

JUNE 2004



Zündfolge

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





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ZÜNDFOLGE

June 2004

Volume 35
No. 6

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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 \$40 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
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KALENDER

June 3

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. 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, 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. That is the goal, and it sounds simple but never is, it still is all lots of fun. Once back at the Fort we'll have a catered BBQ lunch, 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 or see the article in this Zündfolge.

June 26

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

June 27

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

July 1

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

July 2-4

Historics at Pacific Raceways. Come join the car corral at the SOVREN 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 in the May Zündfolge. For caravan information contact Dane & de-Anna Martin at 425-820-5068.

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 Italian 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. Volunteers are needed to help park cars in the morning and to work at the front gate. Please call the Lancasters at 253-946-4100 to volunteer. More information at www.italianconcours.org.

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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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Car Care Tech Session June 12

Saturday, June 12 10:00 a.m. to 12:00 noon

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. Vintage race cars will be on display and there will be door prizes. Griot's will be offering a limited supply of care products for sale including selected car care kits: machine polish and wax kit; speed shine and clay kit with five-free 100% cotton polishing cloths; leather care kit with one free 8 oz. window cleaner; and a special tech session kit that includes 16 oz. best of show wax, 16 oz. fine hand polish, 8 oz. paint cleaning clay, 35 oz. speed shine with the finest sprayer, 8 oz. vinyl and rubber dressing and ten cotton cloths. If you don't have room in your car for all this great stuff they will ship your order for free. This offer is limited to stock on hand. Contact Tim Willard for more information at 253-922-2400 or twillard@griotsgarage.com. Drive your favorite car and join us for some fun. Free car care product sample to all those attending plus breakfast eats and coffee. Don't miss this fun tech session. RSVP Alan James at alan.james@comcast.net.

DIRECTIONS

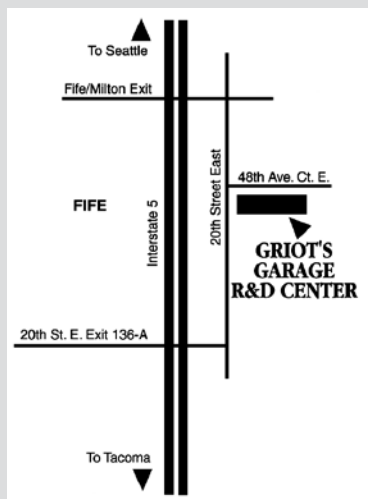
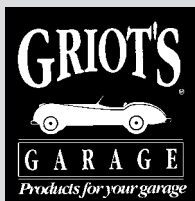
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800-345-5789, www.griotsgarage.com

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 takes 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.



12th Annual Greenwood Classic Car and Rod Show June 26

Saturday, June 26 10:00 a.m. to 4:00 p.m.

FOR ELEVEN YEARS, THE GREENWOOD CLASSIC CAR AND ROD SHOW has attracted more than 20,000 visitors to Greenwood Avenue every summer. Seattle's biggest showcase of cars across the Northwest—more than 500 cars will line the streets of Greenwood Avenue, from N. 72nd to N. 90th, with bands, food vendors and craft booths. The show is free and open to the public.

Wanted: BMW owners to show their cars.

Last year there were two Bimmers displayed by Club members. Let's show Seattle how proud we are of our pride and joy vehicles. You will notice in the registration material that cars should be 25 years or older. As a club we may enter cars as new as 1991 E30s, 1989 E24s or 1988 E28s. For further information please contact Mike Ellis at mellis310@comcast.net or Russell Coney at rwcsa@msn.com. Interested in show casing your car? Please download a registration form for complete show details and guidelines at www.greenwood-phinney.com/pages/special_events/carshow.asp.

Come and be a part of the 12th Annual Greenwood Car and Rod Show!

- Great food and craft vendors at each end of the show and in the Safeway parking lot.
- Live music throughout the day on the stage at 84th street.
- Over 500 of the coolest show cars in the Pacific Northwest.
- Great children's activities.
- Seattle's finest buskers will entertain throughout the show route.
- One of the best Seattle summer family events!



Voted "Best of Show" by the other participants in 2002: Bob Johnson's 1934 Packard Super 8 Coupe Roadster. Hundreds of additional photos from the 2002 show may be viewed at www.caraholics.net.



This month's cover features Club member Eric Horst and his navigator Steve Willey sitting on Eric's trusty 325iX at the end of the Winter Alcan 5000. You can read all about their rally adventure driving this year's Winter Alcan 5000 in the feature article starting on page ten. Also read about other Club members who rally in the following article.

Photo by Steve Willey.

CORRECTIONS



The May Zündfolge cover photo was courtesy of Gerry Frechette.

By unfortunate oversight, Kevin York was left out of the racers' biographies that ran in the May issue. This was a mistake and by no means intentional. It is rather inexcusable considering his contributions to this Club, and I apologize to him profusely. *Tom Olsson*

Tours? You Want Tours? We've got them in Multiple Flavors!

June 25–27 Bimmerfest in Calgary

For all Bimmers, led by 5 series and 7 series drivers. Email Steve Larimer at info@seattle7s.com.

July 3–4 Oktoberfest in Pasadena, California

The group drives to Pasadena, California for BMW CCA national Oktoberfest.

August/September Napa and Sonoma

Intimate tour of Napa/Sonoma wine country led by Dane Martin.

September 12 Peninsula Double Delight tour

Trip to Hurricane Ridge (near Port Angeles) for box lunch and then stop at a collector's private car collection in Sequim on the way back for dessert.

September 25 Fall Color Tour

... or "I crossed 3 mountain passes just for some Mexican food." Highlights include watching white water kayakers, seeing beautiful scenery in its fall color, a Mexican food lunch in Yakima and then driving the Yakima River Canyon.

Other tours in consideration: Bloedel Reserve, the Bainbridge Island private estate of a NW timber baron in July or August, Maryhill hill climb in Goldendale (possibly in October), Stonehenge replica tour. I'm open to suggestions. Please contact Martin Hovenkotter at mhoven@comcast.net for more information.

Recap of Club Tour of the Tulips

THIRTY-EIGHT BEAUTIFUL BIMMERS assembled for our assault on the Skagit Valley Tulip Festival. Two nearly-new E46 M3s were gleaming next to multiple M5s while the other assorted 3-series, 5-series and 7-series Bimmers looked ready to go.

We split into groups of five to eight cars so as to more easily negotiate the two lane tulip country roads. Upon arrival in the tulip country the expected crowds were out and to our disappointment, fewer than usual tulips were seen. Spring came and went early this year. Our planned route contained only right turns so we negotiated thru the crowds fairly well until we hit La Connor shortly before lunch. In La Connor all restaurants were busy and lunch ran late, so by our afternoon meeting we had lost quite a number of cars. Those cars that did attend continued down the coast to Stanwood where we split into two groups for the final leg of our journey.

Weather was spectacularly sunny with Mt. Baker shining in the distance. Sunburns were common. We learned more about crowd control and vowed to work out a way to get all 38 cars in one picture next time.



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Pacific Northwest Historics

July 2-4

THE BMW CLUB will once again participate in the Car Corral. There are still a few spots left. 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 Pacific Northwest Historics features many of the world's rarest and most beautiful pre-1970 race cars. All proceeds from the Historics benefit the uncompen-

sated care program at Children's Hospital and Regional Medical Center in Seattle.

To participate in the BMW section of the corral, you must register and pay \$25 per day in advance. This \$25 covers the car and driver. Each additional passenger will be charged \$25 at the gate. The BMW corral has always had a waiting list in the past, so sign up early to secure a place for your BMW. You may only sign up for one day.

Again, this year there will be judging of the cars in the corral. Cars must arrive and be parked in the corral between 8-10 a.m. each day. Participants are invited to take part in a parade lap of PR, during lunch each day. We will have a hospitality tent in the BMW corral to promote and answer questions about the Club. We are looking for Club 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 and send it with a check and self addressed stamped envelope. If you have any questions, please contact Lucetta Lightfoot at lucettalightfoot@msn.com.

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/self addressed stamped envelope to Lucetta Lightfoot, P.O. Box 99391, Seattle, WA 98139.



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Concours d'Elegance and BMW Heritage Picnic

July 24



JOIN US FOR THE 24TH ANNUAL CONCOURS D'ELEGANCE AND HERITAGE PICNIC at Cedar River Park in Renton, again sponsored by BMW Seattle. This year we are pleased to be included as part of the 21st Annual Renton River Days community celebration coordinated by the City of Renton. Our big show will be part of the many activities for the public to enjoy. Nearby will be music on two stages, arts and crafts booths, food vendors, an art exhibit, and other activities for the whole family. Mark your calendar for Saturday, July 24th.

