



AUGUST 2004

Zündfolge

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





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August 2004

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Boilerplate

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Club Activities 3

Motorsports 6

Silver State Classic Challenge 8

The Usage Mechanic 14

A View 16

Technik 18

SIG Happenings 19

Classified Marketplace 20

KALENDER

August 3

Deadline for the September 2004 Zündfolge.

August 5

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

August 28

Mountain Twisties Tour. Contact Martin Hovenkotter at mhoven@comcast.net for additional information. See article in this Zündfolge.

September 1

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. RSVP to Club President. (NOTE: this is the first Wednesday not Thursday)

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 thirteenth 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.

September 7

Deadline for the October 2004 Zündfolge.

September 11

BMW Z4 Book Story and Signing. Mercer Island Library, 10 a.m. to Noon.

September 18

Ste. Michelle Concours. For additional information contact Al Lanng at Allan.Lanng@penske.com or 206-295-1012.

September 25

BMW Club Night at Evergreen Speedways. Featuring Hornet Races, Demo Derby, School Bus Figure 8 Racing, Roll Over Competition, Boat Races, Fireworks, etc.

FROM THE EDITOR

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

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Upcoming BMW CCA Club Tours

We are lucky to have an opportunity to host a Club drive in each of the three upcoming months.

Mountain Twisties Run Saturday, August 28th

August 28th is the new date for the snow delayed Mountain Twisties Run. Originally scheduled for Memorial Day weekend, a freak snowstorm closed one of the key roads. But in August we should be safe from a recurrence and if we get snowed out in August it just wasn't meant to be. If you're new to this discussion the Mountain Twisties tour is a tour of arguably the finest driving roads in the country all within a long day's drive of Seattle.

The attraction is not the scenery, although that is quite nice too, the attraction is the roads; twisting with corner upon corner you get to drive your Bimmer the way it really shines. Bring your bimmer and a second driver, in case you tire, a full tank of gas with extra \$\$\$ for distant refills. You'll need water and perhaps a sack lunch since we have yet to discover a decent restaurant for a stop. We'll leave from Eastside Bavarian in Issaquah Saturday morning after a brief drivers meeting, at 8:30 a.m.

After a long day of strenuous driving, you'll be back around 6 p.m. For directions to Eastside Bavarian visit their website at www.eastsidebavarian.com. Please RSVP via email to mhoven@comcast.net. If you have questions please call 425-301-4936.

Peninsula Double Delight Tour Sunday, September 12th

First we drive/ferry/drive to Port Angeles on the northern side of the Olympic Peninsula. From there a special road climbs up Hurricane Ridge to an overlook into the heart of the Olympic Mountains. A group lunch is planned and details will follow. After viewing the glaciers at Hurricane Ridge we will be driving to Sequim for a special presentation of Brown Maloney's personal private auto collection. Then from Sequim it's to the ferry and home. Additional data on this run is forthcoming.

Fall Color Run Saturday October 9th *aka I crossed three mountain passes just for some Mexican Food Run*

We have moved this run back to October to try for Maximum Fall Color. Bring your cameras as our goal will be to have Bimmers in front of some spectacular foliage. A long day but not strenuous. Drive includes Cayuse Pass, White Pass lunch at a Mexican Food Restaurant in Yakima, continuing up the Yakima River Canyon to Ellensburg and then home via Snoqualmie Pass (hence the three passes). Additional data on this run is forthcoming.

Please RSVP via email to mhoven@comcast.net. If you have questions please call 425-301-4936.



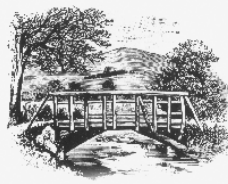
MS Hub Benefit Lunch and Wine Tasting

August 22

BEGINNING AT 1:00 P.M., Sunday, August 22nd, Carpenter Creek Winery will host an afternoon lunch and wine tasting event on its scenic grounds in Mount Vernon. Hand made grilled sausage, salad, artisan bread and plenty of wine for consumption and tasting should make for a pleasant summer afternoon among fellow wine and BMW enthusiasts. Jeff Hammer, the wine maker, will be on hand to discuss his wines. The grill will be running from 1:00 until 4:00, so show up any time after 1:00!

