seattle is the top choice for regular service & custom performance upgrades.



**The Original Dinan Dealer in Seattle**  
All Dinan performance upgrades available



**Short Shift Kits**



**Performance Brake Systems**  
Rotors, Callipers, & Complete Systems

**BMW Seattle Parts & Service 714 East Pike Street [bmwseattle.com](http://bmwseattle.com) 206.328.8787**



**BMW CLUB MEMBERS RECEIVE A 10% DISCOUNT ON LABOR**

EASTSIDE BAVARIAN, AN INDEPENDENT BMW SERVICE FACILITY LOCATED IN ISSAQUAH.

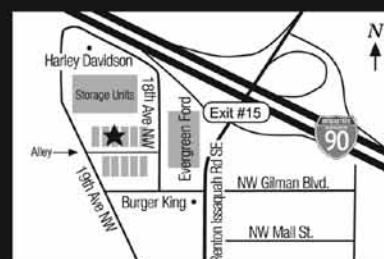
OWNED AND OPERATED BY FACTORY TRAINED AND CERTIFIED TECHNICIANS WITH MORE THAN 30 YEARS EXPERIENCE. WE OFFER STATE OF THE ART EQUIPMENT AND CONVENIENT SATURDAY SERVICE.

WE WILL EARN YOUR TRUST BY PROVIDING THE MOST RELIABLE, HONEST AND COURTEOUS SERVICE AVAILABLE IN THE MARKET TODAY.



[WWW.EASTSIDEBAVARIAN.COM](http://WWW.EASTSIDEBAVARIAN.COM)

LOCATION:  
1480 19TH AVE NW  
ISSAQUAH, WA 98027  
TUE-FRI: 7:30-6P & SAT: 9-4P  
(425) 391-1990



# Car SRJ Enterprises, Inc. Tender

BMW  
JAGUAR  
MERCEDES  
LAND ROVER

IMPECCABLE SERVICE. METICULOUS CARE.



**DINAN**  
AUTHORIZED DEALER

**206.324.0345**

1706 - 12TH AVENUE  
SEATTLE WA 98122

[WWW.CAR-TENDER.COM](http://WWW.CAR-TENDER.COM)



**BMW CAR CLUB OF AMERICA**

Puget Sound Region

P.O. Box 1259, Bellevue, Washington 98009

Periodicals  
Postage  
**PAID**  
Seattle, WA