Come see the history and beauty that make up the BMW heritage. This event always is very popular with 300-400 people in attendance. We anticipate close to 150 BMWs on display, spanning seven decades. Be sure to be part of this exciting day. This year we are pleased to welcome the local BMW Motorcycle club. Motorcycle club members will be displaying their BMW motorcycles with us. Expect five decades of motorcycles!

This is a day for Club members to come together and enjoy each other's company as well as display their BMWs at their very best. There will be two classes you can choose from for your BMW. A judged class and a non-competitive display class, where you can roll your BMW out for display without being judged.

Not sure if you are up for having your BMW judged? We judge only on cleanliness, and not on originality. The judging forms can be reviewed on the Club's web site. You must be a member of the BMW CCA, BMW ACA or Canadian BMW CCBC to participate in the judged classes.

Cars are judged in three major areas: exterior, interior (including trunk) and engine bay. The underside of the car is not judged. Each class is judged by a three-member team whose independent results are then totaled to determine a score. This process is designed to be as fair and objective as possible. For class competition we have re-instituted bonus points for mileage, which evens out the competition between high- and low-mileage cars. Best in show is determined by taking the top BMW from the each class, and lining them up for a final review by a three judge team. Previous scores are not considered, as the judges choose the cleanest, most dazzling BMW on the lawn.

The display class is a terrific way to take part in the event for those who don't wish to compete but want to come and show off their car. Just wash it, clean the wheels, and you'll be good to go! You'll be parked with the judged cars in your class. All participants will receive a Griot's

Garage sample kit, commemorative 11x17" poster, cool refrigerator magnet and chance to win raffle prizes during the day.

Thanks to our Sponsors!

Our event this year is once again being sponsored by a generous donation from BMW Seattle. Next time you are at the dealership, be sure and thank them. BMW Seattle is providing the beautiful glass trophies as well as nice raffle prizes. Griot's Garage will also be in attendance as the official car care sponsor of our event. Griot's Garage will be providing gifts for participants, raffle prizes, and will have representatives on hand demonstrating how to use their products. Griot's Garage will present a special Preservation Award for the BMW that is best preserved without a restoration.

Children's Activities

We will have a special tent with activities for kids including a coloring activity, and pony rides will be near. Renton River

2004 BMW CLUB CONCOURS D'ELEGANCE CLASSES

Class #	Class	Models	Years
01 <i>display only</i>	Pre-War	All	1928-1941
02 <i>display only</i>	Post-War/Old Range	501, 502, 503, 507, 3200CS 1setta, 600, 700	1952-1965 1955-1965
03	Vintage Small Cars	1502, 1602, 1802, 2002 1500, 1600, 1800, 2000	1966-1976 1962-1972
04	Vintage Big Cars	E3 2500, 2800, Bavaria E9 2000CS, 2800CS, 3.0CS	1968-1977 1965-1975
05	Early 3 Series	E21 3 Series, 1st E30 3 Series, 2nd	1977-1983 1983-1991
06	Early Big Cars	E12 5 Series, 1st E28 5 Series, 2nd E26 M1 E23 7 Series, 1st E24 6 Series	1972-1981 1982-1988 1978-1981 1977-1987 1976-1989
07	Modern 3 Series	E36 3 Series, 3rd	1992-1999
08	Current 3 Series	E46 3 Series, 4th	1999-current
09	Modern Big Cars	E34 5 Series, 3rd E32 7 Series, 2nd	1989-1996 1988-1994
10	Current Big Cars	E39 5 Series, 4th E38 7 Series, 3rd E65 7 Series, 4th E53 X5 E63 6 Series	1997-current 1995-2001 2002-current 2000-current 2004-current
11	Z Cars	Z3, Z4, Z8 roadsters and coupes	1995-current
12	8 Series Featured Car	E31 8 Series	1990-1997

Days will have many other activities for children.

Featured Car: 8 Series

The featured car this year is the venerable 8 Series. There will be a special class for the 8 Series. We hope you consider bringing your 8 Series out, whatever condition it is in. The more the merrier! Dozens of 8 Series are anticipated this year.

Attendance Raffle

Exeter Detailing in Seattle has provided an exterior detail to be raffled off as part of our ongoing yearly Attendance Raffle.

Volunteers Needed!

This event requires many volunteers to spend part of the day helping make the event a success. We need people to help judge cars, help with check in, coordinate parking, helping in the children's tent, etc. If you would like to help, please contact event chair Lance Richert at 425-644-8009 or Lance@RichertNet.com.

Costs

Early registration fees are \$20 for Display Classes and \$30 for Judged Classes if postmarked by July 19th. After July 19th, Display Classes are \$30 and Judged Classes \$40. Refunds for cancellations are available through July 22nd. Our Canadian friends may pay in Canadian dollars at par, as our way of saying thanks to them for coming down. Register early to secure your spot!

Lunch and Snacks

Northwest Coffee and Catering will be on hand selling box lunches for \$7.50. They will also have other snacks and drinks available during the day. Bring some extra cash to keep your hunger at bay!

Schedule

- 9:30 a.m. Begin check in and parking of judged and display BMWs
- 11:00 a.m. All judged and display BMWs checked in
- 11:30 a.m. Judging begins, all hands off judged BMWs
 - Activities for children
 - Griot's Garage detailing demonstrations
- 3 p.m. Awards and door prizes (time approximate)

Directions to Cedar River Park

Just east of I-405 in Renton, 1717 Maple Valley Hwy and House Way

From I-405 South

- Take Exit 4 (Maple Valley exit). This will take you onto Sunset Boulevard NE.
- Go left at the second signal light (this is Maple Valley Road, Highway 169).
- Get into the right lane, travel a short distance, and turn right into Cedar River Park.

From I-405 North

- Take Exit 4A (Renton/Maple Valley exit).
- Turn right at the end of the exit onto Highway 169, Maple Valley Highway.
- Get into the right lane, travel a short distance, and turn right into Cedar River Park.

24th Annual BMW CCA Concours d'Elegance Saturday, July 24, 2004 – Cedar River Park, Renton

Name _____ BMW CCA # _____

Address _____

Phone (H) _____ Phone (W) _____

Email _____

Car year and model _____ License # _____

Comments _____

☐ **Judged Class \$30 (\$40 after 7/19)**

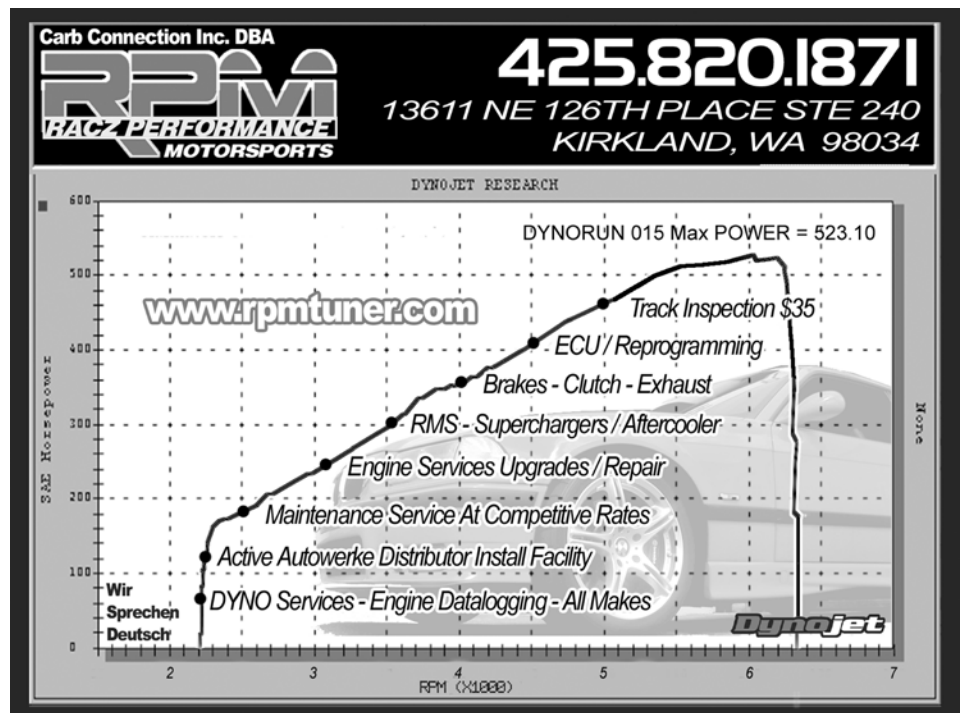
☐ **Display Class \$20 (\$30 after 7/19)**

☐ **Display Class (non member) \$30 (\$40 after 7/19)**

All BMWs entered in either Judged or Display classes receive:

- Griot's Garage Car Care starter kit
- 11x17 full color event poster
- Commemorative refrigerator magnet
- Opportunity to win raffle prizes from BMW Seattle and Griot's Garage!