The lunch will be a benefit for MS Hub (mshub.org), a Seattle-based medical center dedicated to the comprehensive treatment and cure of multiple sclerosis and associated neurological diseases.

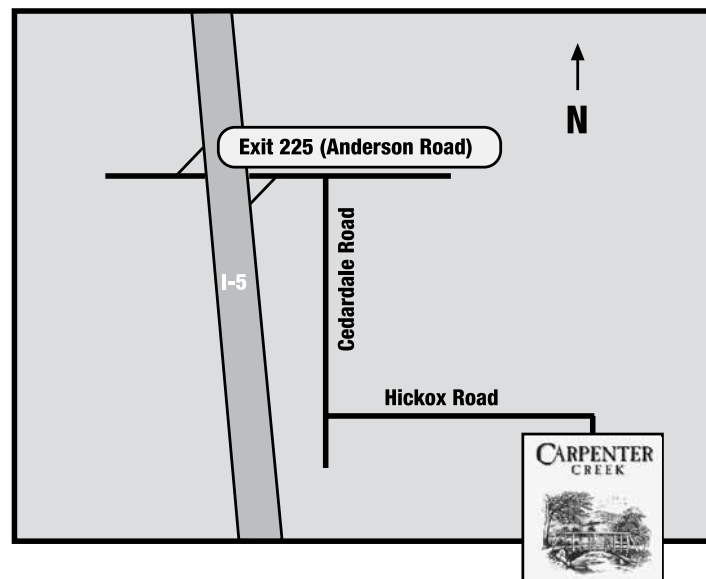
CARPENTER
CREEK



Donations from Carpenter Creek Winery (carpentercreek.com), Haury's Lake City Collision (hauryscollision.com), Hops Mountain Ale House, Lombardi's Neighborhood Restaurants (lombardiscucina.com) and Unsage Racing make the event possible.

There is a suggested door donation of \$25 per attendee, to benefit MS Hub. Additionally, the

winery cellar will be open for event attendees and 25% of the proceeds for all wine sold will benefit MS Hub. Please RSVP to jsage@drizzle.com as attendance is limited.



This month's cover features the impressive new M5. The all-new BMW M5 once again combines the comfort and amenities one expects of a luxury sedan with the performance capability and driving experience that can be provided by few cars of any type.

Cover photo BMW Press



BMW Z4 Book Story and Signing September 11

MANY OF YOU PROBABLY NOTICED that we have an author in our chapter. David Lightfoot has recently published, *BMW Z4: Design, Development and Production*, subtitled *How BMW Creates the Ultimate Driving Machines*. A portion of Chapter Two from the book was excerpted in the *July Roundel*.

The book is hardcover with dust jacket, large format and a quality piece in all regards. It also includes a lot of original research and input from the people that developed the BMW Z4.

On September 11th we're going to hold a meeting that will be part book signing and mostly the story of how the book came to be. This is a pretty significant book for a number of reasons. First, it is only the second book from an outside publisher to be given a BMW part number. Second, it is the first book by an American author on a particular model of BMW. Finally, it is the first published account of BMW's creative process of project management used for development of new models.

David will give us the inside story on how he came to write this book. This includes traveling to Munich to interview all the engineering module leaders, talking to the design staff in Southern California and touring the Spartanburg production facility with those that set up the line. It is an interesting story.

The meeting will be held at the Mercer Island Library located at 4400 88th Avenue S.E. on Mercer Island. The meeting will be Saturday morning, September 11th from 10 a.m. until noon. There is no cost to attend but an RSVP would be appreciated. Next month's *Zündfolge* will have more information but put this on your calendar now.

Please RSVP to Lance Richert at Lance@Richertnet.com.

Lance Richert

The book is hardcover with dust jacket, large format and a quality piece in all regards.

Ode to an E30 Race Car

OK, I'M NOT A POET, so this isn't really an ode, but I do feel the need to wax poetic about my day at the track in Lance Richert's E30 racecar at the June 25th driving school. After a round of spirited bidding at the annual banquet in February, I had purchased the opportunity to spend a day at a Club driving school with Lance and the car.

I began looking forward to driving the car from that moment. Lance and I agreed to give June 25th a shot since there would be a good chance of nice weather that day. The day started out looking a little iffy. The track was wet and there were threatening clouds overhead. Lance drove the first session to introduce me to the car, and show me some differences between the normal Club line and the line that is possible in a well-sorted race car.

By the time session two came the track was dry, the sun was peeking out, and I was strapping in for my first session behind the wheel. After a little last minute advice from Lance, we were waved onto the track. My first couple laps were focused on making smooth transitions from brake to throttle, and getting accustomed to a heavier clutch action than I was used to in my M Roadster. The biggest difference between my car and the race car was in the handling. I was able to carry more speed into and

And I got some great in-car video to help relive my "Walter Mitty" moment!

through corners than I would have thought. Trail braking and kicking the back end out at the apex of 3A was a hoot. And setting up for 5A with a lot less brake than I thought I needed took some getting used to. What a difference track tires and racing suspension makes!

Session three and four were more of the same. As I got more comfortable behind the wheel and learned to trust the car, I began to run faster and more consistent laps. Coming up the hill from 5B though 6 and 7 I missed the horsepower of my roadster, but everywhere else, there was no comparison to the fun factor of driving PR in a true racecar. I am still smiling as I write this nearly two weeks later. And I got some great in-car video to help relive my "Walter Mitty" moment!

Rumor has it that Lance plans to offer a day in his car at next year's banquet. I'll be there, so if you are interested in experiencing this ride, be prepared to write a nice check to the Parkinson's foundation, because I plan to get this ride again!

Jim Heit



Reasons to Visit your Canadian Club Neighbors in August

THE BMW CAR CLUB OF BC is just a two-hour drive away for most folks in the Puget Sound Club, and we here in Canada would like to remind you of some upcoming events we have planned for August that might interest you.

7th Annual Duffey Lake Road Tour

Saturday & Sunday, August 14-15, 2004

For those that enjoy driving trips, we are again hosting the Duffey lake Road Trip. A scenic two-day trip through the coast mountain range that encompasses some of the best scenic and fun to drive mountain roads anywhere.

This is a great outing for drivers as the trip includes some of the best driver's roads as well as great scenery. The trip covers approx. 800 km (500 miles) of driving over two days. With 1,800 m (5,900 ft) of elevation change as you trek through a variety of roads and climate from the Coast Mountains to the interior plateau and back to the coast in a circle tour.

Reservations are required, plus you must make your own hotel reservation for the overnight stay in Merritt. The Club has arranged a block of rooms at the Best Western in Merritt at a group

rate. There is also a Friday evening overnight option for folks from the Puget Sound Club who don't want to add the two-hour drive to Vancouver to their morning part of the trip.

For complete details visit the Club web site at www.bmwccbc.org. A registration link is listed on our main page, and more details are available by visiting the calendar page.

Last minute reservations are welcome provided you can find a room in Merritt and that you let us know, since we have to make lunch and dinner reservations based on the size of the group.

Reserve your spot for the trip and BBQ via the following Karelo link:

http://www.karelo.com/enter_res.php?BID=49&BT=10#Ev144

Then be sure to reserve your overnight hotel stay with the Best Western in Merritt, 4025 Walters Street, Merritt, B.C., Canada, V1K 1K1. Call 250-378-4253 or toll free reservations at 800-663-2830. The fax number is 250-378-6869.