Make checks payable to BMW CCA and send to Lance Richert, Concours, 6240 127th Ave. S.E., Bellevue, WA 98006.



Sammamish Team's Black BMW to take on the Nevada Desert High Speed Open Road Challenge

A LOCAL TEAM OF BMW M3 DRIVERS sponsored by Eastside Bavarian, a BMW specialty shop in Issaquah, plan to drive through the Nevada Desert at high speeds on public roads. Fully sanctioned by the Nevada Highway department, State Highway Route 318 runs for ninety miles south from Lund (Ely area) to Hiko, Nevada and is twice annually turned into a speed haven for Ferrari, Corvette and Lamborghini drivers who run at speeds up to 200 miles per hour through this desolate stretch of Nevada Desert. The event is known as the Silver State Classic Open Road Challenge.

Sammamish resident, M.L. "Marty" Hovenkotter, known in BMW club circles as the Redmond Rocket, and his partner Dr. Russ "Doc" Sawyer plan to drive the course this year and expect to hit speeds to 130mph while averaging 100+ mph. The highway is not simply a stretch of straight asphalt through the boring desert because this stretch of roadway actually twists and turns down through canyons. Even when straight the road goes



through undulations commonly referred as "whoop de doos" which may cause the car to become airborne at times.

The pair will drive a BMW M3 which has been prepared by Eastside Bavarian. The car is equipped with safety harnesses, a fire extinguisher, extra engine monitoring gauges and tires rated for 186 mph plus. Further plans include water piped into their helmets for driver cooling.

The M3 to be driven in the event will be on display and at least one of the team

members will be available to talk about their preparations for the high speed Nevada event at Eastside Bavarian's sparkling new "BMW Specialist" facility on Saturday, May 29th from 8 am 'til 9 am (this is before the Mountain Twisties run start). Eastside Bavarian will supply the pastries and have a number of other BMWs on display. The facility is located at 1480 19th Ave NW in Issaquah just behind Issaquah Chevrolet.

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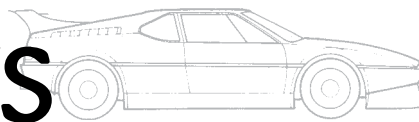
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Driving Events News

THE 2004 HIGH PERFORMANCE DRIVING EVENTS program is in full swing with two dates coming up in June. As this is written, the June 6 Sunday date is full and the June 25 (Friday) date has just a few spots left. By the time you read this, both schools will no doubt be full. The unusually warm and dry spring combined with an outstanding 2004 Novice program has created terrific interest in our events.

The June events will follow the standard driving school format with four run groups; A, B, C, D. The A group will be our most experienced drivers and the D group those newest to our schools. The majority of our drivers will fall in between with the B and C groups divided primarily by car performance. Remember that it is our intention to provide an instructor for every student for at least the first session of the day. Those in the A group will probably be allowed to drive solo after the first session. Those in the B and C groups will be allowed to solo as deemed appropriate and only with the concurrence of their instructor. The students in the D group will be expected to have an instructor with them throughout the day. It is important to point out that the primary focus of our schools is to help Club members learn as much as possible about their car's handling and performance characteristics in order to make them a more competent and safe driver. We are not here to teach racing. If that is your goal we can direct you to an appropriate professional race school.

The Puget Sound Region schools are set up to take someone who has never driven in a high performance environment and allow them to learn the skills needed to drive their car in a controlled and safe manner on a dedicated high performance track. In other words, if you were to rate driving skill on a scale of 1 to 10, our goal is to get you to a 6 or 7. To go beyond that level requires an environment that we simply don't have the resources to provide.

We do, however, provide some of the best instruction at the club level to be found anywhere, in my opinion. Walt Conley, our Chief Driving Instructor, has made it a priority to provide our instructors with the tools they need to help our students achieve the previously mentioned skill levels. Walt, along with senior instructors Bill Bauer and Peter Fanning have just returned from the CCA West Coast instructor clinic at Buttonwillow, CA. I'm sure they will bring with them some new ideas to help us improve our program. As an example, Walt is formulating a mentor program to help some of our newest instructors continue to learn and grow in their own confidence and ability.

As you can see, our goal is to constantly fine tune our program in an effort to be the best marque club driving program to be found anywhere in the country. See you at the track!

Bill Spornitz

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:

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
August	
5	NW ALFA Club School at PR
14	PCA PNWR Skills Day at Brem.
20	BMW ACA School at PIR
22	NW ALFA Club School at PR
27	PCA PNWR School at PR

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The Mount Everest of Driving

By Eric Horst

WE ROSE BEFORE DAYLIGHT on a quiet Monday morning to make our attempt at the summit. We were in Inuvik, a town in Canada's Northwest Territories, and our destination was 120 miles away. The BMW started with little hesitation. We swept a light snow from the car, stowed the gear, and were off. Guesswork led us to an unmarked boat ramp that sloped down to the frozen Mackenzie River where we rolled gently onto the ice and turned upriver toward the sea. The early morning grayness made it hard to pick out the edges of the plowed roadbed and the lack of warning signs made even gentle curves surprising, but we weaved up the gradually widening river at a smooth pace. Twenty-six miles up the river our teammates struck a wide fissure in the ice's surface tearing holes in two tires. After twenty minutes of working together, swapping bad tires for good and warm hands for cold, they were heading back to town disappointed, and we were pressing on, with fresh caution.

By mid-morning the sky had brightened, the river opened dramatically and the land started to fall away. Now it was ocean beneath us. Beyond the windblown snow banking the road; it was infinitely flat and white. The heater fan and temperature control were maxed to fight off the -20° outside temperature. We skirted the land about a mile offshore, dodging drifts of powdery snow that had accumulated in the night. The road was now 200 feet wide, smoother than any paved interstate highway, and very slippery. One slight turn of the wheel would set the car gently sliding sideways in a perfect straight line.

We flew along the ocean highway until finally structures appeared on the horizon. The ice road rose slightly turning into rocky beach and then a final bump onto the gravel main street of Tuktoyaktuk, a very small town with a very big name. We drove Tuktoyaktuk's single road past wind and cold beaten houses until it ended at a high spot above the beach. We were looking north across the frozen Arctic Ocean. The wind was constant. The cold was biting. It was the end of the road, the summit of the Mount Everest of driving—the northernmost point of the Alcan Winter Rally.

Reaching the end of the road in Tuktoyaktuk was the pinnacle of the rally but there had been months of preparation and thousands of miles of challenging driving to get us to that point, and there would be thousands more before the finish and home.

We rally in my 1989 BMW 325iX, a model well tested on the Alcan. It's a dedicated rally car with 240,000 miles on its original engine. (The highest mileage on the rally.) Branding it as *dedicated* makes it a lot easier to drill holes in the dash and throw it around on mean gravel roads. It isn't young, but it's strong and it's never let us down or left us short of the finish. Not only did my fifteen year old BMW have to carry us to the finish on the Alcan rally, it had to go up against brand new BMW X3s, powerful Subarus and feisty Mitsubishis for a trophy.

I spent the year prior to the Alcan working my way down a long list of major service, cold weather prep, and generally checking every aspect of the car. I do most of the work myself, so I had to fit clutch replacement, front suspension work, new skid plates, and all the minor stuff into a full year of 2003 rallies. In addition to standard items, we installed plenty of extra gadgets; an amateur radio, a business band radio, scanner, two GPS receivers and three temperature data collectors.

My navigator, Steve, and I have been a team for five years; since we paired up for the 2000 Alcan. After four years of entering every rally possible, writing our own rallies and serving as officials for the 2002 summer Alcan, we felt well prepared for this running. But it's never enough preparation. On this event we were up against teams with 60-plus combined years of rally experience and many more Alcan Rallies behind them than we had.

Preparing ourselves and the car took a long time, but as we pulled away from the starting line in Kirkland, Washington on February 18 we felt as ready as we could be. Our families and friends were there to give us a final boost with encouragement and cheering. The assembled Alcan teams and vehicles, made us realize that we were indeed setting out on a major adventure. We were primed and the pressure was on.

Our first setback came in the very first timed section of the rally, north of Bellingham. Steve miscalculated our odometer calibration slightly, and we earned 8 points on each of the first two checkpoints. In this crowd of competitors, 16 points really hurt. We encountered the second setback on the morning of day two at the first of the rally's three ice racing venues. We were to run two laps for best time on a bumpy, iced-over, oval



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race track. I was anxious to do well and in the first half lap spun the car and smashed the front spoiler on a hard inside snow-bank. On my second lap, I repeated the performance, blowing my time and setting the spoiler up to rip the left front tire on Steve's first run. Two mistakes, one from each side of the car, left us disappointed. But we'd started a transition; the competitive pressure began to fade and we remembered that we were on an adventure and meant to have fun.

Of course, it's always more fun with friends along, so for this Alcan Winter Rally we'd formed a team with friends Jim and Dan who drove a Subaru WRX, and fellow Alcan veterans Rob and Nick in another dedicated rally car, a Mazda 323 GTX. United as TeamD, we went up against the sponsored teams from Subaru and Mitsubishi, as well as, an unofficial team of three BMW X3s. We urged each other on, met the crises together, and shared whiskey and beer as needed.

As the miles and days passed, we hung in there. Other teams made their mistakes and our early ones started to look less monumental. The point gap between us and other leading teams got smaller. On the fourth day, at our second ice racing venue my mood improved dramatically. This track was a three-quarter mile portion of frozen lake plowed by Porsche to demonstrate their new Cayenne for journalists. It was smoother, wider and longer than the day-two oval track. Most importantly, I had experience driving my iX fast on a lake. On my first run it felt slow and on the final acute left turn I had to use reverse gear to repoint my nose, but my time was third fastest. On my second run I was more comfortable, made no mistakes, and came in fastest. Overall, my two laps combined were third best, behind only the Subaru Baja Turbo, driven by hot shoe driver Jake Engstrom, and the 300-horsepower Subaru WRX STi. I was feeling much better and from this personal high we started north toward Inuvik and the high point of the Alcan adventure.

Teamwork paid off on the morning of the fifth day on the longest and most remote portion of the rally, the 500 mile drive to Inuvik. We rose to a temperature of -20° in Dawson City and drove

26 miles to Dempster Corner where the Dempster Highway starts. The gas station at the corner is the last gas and last inhabited place until Eagle Plains, 250 miles north. Our team of three cars fueled and started up the road just after 8:00AM. This was scheduled to be a hard day on its own, but it quickly got harder.

Barely fifteen miles from the corner, the alternator in Jim and Dan's WRX failed. The car was running, but no longer charging the battery. Their car had to go back to Dawson City before the battery completely died. Sticking together, TeamD backtracked 50 miles to Dawson City, negotiating on the radio about how to handle the situation. Steve and I were silently worried that missing the time control at Eagle Plains would cost us 200 points and take us out of the rally, so time was critical.

We finally reached Alaska on the eighth day, a straight shot in on the wide, paved Alaska Highway.

There was no service to be found in Dawson City on Sunday and there was no benefit to Jim staying behind, but it took some convincing to get him to leave his car and ride north with us. Finally, two hours later, we had Jim loaded into the BMW, Dan in the Mazda, gear reshuffled and were back on the Dempster Highway breaking new ground. The rest of the drive was hurried but the scenery was amazing. We made Eagle Plains in the mid-afternoon, late, but sparing ourselves the 200 point penalty. The remaining 250 miles to Inuvik felt longer but at least the time pressure was lifted, and Jim and Dan were glad that they hadn't remained down south. The caribou, musk ox and arctic char at the Roundel sponsored dinner that night was a welcome treat.

After cruising the Arctic Ocean and visiting Tuktoyaktuk, we retraced our route, heading south through Inuvik, Eagle Plains and Dempster Corner. Jim and Dan turned right to recover their car from Dawson City and the rest of the rally turned left to Whitehorse and Destruction Bay. We were on the home stretch.

We finally reached Alaska on the eighth day, a straight shot in on the wide, paved Alaska Highway. A soak in Chena Hot Springs and a visit to the ice hotel made it a relaxing day. The final day was a 350 mile run from Fairbanks to Anchorage. We had Bimmer magazine writer Mike Miller in the backseat for the drive and the miles passed quickly with a fresh voice in the car. Our final ice race was pure fun, the rally was behind us and we were done.

The finish banquet was excellently prepared by Subaru West, but the crowd was subdued. I think everyone was tired after nine days and 5,000 miles. In the end we finished in fifth place, a disappointing five points out of fourth place, but thankfully three-tenths ahead of sixth place. Those three-tenths were earned at the ice racing on day four. In the top five were four brand new cars: two of the BMW X3s, a Subaru Forester 2.5, and a Subaru WRX STi followed by our vintage 325iX. All in all not bad for a well traveled iX and relative newcomers among this distinguished group of rallyists.

The rally was over but not the drive. TeamD made a quick tourist trip around Anchorage the next morning for souvenirs and then hit the road for our 2,400 mile drive home. Going back south we retraced half of the Alaska Highway and then took in the scenic Cassiar Highway. We were anxious to get home but I think we had as much fun driving home as we did on the way up. Is there anything better than being on the road and among friends?

I'm not likely to scale Mount Everest, or any other mountain peak for that matter. I won't endure extreme cold, utter exhaustion, or danger just so I can say that I battled the mountain. Mountaineers are just plain crazy. But when I describe the 7,000-mile trek, the -20°F temperatures, the challenges, hazards and exhaustion of the drive, and then explain that I *had* to drive it, people look at me with the same confusion. This marathon rally to the top of the North American continent is as extreme as an ordinary person can get in a car, and why I call it the *Mount Everest of driving*.

Maps, itineraries and an archive of our live reports and pictures from the road with much more detail can be found at www.TeamD.org.





Rally team of Jamie Thomas, Dean Schindell and Kindle!



One of the BMWs rallied by Tom and Dennis Gorman.



**Father and son rally team of Bob and Matt Mearns.
(photo by Katie Mearns)**



"Red Dog" rallied by Steve Norman in the Winter Alcan 5000 Rally.



**Eric Horst participating in the 2004 Winter Alcan 5000 Rally.
(photo by Mike Miller)**



Vasco dePinna driving (sliding) his Subaru Legacy in the two day No Alibi Rally with brother-in-law, Kevin Mullins navigating.



Rally participants Steve and Annie Norman in their Bugatti Type 44.



The Norman's BMW 327/28.

RALLY ON!



Lucetta Lightfoot with one of her BMWs she uses for rallies and track driving.



Jamie Thomas and Dean Schindell in the 2002 Oktoberfest Rally.



Several Club members receiving instructions at the start of a fall rally. Photo courtesy of Steve Norman.

Club Members who Rally

Sorry we were unable to include all Club members who rally but the following were willing to share part of their rally experiences.

The Breithaupt Family

Which is more important, the rally car or the rally team? I have always assumed that a good rally team could win in almost any car but not any more.

In 2003, we attempted the Spring BMW Club Rally in our 1968 Cadillac Eldorado. While the Eldorado is a fine collector car it was never designed with rallying in mind. With 375 h.p. and 4,500 lbs. of front-wheel drive, it is less than nimble on the twisty bits. Just imagine Shaq in a tutu attempting the ballet and you have the Eldorado attempting to rally. One car-sick two-year old daughter and our first year without a top-ten trophy was the result.

For 2004, the two youngest children spent the day with their nanny and we returned to the Spring Rally in the *Red Dog*. Named by Satch Carlson, the *Red Dog* is the 1988 BMW 325iX that Steve Norman prepared and used to win second overall and a class victory in the ALCAN 5000 Rally from Seattle to the North Pole and back. Steve driving and Satch navigating made for a potent rally team but some of the credit must go to the *Red Dog*. The combination of all-wheel drive and a 2.7 litre Dinan-chipped motor providing about 215 h.p., makes for one great rally car.

A perfect spring day, the right rally car and our usual crew of two rally-savvy kids in the back seat inspired confidence. We decided our goal was a top-five finish.

The rally route made the most of Whidbey's best roads and the morning progressed with good success. We did manage to confuse right and left once but it was right after a checkpoint and allowed for a bit of spirited driving that

everyone seemed to enjoy. The *Red Dog* is not truly appreciated until it is necessary to drive the roads at a pace not possible for mere mortal cars, and certainly not 1968 Cadillac Eldorados.

Lunch with Steve Trafton and his collection of Italian supercars was a delightful break. After lunch, we had plenty of time to admire the cars and the private park that the Traftons have built. The kids each selected their favorite Ferrari with son Bentley choosing a Dino 246GT in fly yellow while daughter Amelia went right to the 'rossa corse' Daytona Coupe.

Our afternoon progressed much like the morning right down to the last TSD section. Ken and Susan Olsen devised a real test of navigation with an extended series of 'turns at opportunity' combined with a variety of pauses that made it difficult to track our time and speed. We stayed on course but knew that we were likely to be ahead on time (always better than behind), and planned to sit and get back on time at the next instruction. As we rounded the corner, we saw Ken and Susan waiting at a checkpoint. I slowed as much as possible, 'creeping' forward until our tires crossed the line but we still took several points for being early.

The rally dinner was a bit rushed as we wanted to catch the 7:30 PM ferry from Whidbey to Port Townsend. I did have time to promote the up coming 2004 Annie & Steve Norman Classic Motorcar Rally (June 10-13 at Alderbrook Resort). As we rushed for the door, Ken handed us the trophies for 4th place. The kids were thrilled and we felt a real sense of accomplishment.