We have a hold on a block of twenty-five rooms until July 30th. Our group rate for this event is \$80.00 CDN\$ for a double occupancy room.

7th Annual Concours and BMW Heritage Celebration

*Saturday, August 28th, 2004
at Waterfront Park in North Vancouver
10:00 a.m. until 3:30 p.m.*

In just seven short years, the BMW Car Club of BC has grown from a start up club to now having over 450 members and being the largest BMW Club in Canada. One of our main annual events is our excellent Concours and BMW Heritage event where all BMW owners and enthusiasts are encouraged to bring their cars and display them on the lawn at Waterfront Park. Whether you just plan to show, or have your BMW judged, you should plan now for our 7th Annual Concours & BMW Heritage Celebration on Saturday August 28, 2004 from 10 a.m. until 3 p.m. at Waterfront Park in North Vancouver. This is an excellent family type event.

Pre registration is mandatory for judged cars and is requested for display cars. Use the link from our main web page or the following Karelo link: http://www.karelo.com/enter_res.php?BID=49&BT=10#Ev1449 Full details are available via the Club web site.

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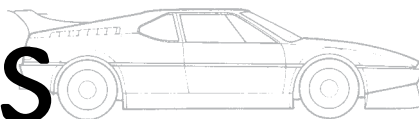
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MOTOR SPORTS



Novice Skills Day, October 17

THE BMW CCA PUGET SOUND REGION provides a comprehensive driver training program designed to help our members enjoy the performance potential of their BMWs in a safe, controlled and structured environment. The first step in participation is our novice skills training day, held at Bremerton Raceway Park twice a year, once in the spring and once in the fall. The date for our fall skills day is October 17.

This event is open to all Club members 18 years of age or older who hold a valid drivers license. It is designed for those who have never driven their BMWs other than on the street. Upon completion of this event you will be qualified to sign up for our High Performance Driving Events held at Pacific Raceways. Although the 2005 schedule is yet to be set, we typically hold a novice-only high performance school at Pacific Raceways as a follow on to this Skills day.

That event is usually in March. So, if you wish to get a head start on the 2005 schools, we recommend signing up for this October 17 skills training day.

The skills training day at Bremerton will be comprised of training stations where you will be driving with an instructor in your passenger seat. Each station will offer a chance to see what your car does when pushed beyond the normal envelope. The speeds are kept purposely low so that upsets and spins result in no damage.

If you are interested in joining us for this day of training, carefully read and fill out the registration form. The form is also available as a PDF file on our web site. Just click on Driving Schools, registrar's page and the link for the October school. Make sure you follow all the instructions and *please* print legibly!

The following is a review of the requirements for attendance:

- You must be a BMW CCA Club member or a member of the BMW ACA, BMW CCBC, PNWR PCA or NWARC.
- You must be at least 18 years of age.
- You must hold a valid drivers license.
- Your car must have a tech inspection within 30 days of the event.
- You must wear a helmet with a Snell rating of 1995 or newer.
- If you bring a convertible, it must have fixed rollover protection and 5 or 6 point restraint harnesses.

Please visit the Club web site for further detailed information about our schools and requirements. Most of your questions can be answered there. As is to be expected, many new Club members decide to take part in these events. It is important to understand, however that these schools are very popular and do fill up. Therefore, we recommend that you register early. We will have sixty openings and they will be filled on a first come/first served basis with BMW's given first priority.

A black and white photograph of the interior of a BMW service center. On the left, a glass display case contains various BMW parts and accessories, with labels: '*Service', '*Parts', '*Boutique', and '*Accessories'. In the center, a sign reads 'Bellevue' in a script font. Below it, text says 'The Ultimate Driving Machine deserves the Ultimate in Care and Service.' and '*17 Factory Trained Technicians*'. At the bottom, it says '*Genuine BMW Parts*' and a large phone number '425-643-4544'. On the right, a BMW logo is visible above a counter where a technician is working on a car. The background shows more of the service area with shelves and equipment.