Vasco de Pinna

I've been running Time-Speed-Distance (TSD) rallies for about 24 years. I generally use my 2001 330i on pavement rallies, but occasionally venture onto gravel with my Subaru Legacy. I've been successful as both a navigator and a driver. I tend to compete in the SOP (Seat Of the Pants) or Masters class (Northwest Rally Council classifications), neither of which allows calculators or rally computers. I honestly drive by "feel" or "seat of the pants," which means that if I make a wrong turn I have to use my judgement to get back on time.



The most challenging rally I've entered was *The Road Not Taken*, a 12-hour night rally on gravel roads in Oregon. I've entered three times, trophied three times, and been exhausted three times! Unfortunately I haven't been able to attend the BMW Spring Rally yet, due to conflicts of schedules.

I have also worked as a road marshal and timing crew at SCCA Pro Rallies and the Olympus FIA rallies in 1985-1988.

Dennis Gorman, Tom Gorman

Brothers Dennis and Tom Gorman have participated in several TSD rallies per year since volunteering to be course workers for the 2001 BMW CCA PSR Spring Rally. These have included local events and the 600 mile, two-day No Alibi Rally in Central and Eastern Washington. The latter had over 240 miles of gravel roads and was a little tricky in Dennis's RWD 1989 325i.

Dennis also rallies in a 1999 Z3 Coupe. Tom has driven both his 2001 M5 and his 2003 MINI Cooper S in various events. Between Dennis and Tom, it is safe to say Dennis is the more competitive. With Dennis living in Tacoma, and Tom in Olympia, they are always interested in opportunities to compete in the South Puget Sound area.

John Humphrey

I've been competing in Time-Speed-Distance (TSD) road rallies for twenty years. I am the current president of the North West Rally Council, whose member clubs sponsor monthly road rallies. I compete in the Masters Class, and have been successful as both driver and navigator (if I have to). I have competed in the SCCA National Touring Rally series, scoring a class victory in my first event in 1989. In addition to competing, I enjoy the task of being rallymaster. My wife and I recently purchased a 2004 325Xi, and in February 2004, broke it in



on its first NWRC rally with a class victory. However, my rally vehicle of choice right now is our 2002 Volvo S60 sedan, for which I have determined (trial & error) speedometer and odometer correction factors. I look forward to competing in a BMW Club rally in the future.

Derris Humphrey

My introduction to the sport of Road Rally(ing) was also a test of communication for my husband and I. We had only been dating for 3 or 4 months and his previous navigator was taking a break. I volunteered to navigate as a way to learn more about his interests. I learned a lot that night. First, we communicated rather well and won in our class. Second, don't drink a large diet pop before the rally starts! That was the only opportunity I had to rally as a novice as my husband had years of experience and the "crowd" wouldn't allow him to run lower than Masters. Over the years we've fine-tuned our communication, although we still have those moments where you just don't quite know what happened, but the route instructions and the brain didn't connect! My favorite rallies are ones that have enough instructions to keep the navigator busy, and enough cornering to keep the driver happy. I enjoy the Monte Carlo events because they are during daylight, run a little longer than Friday Nitters and everyone is usually in a more relaxed mood. Most of all I enjoy the end of the rallies, sitting around listening to competing rallyists discussing the speed change they missed or the turn they barely made. If you're looking for something different to do, a Friday niter is a great way to end your week!!

Lucetta Lightfoot

I ran my first rally in the mid-seventies in my 1964 MGB with my father as navigator. We completed it without getting lost, but were way off on our time. Later in the eighties I ran a couple of rallies with a poor navigator, thus I didn't run any more until I paired with a great navigator in 2001. Good communication is key! We have run various rallies over the last four seasons, including TSD Friday Nitters, BMW Club rallies (local and regional) and some of the Puget Sound Monte Carlo Series. We have won trophies and look forward to doing so again!

Bob Mearns, Matt Mearns

My father and older brother used to TSD rally in Dad's MGA way back in the days of circular slide rules and knock-off hubs. Older bro' told me that the secret to enjoying rallying was to keep it fun above all else. Dean Schindell's excellent TSD rally navigation tutorial (www3.telus.net/bmw/bcclassicrally) makes the same point — it's just a game. So last year in a Monte Carlo stage when son Matt and I crossed the timing line at precisely the correct second (Yes!) of the wrong minute (oops...), we got a big laugh out of it. We haven't been TSD rallying very long, but we've made a dramatic improvement in skills and placements in a short time. Clearly there was almost nowhere to go but up from our nearly last place finish in the Club's 2003 Spring Rally—our very first outing. More recently we've been placing near the top, and the teams that beat us are vastly more experienced than we are. In addition to our Club rallies we've competed in the BC Classic Rally, the Fall Mini Rally, and the Poppy Rally. We started out rallying in our 540i, whose abundance of go is just the ticket for making up time after off-course excursions. Sadly, it won't be long until Matt is in college and I'll have to find another rallying partner. Maybe I can get his younger sister interested.

Duane Montagne



After participating in rallies in airplanes (both as a pilot and navigator), I did my first rally on the ground at the first Spring Club Rally in April of 2001. Having been relegated to the navigator role many years ago, I am getting quite good at it. We have received trophies at the Friday Niter rallies, BMW Club Rallies, and even some of the Puget Sound Monte Carlo Series. I find the job of navigator to be very challenging. My task is to keep us on course and on time (a real problem with my lead foot driver)!

Kevin Mullins

My first Rally was the August 1998 *The Road Not Taken*; which is a 12 hour gravel rally held at night, short little rally to "try" out the sport! My brother-in-law Vasco de Pinna, a fellow club member, needed a navigator for this rally in Portland, and I had previously expressed interest in the sport, so he asked if I was interested. Let's see, go drive around on gravel logging roads in the mountains from 6:00 pm to 6:00 am on a Saturday night ... sure, why not! When we started the first stage I was a complete wreck, I had no idea what I was doing and I didn't what to let Vasco down. After about an hour into the event I finally started to breath and really started to get into the swing of things. I just made sure I told my driver what direction to go next, the speed he was supposed to go and try not to fall asleep, sure, couldn't be easier. Well in the end I must have figured it out because we placed third in our class.

Six years later, now I am the driver and my wife is my navigator. A 2000 328i is our main rally car for any of the Friday Nitters that are hosted by the member clubs of the North West Rally Council, and on the occasion that we chose to do a gravel rally we use my wife's SUV.

Annie and Steve Norman

Annie and Steve have been rallying since The Emerald City Classic Vintage Rally in 1993. We have been sponsors of this rally and successors up to and including the Annie and Steve Norman Classic Motorcar Rally of 2004, which will begin soon.

The Rallies have been TSD rallies with a few Monte Carlos included to provide a change of pace. Steve has been the driver in all the rallies with Annie (the smarter one) acting as navigator in the following rallies:

Emerald City Classic and successors annually since 1993, Monte Shelton Classic for four years, BMW Club Rally for three years Classic Car Club Rallies; rallying in these cars: Bentley S3 Continental, Bentley Speed 6, BMW 503, BMW 327/28, BMW 325 iX, Bugatti Type 44, Ferrari 400i, and a BMW Z8

Steve has been the driver on several long distance (5,000 mile) rallies with navigators such as Tom Grimshaw, Satch

Continued on Page 16

Club Members who Rally

Continued from Page 15

Carlson, and Gary Reed. The rallies were run in BMW 325 iX *Red Dog*, and include the Alcan 5000 Winter Rally, Seattle to Alaska via all Western Provinces of Canada; Alcan 2000 Winter Rally, Seattle to Alaska via all Western Provinces; Rally of the Lost Patrol, Winter Rally, Seattle to Alaska via all Western Provinces (to Beaufort Sea); POR (Press On Regardless) Upper peninsula of Michigan; Northwester, Western Canada.

Jamie Thomas, Dean Schindell

I ran my first rally about four months after buying my M3 in 1997. My friend and I signed up for this event, not really knowing what a TSD was about. We got royally lost, but still managed to enjoy the scenery and the fellow enthusiasts. While she found that once was enough, I was hooked!! I was living in San Francisco at the time and there was a two-year waiting list for the novice driving school event at Sears Point. While a rally isn't a track event, it was the next best thing and the start of my car crazy, BMW fanatic, driving passion. Anyone who says rallying isn't like being on the track hasn't left four minutes late on a stage and arrived on time at the next checkpoint!



When I moved to Washington, it didn't take long to realize that you can rally here just about every weekend during the summer. What I needed was a navigator! I met Dean, my illustrious navigator, on the BMW BC Duffy Lake Tour in 2000. There was a rally in Bellingham that summer and since it was close to him, he agreed to join me. Again, we got royally lost, but this time, we were

both hooked! We started to develop some team work and communication skills. Dean definitely gets the long distance award for driving down from Canada. We did pretty well that year, placing off the podium in most events we ran in. We were pretty proud of ourselves when we took forth in the BMW Oktoberfest Rally, written by the infamous Satch Carlson! Last year was our year. The goal was to win all the big local events and that's what we did. While I seem to be the more competitive of the two, Dean is by far the one who makes our team successful. Anyone who can read directions, do math calculations while being thrown about the car, hold Kindle (my dog) in his lap and give instructions, deserves all the kudos. I am very grateful to Dean for all his hard work, his friendship and the fun our team has brought into my life. I will miss him by my side, as Dean has decided to retire from rallying and concentrate on his new hobby of choice, the restoration of his M1. While he goes on to do other things, I am going to continue to rally and try my hand at the off-road type by attending a rally school back east. First, I will have to buy an off road car and find a new navigator. Any takers?

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2004 Club Rally Report



THE ANNUAL CLUB SPRING RALLY was fully attended for the fourth running as rally teams boarded the 8:00 am Mukilteo ferry to Whidbey Island for a full day of fun and frivolity along the scenic byways from Clinton to Anacortes. Thirty BMWs on the ferry was cause for some notice by the crew during the twenty-minute crossing, as drivers and navigators prepared for the nefarious plots of the Rallymasters.

After a brief team meeting, the checkpoint teams left to take up positions at undisclosed locations along the route. Individual rally cars then started at one minute intervals, prepared to discover the route and the traps that were waiting for them among the valleys and forests.

The rallymasters had planned for early confusion with cryptic *Onto* and *Opportunities* instructions as well as putting odd- and even-numbered cars on opposing routes. Their success in achieving befuddlement was evidenced by numerous high scores, as cars lost time seeking the correct route.

A carefully planned double-loop trap at Mardell Road resulted in over a third of the field visiting the 5-point *off course* control. A checkpoint just opposite the "off course" control did plenty of damage to times of cars that were still on course, but had spent some time figuring it out. Some cars were so happy to see the *off course* that they visited twice!

Lunch was a picnic on an arboretum lawn overlooking Admiralty Inlet in the company of a small collection of stunning collectible cars, all restored to concours-winning condition. This private collection has been assembled over time out of a passion for drivable works of art.

Thanks to diligent analysis by leading rally navigators, an issue with the afternoon's instructions was corrected with only moderate levels of stress with the help of Dave Beddows' RallyMaker program. An amendment to the instructions was announced, and the three afternoon stages were able to proceed.

Stage 5 featured the *Yokeko Wye Deception* which caused all kinds of consternation for the rallyists as they tried to decipher the apparently simple instructions at the conclusion of a small maze of roads. Hidden behind a stand of bushes, we watched as cars completely missed the checkpoint with no clue of their mistake, or came back at it from the wrong direction, or wasted precious seconds at a complete standstill, transfixed by the conundrum. A few cars got it right, but only with trepidation for what awaited them around the corner. Louis and Jane reported similar confusion when they were placed in plain sight at another maze, offering a checkpoint to unsuspecting Rallyists, which could have led them astray.

Finally, all were assembled in Anacortes for dinner and awards, and a full round of "if only" and "you should-a-seen." The stage four scores required adjustment with time declarations, due to an unforeseen traffic blockage. A closer look at the scoring entries the next day revealed an error in mathematics that slightly modified the announced scores.

This was a difficult rally, with even top rally teams collecting several points. The top ten cars are to be congratulated for their hard work and exactitude.

Thanks to Louis Hesselt-van-Dinter, Jane Otway, Tom Cox, Alan James, Dave Beddows, and Doug Briethaupt for assistance with organization. This marks our last appearance as Rallymasters, as other obligations call for our attention. Jeffery Schlimmer has offered to take up the baton, and is looking for assistance. Contact him at jeffsch@windows.microsoft.com.

Thanks for your support and enthusiasm over the past four years; we'll see you on the road. *Ken and Susan Olsen*

The finish order of the top ten cars is as follows:

Place	Driver	Navigator	Car #	Car	Points
1	Sultan Karim	Dave Beddows	20	Red 540i	0
2	Gene Schlimmer	Jeffrey Schlimmer	19	Black Z coupe	3
3	Jamie Thomas	Steve Richards	14	White M3	4
4	Doug Breithaupt	Vicky Breithaupt	26	E30 "Red Dog"	10
5	Bob Mearns	Matt Mearns	1	Silver 540i	14
6	John Levine	Lee Cross	17	Bronze 325	15
7	Dave Wilder	Carol Wilder	21	Silver M5	19
8	Tom Gorman	Dave Gorman	5	Red M5	22
9	Showell Osborn	Nancy Osborn	10	Green Z3	23
10	Chris Brown	Matt Stroshane	13	Yellow M3	24



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The Un*ge* Mechanic

J. SAGE SCHREINER

A good winter's work ... in four weeks. This is what happened:



AT THE END OF THE 2002 racing season, I had completed 17 races over ten weekends. My hands ached from too much wrenching. My back ached from awkward under-car contortions. My pocket-book ached from hotel bills, brake pads, synthetic oil, gas, entry fees, transmission and other consumables. I felt so tired that I didn't want to race again the following year. Despite my sense of accomplishment, I was done with racing! Done, I say!

That lasted about three weeks. I celebrated the end of this momentary lapse of insanity by purchasing a dual-axle flatbed trailer from an SCCA racer who had been put upon by the man, aka laid off by the bean counters. The trailer came with a tire rack, just in case I ever had the funds for more than the four tires on the race car. With the trailer out front to annoy any remaining neighbors that still referred to me by name, I set out planning my winter's work. Race suspension was second on the list, right behind "fix all broken stuff."

Unfortunately, what non-racers refer to as "real life" intervened to head off any pre-emptive work for the next season. My erstwhile crew chief/girlfriend, aka girlchief, and I decided to buy a house. For those that are buried head first in racing, a "house" is where you keep your stuff between races. Houses provide a

work-space that is out of the elements, through the common modification "roof." Many houses also come with optional living areas and bathrooms, although a true racer views these conveniences as a sign of weakness, a la heated seats and air conditioning. Girlchief and I rejected many houses because, quite simply, finding parking for four or five vehicles and a trailer within a reasonable commute to both our jobs isn't to easy. In the end we settled on a house that (and I swear this was a coincidence) was within about 200 yards of Carb Connection, 300 yards of Tool Town, and less than two miles from Tacoma Screw as well as a variety of other automotive-oriented businesses.

By the time looking, financing, moving and unpacking were complete, and my garage was organized to my liking, it was early April. There was not a lot of time left before the racing season started. Because of the new house, I decided to only attend a few race weekends for 2003, but to challenge myself by instructing high performance driving events with the BMW Club. All the same, there was a lot to do to get my race car ready for the track. I finally had all the bits I needed to convert the car to full race suspension. It would be lower, stiffer, adjustable, and hopefully faster.

This is when The Problems began. I had decided to work with Ireland Engineering, a small independent BMW-racing specialist company in California. The previous season, I had run into a variety of issues with their shipping department, but now that I "had everything" I figured it would be straight forward to get the suspension on. Right.

Problem: rear springs are easy, so I decided to do those first. They seemed a bit long, and once they were mounted on the car, my ride height increased about four inches. Kinda the 'baja buggy' look, but massive mid-corner oversteer was not what I was shooting for. I called Ireland (Engineering). They apologized profusely; their supplier shipped new springs. I decided to start on the front suspension.

Problem: they had sent me two fully assembled left front struts. Since, like most cars (Reliant Robins excepted), my car has both a left and a right side up front, this was not going to work. I called. They apologized, and sent me a new strut.

Problem: the new strut was about two inches too long. It was, however, for the right side of the car. An incremental improvement. I called Ireland, again. They apologized profusely, and sent me a new strut.

Problem: the new-new strut was an inch too short. I called Ireland. (By this time, this was feeling a bit hallucinatory. "Racing suspension: just like drugs, but more expensive!") I was directed to cut the aluminum spacer that sits under the inserted shock. I did. While this is technically okay, it leads to the right shock 'topping out' earlier than the left shock. Among other things, with the suspension off the ground, this made it hard to adjust the front sway bar links properly since the left wheel hung lower than the right wheel. It was a barely adequate solution, but not what I would have hoped for after spending quite so much money on my suspension.

Ireland Engineering was always very helpful, and definitely provided me with quality suspension components for less than their primary competitor, but if you're going to work with them, expect to spend a lot on phone calls and antacid tablets. It probably won't be an easy experience. A number of the other folks I've polled informally have had similar experiences.

It was time to finish up the suspension and move on to other projects. One of the great benefits of a garage versus a carport is the ability to leave projects partially finished, and tools lying around. As a matter of fact, resisting this temptation can be very difficult! Additionally, the carport had limited the kinds of tools I could use and buy.

My first new tool I purchased was a vise. This alone makes numerous projects much easier. Tool town offered two large vise options: the Chinese one, for \$50, or a slightly nicer American made vise for \$450. Let's just say that I chose to do my part to encourage the end of Communism through investment. The Chinese one seemed perfectly adequate at squashing and holding things.

The wild spending didn't end there. I went to Sears and purchased an air compressor and an impact wrench. Air tools are fun! While there were many jobs that still required hand tools, air tools proved great at taking things apart, if not actually putting them back together. They make very satisfying noises, and can save a lot of time. My first use was helping a friend change the oil on his S2000. One 'viiiiiiip' and oil was pouring all over the garage floor. Sweeeet!

My new air tools and vise helped immensely as I finished up the suspension installation on my race car. I drilled lots of holes, attached reinforcements for the sway bar mounting points, and got everything bolted on reasonably well. Doing the suspension on the car wasn't really that difficult - mostly it was a lot of unbolting and rebolting. Admittedly, this leaves out the gory details. Like the fact that I had a lot of trouble drilling the rear sway bar reinforcement holes - since they were right through the roll cage mounting plates. Hard on my drill to say the least! I ended up having to drill and file the holes before I got them to line up well enough to get the bolts through. I noticed that the sway bars seemed to be bending the sway bar tabs on the trailing arms. I fiddled with them, bent the tabs back, and the problem seemed to go away.

One of the things I had been thinking about was moving my battery to the trunk. I looked into moving the stock

battery. I just couldn't see a good way to do it despite hours and hours of head scratching and experimentation. The stock battery was too big, too heavy, and was still going to splash acid everywhere.

After some online research, I purchased a small dry-cell aircraft battery from Odyssey. It saved about 25 pounds over the stock battery and came with an aluminum mount that would hold and protect it. Dry cell batteries are tougher. Battery acid has an irritating tendency to leak and splash all over the place, and rust or corrode everything in sight. A dry cell battery doesn't do that.

I relocated the battery to the trunk of my car. I ran a long battery cable pulled off a 325i through the passenger compartment. I also made a ground cable and mount out of a copper-covered bolt and some other odds and ends. Finally, since I already had to do a lot of wacky wiring work up front, I added a master cut-off switch while I was at it. This was an externally accessible safety switch used by safety workers to turn off the car if I was upside down and unconscious, presumably because I had just done something really stupid. The switch cut power from the alternator to the battery, but because the spark plugs were driven directly off the alternator (not the battery), it also interrupted power between the alternator and the main coil.

I did a variety of other odd jobs while I was at it, including replacing the rear

right differential output seal, an oil and filter change, brake fluid, brake pads and wiring issues. I also added a timing transponder.

But I ran into a strange problem with the new battery wiring. The '84 - '85 318i has a notoriously sensitive idle control system. For some reason, after installing the trunk-mounted battery, something caused fluctuations in the idle control valve, leading to a rhythmically surging idle. It was very soothing, but didn't seem otherwise desirable. The problem was significantly worse when there was additional current draw (such as when I turned on the electric cooling fan). My first guess was that it was related to an insufficient ground at the battery. I spent a day troubleshooting this issue and was able to confirm that it wasn't related to battery, ground or corrosion. In fact, when I moved the battery and wired it to the OEM ground, but used an extended length cable, the idle fluctuations continued. I chatted with Wes Hill about it, and we decided that it was a non issue. The cable resistance for a low amperage current should (theoretically) be minimal—but it looked like that was the problem.

Just before my first race weekend of the year, I took my car into Strictly BMW. Because I had new suspension on the car, I had them align the front suspension. Additionally, I had them adjust the front ride height of the car for optimum corner-weighting. They also welded some reinforcing tabs for the rear sway bar. This would assure that I was getting the most out of the new suspension. Since they were already working on the car, I also had them test the alternator voltage regulator, on the theory that might have been causing the idle surging. The voltage regulator was fine, so that wasn't the problem. The last thing I had them do was replace the transmission output seal. I would have had them do this at the end of the previous year when I had the replacement transmission out of the car - but no one in Seattle had a seal immediately handy. This meant that I had to pay the extra \$\$\$ to have Strictly do it on the car. Bad luck!

I picked up my car Thursday evening, and just left it on the trailer overnight. My first race weekend of 2003 was a few hours away. The car was ready, even if the driver was not.

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How do you want to drive ?

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

June 27

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.

The local Northwest E30 SIG along with the BMW Club has organized an E30 Picnic for all E30 owners or admirers to attend 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 to 100 E30s that day; be sure to be part of the fun. All E30s are invited, from garage queens to daily drivers (like mine). Special E30 themed T-shirts with the famed Jagermeister DTM race car from 1991 will be available for \$15 each. If you can't make the event, but would like to get an E30 shirt, contact the event chair for more information.

Extra E30 parts cluttering the garage? Bring the parts and sell them if you wish. We'll have a special award for the highest mileage E30 and the E30 that travels the farthest distance for the picnic. Let's have a big E30 group hug!

Special E30s you won't want to miss will include a turbo charged E30 with 400 HP, E30 racecars, an E30 M3 with an E36 M3 engine, and special tuner E30s, including an 1985 Euro Hartge H23. If you have questions about maintenance or performance upgrades, there are sure to be other E30 owners who can answer your questions.

Newcastle Beach Park is a lovely setting for the whole family. It is right on Lake Washington in the south end of Bellevue, and features a covered picnic area, expansive grass areas, children's play area, a sandy beach, a long dock out on the water, and nature trails. It is located just off I-405 at Exit #9. Just follow the signs towards the lake.

Auburn Foreign Car is graciously covering some of the costs for the event. We are asking for a \$5 donation to help cover the 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 people attending in your car, and what kind of E30 you are bringing. See you there!

Lance Richert
lance@richertnet.com
425-443-2188



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@nwlinc.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	brannman@qwest.net erik.brannfors@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/bmwe30nw/
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

E36 Burien Street Fair is August 22nd

DUE TO SOME CONFLICTS the E36 Burien Street Fair for BMW 3 series cars from years 1992 to 1999 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 which should be a great time to travel. We hope to get upwards of 100 E36 Bimmers together from around the Northwest.

For more information contact Martin Hovenkotter at mhoven@comcast.net.



BEEN TO THE GAS PUMPS LATELY? Glad your BMW isn't one of those gas hogs? Or, has your gas mileage been slipping lately? I've got some simple but effective things to check. A while back I adjusted the emergency brakes on my 86 325es because the brake handle pulled up too high. That seemed to fix that issue. Well, the other day I stopped on a slight grade. I released the emergency brake and the car sat there. As gravity is still a physical rule on this planet, I knew something was amiss. The emergency brakes weren't fully releasing. Back to the adjustment and sure enough one side was too tight. Fixing that alone added 1mpg to my average on the OBC. On most BMWs with four wheel disc brakes the adjustment procedure for the emergency brake is the same. There are a small set of brake pads that use the inside of the rear disc as a brake drum. If the handle pulls up more than eight clicks then the shoes need to be adjusted. To do this, the road wheel needs to be removed. Looking through one of the lug bolt holes, one can see a star adjuster. On the E30 it is located about ten degrees off vertical at the top of the disc. Turn the left side adjuster up to expand the shoes and the opposite on the right side. If the adjuster won't turn, you'll need to remove the disc and clean and lube the adjuster. Turn the adjusters until the rotor begins to drag, you'll feel the resistance as you go. Then back off 3-4 clicks until the rotor turns freely. Do this for both sides. Put the wheels back on. Slowly pull the handle up several times to set the shoes and then pull up five clicks. Turn the rear wheels to see if

the drag is equal. If not, adjust the cables to get both to drag the same amount. I was pleasantly surprised at the results of removing the drag.

Many of us are diligent about changing the oil and filter in our cars, but how often do you check your air filter? I had forgotten my own for months only to find it was badly in need of replacement. How about yours? The Motronics on the later cars do so much to mask the gradual decline of the tune-up components that it isn't until the items like plugs, cap and rotor are replaced that the decline is noticeable. I recently did a timing belt change and ignition tune up on the Red Baron's cousin (another 1986 Cinnabar 325es). The owner had no complaints on the car's operation, but commented the car felt "snappier" since the plugs, cap and rotor were replaced. The improved throttle response is the result of the improvement in combustion that had degraded over time. The Red Baron has a cap and rotor of unknown age. They are the ones that came with the used motor. I have no issues with the car's performance but plan to replace them with the O₂ sensor soon and see what happens.

Another simple thing to check is tire pressure. Low tires are a drag on the rolling resistance. Ever wonder why high mileage cars come with harder rubber tires than the performance ones we like? It's because of low rolling resistance. As much as I really love my Bridgestone SO3s, I bet that they cost me a little in the mileage arena. That's one tradeoff I'll live with.

Simple driving tips that have worked for me include short rapid acceleration in lower gears to short shift into fourth gear as soon as possible. Drafting works really well, but maintain some distance. The bigger the lead vehicle, the farther back you can get a draft. That's the one saving grace for the big SUVs; they blast a big hole in the air to follow behind. I have a new commute to work since I've changed jobs. I drive to Bellevue from West Seattle on I 90 to I 405. I'm traveling against the main flow so I can cruise at 50-60 for most of it in traffic. It's easy to follow a larger vehicle and my overall mileage has gone up.

Ever wonder why high mileage cars come with harder rubber tires than the performance ones we like?

I want to collect information from local members regarding BMW OEM wheel exchanges between models. Do you have wheels from another model on yours? If you've put aftermarket ones designed for another, what offsets do the wheels have? Please email me at gregm2002@comcast.net with the information. The wheel and tire forum at <http://bimmer.roadfly.org/bmw/forums/wheels/> has lots of info and help from people at Tire Rack. I know that there is some interest in this and will publish the results later.

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BMW Car Club of BC Valley Rally

WE HAVE ORGANIZED A FUN EVENT for June; the Valley Rally is the first of what we hope will become an annual event involving enthusiasts from the German car clubs.

The day starts at Fort Langley at 9:00 a.m. We will compete for bragging rights to see who can solve the Valley Rally puzzles; a series of navigation clues, tests of driving skill and observation events. The rally will lead you around Fraser Valley roads. The event fee includes a catered lunch and access to the Fort Langley Historic Park site.

The rules are simple; there is an optimum time and distance for the course which is secret. Your task is to work through the clues leading you to checkpoints on the route between Langley and Abbotsford, gathering answers to puzzles as you go. The car with the score closest to the optimum time, distance and best observations gets bragging rights (maybe a prize, too). The rally will be conducted according to the rules of the road at all times!

The details are: Meet at Fort Langley Historic Park on Sunday, June 13th. Start is at 9:00 a.m. and finish is at 3:00 p.m. The fee is \$50 per car (driver and navigator) plus \$25 per person for additional passengers (\$15 for passengers under twelve). The event is open to responsible drivers and navigators registering through the German car clubs in the area. All proceeds from the event will be donated to charity. The route is entirely on lightly-used paved roads, over approximately 120 km, on a course that should take less than three hours to complete. Registration via the BMW Car Club of BC Karelo system is required.

If you have questions about the event, please contact Don Gibson at 604-875-6764 or by private message via the club forums.

2003 Financial Report

ONCE A YEAR we publish the chapter's financial statements. Generally, members' dues go mostly to the Zündfolge, as this is the benefit that everyone receives. Events are usually planned to break even since only a few members benefit from any given event. Some events have no revenues, so the event's expenses, usually minor, are paid for by the Club treasury.

The Club's cash position at year end is generally at its highest point. However, at the end of last year we prepaid all of our 2004 track dates to take advantage of discounts offered by the track owners. We are a non-profit organization, so we generally try to come close to breaking even for the year. If you have any questions about these financial statements, please contact me or come to a Board meeting.

David Lightfoot, 206-284-3165
d.lightfoot@comcast.net

Balance Sheet At December 31, 2003

Checking account	37,505
Certificate of Deposit	6,413
Inventory	346
Accounts receivable	5,325
Prepays	<u>33,489</u>
Total Assets	<u>83,078</u>
Deferred revenue	700
Retained earnings	<u>82,378</u>
Total Liabilities and Equity	<u>83,078</u>

Income Statement For the Year Ended December 31, 2003

Membership dues	43,395
Driving event income	81,368
Zündfolge advertising	26,982
Other event income	22,548
Rebate from national	1,477
Interest	<u>97</u>
Total Revenues	<u>175,867</u>
Zündfolge expenses	60,340
Driving event expenses	83,645
Other event expenses	25,058
Meeting expenses	1,093
Miscellaneous	<u>3,129</u>
Total Expenses	<u>173,265</u>
Net Income	<u>2,602</u>

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BMW's for Sale

2003 M3 convertible: WBSBR93443PK01907 Imola Red/black leather, 3,500 miles, six-speed, 19" forged wheels, Xenon, Harmon/Kardon, aluminum trim, cold weather package, beautiful. \$53,800 obo. Contact Scott at 541-772-1744 or scott.king@blueink.net. (OR)

2001 325Ci: Steel blue metallic/black leatherette, five-speed manual, sport package (17" wheels, 225/45 performance tires, ten-way sport seats), Xenon, Harman Kardon audio, CD changer, factory alarm and more. 6,300 miles (only driven in good weather), still under full warranty, original owner, non-smoker, always garaged, showroom condition, no dings, accidents, kids, pets, track or competition use. Have all factory documents. \$33,000 new, asking \$25,000 or best offer for this like-new car. Contact Mike at 206-852-4213 or mikeatlarge@yahoo.com.


2000 M5: WBSDE9345YBZ96247, Titanium/black with Silverstone, sport version, all leather, 57,000 miles, always garaged, non smoker, no dings, clear bra, new clutch and tires, perfect condition, mostly CA freeway miles. Never tracked. Recently moved from CA to WA. \$45,000 or offer. Contact Bruce at 916-835-0774 or bghagggar@earthlink.net. (WA)

1992 BMW 325i sedan; burgundy/tan leather, automatic, 168,000 miles, excellent interior and exterior. Second owner, all repair records since new. Serviced only by BMW trained techs. Many new parts: Airconditioning recharged last year, all new synthetic oils, new plugs, new front pads and rotors, new fuel filter and micro filter, new thermostat and alternator, new battery, new fuel pump and hoses, new flex disk and tranny mounts, new steering rack and tie rods, replaced neutral safety switch, new muffler, new window regulator and door panel clips, new radiator fan, new wiper blades and keyless entry. Pirellis P6000. Weatherguard trunk liner, new dealer mats. \$5,900 obo. Contact Joe at 425-739-0955 or j_kostolansky@hotmail.com.

1984 318i: Anthracite with black interior, five-speed. Solid body, well cared for, enjoyed for 250,000 miles. \$1,500 obo. Contact Dee at 253-474-1018 or Robin at 425-881-1866.

1983 633csi: Silver gray, 185,000 miles, five-speed, Alpina front suspension, recent Bilstein shocks, new driveshaft, new catalytic converter. Runs real strong. \$2,750. Call John at 360-321-1485.

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Five point harnesses: Two Sabelt five-point harnesses, long "H" straps. Attachment hardware included. \$200. Great condition. Contact Randy Goins at 425-478-1970.

Fikse wheels: 17x8 and 17x9 Fikse Mach V rims for sale. These are off a 1997 M3 four door. Good condition. Staggered set with Dunlop Sport tires, have about 30% remaining. \$2,200 for wheels and tires. Contact Rick Brown at 1010motoring@earthlink.net.

Full Set of E28 Seats: Light brown, with some sun fading. Removed from 1986 535i. In good (not excellent) shape, except driver's seat leather shows cracking (no holes or rips) and should have pads replaced for comfort. All power seat adjustments work, except driver's headrest height adjustment. \$100 obo. Contact Mark at 206-937-0130.

E36 M3 Suspension and Exhaust: Complete E36 M3 suspension (springs, shocks, struts, sway bars). \$250 obo. Exhaust. \$100 obo. Both from one owner 1998 M3 with only 7,000 miles at time of removal. Also have one Schroth Rallye 4, four point harness (blue). \$75. Contact Greg at 206-619-9530 or gradams@msn.com.

E36 1998 328i differential: Excellent condition and fluid is only 8,000 miles old. Removed at about 50,000 miles for upgrade to M3 differential. Best offer takes it home. Contact Scott at 425-894-1287 or white78911@hotmail.com.

Miscellaneous for Sale

Browning Rifle: caliber 30.06 made in Belgium. Rifle is one of the first built by Browning approx. 45 years ago. Excellent condition. Fired less than 200 rounds. Kuharski quick mount with Bausch & Lomb Balvar 8 scope. Call Evie at 425-576-1400 ext. 100 from 8 a.m. to 5 p.m.

Wanted

Factory chrome wheels: for a 1964-1965 Porsche 356 C, or even good leads to finding a set. Please call Robin at 425-881-1866.


For E36 M3: cat-back exhaust and aftermarket performance suspension for my 328i. Also interested in other performance goodies. Let me know what you have! Call Ben Bryan at 206-856-6606.

E36 hardtop: for 318ic. Prefer green, but open to other colors. Contact Barry at 253-376-8182 or loggerprof@yahoo.com.

DEADLINES

July 2004 Issue	June 8
August 2004 Issue	July 13
September 2004 Issue	August 3

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