*Service

*Parts

*Boutique

*Accessories

Bellevue

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deserves the Ultimate in
Care and Service.

17 Factory Trained Technicians

Genuine BMW Parts

425-643-4544

**Puget Sound Region—BMW CCA
BMW Novice Skills Training Registration Form
Bremerton Motorsports Park, October 17, 2004**

Each driver must be a current member of BMW CCA, BMW ACA, BMW CCBC, PNWR PCA, or NWARC. Each driver must be 18 years of age or older.

☐ **October 17 (Sunday) Cost is \$75** (Entries must be postmarked no later than October 1, 2004.)
For two drivers sharing a car in the same run group add \$25.

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

Total Amount Enclosed \$ _____

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

NOTE: Each driver is required to submit a *completed* and signed form. Please print legibly! If we can't read your information, you are not registered. You will be notified when you are registered via email.

Name _____ CCA Member # _____

Address _____ Apt # _____

City _____ State _____ Zip _____

Phone (message capable) _____ Email _____

Car Model _____ Year _____ Color _____

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

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

Driving school experience: Event—mo/yr (continue on back) _____

Name & Phone of emergency contact: _____

Allergies or other special medical information: _____

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

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

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

Signature: _____ Date: _____

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

2004 Driving Events Calendar

BMW CCA PSR Events:

August

29 Driving School, Pacific Raceways

October

17 Novice Skills Training, Bremerton

30 Driving School, Portland International Raceway

Other Events open to CCA Drivers:

August

5 NW ALFA Club School at PR

14 PCA PNWR Skills Day at Bremerton

20 BMW ACA School at PIR

22 NW ALFA Club School at PR

27 PCA PNWR School at PR

September

4 BMW CCBC School at Mission

8 NW ALFA Club Lapping Day at Bremerton

17 BMW CCBC Street Survival in BC

23-24 BMW CCA IEC School at Spokane

24 PCA PNWR School at PR

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Success for the BMW M3 Team at the Silver State Classic Challenge!

By Martin Hovenkotter

THE FIRST DAY IN ELY NEVADA dawned clear, cold and sunny as most winter/spring days dawn in the desert. As my navigator Russ was showering I headed out to the car to reload and as the hotel door clicked shut behind me I realized I was locked out and Russ was in the shower unable to hear me knocking. Given my predicament I decided to head down the street to the car wash; thirty-eight degrees and I'm washing my car in a tee shirt at 6 a.m. The M3 cleaned up nicely and soon we were back at the hotel as Russ opened the door to his frosty driving partner. Our adventure at the Nevada Silver State Classic Open Road Challenge "high speed on a public road" race had begun.

The "Dry Run"

We headed out to find the stretch of Hwy 318 that was the racecourse. We had detailed directions but still had difficulty finding the actual starting point which was a spot between Mileposts 9 and 10 on Hwy 318 marked only by a couple of buried metal shafts which held the starting gate poles. After we found the exact spot we set all of our stop watches and trip computer and proceeded to run the race route (at the legal speed of 70 mph) to test our timing equipment and review any of the road's challenging curves or bends. We quickly discovered the road was well kept and had many multi-mile straights; most turns were quite capable of being rounded at a full 70 mph (and we would find 100 mph corners were the norm). Our list of course notes started with a three mile straight followed with a gentle uphill sweeper easily negotiated 100 mph curve followed by a seven mile straight with another 100 mph corner followed by another fourteen-mile straight ... well you get the picture. Squealing tires would not be the problem for the first sixty-eight of the ninety miles.

The Narrows

After sixty-eight miles of non-challenging curves to lull you, you arrived at the Narrows, a four mile stretch of continuous left/right/left/right curves followed by right/left/left. These turns would require a speed more like 70 mph or so. I worried about getting stuck behind a slower car for the duration of these curves, since passing was only allowed on the straight

stretches of the course. Clearly, here was what made it a challenge to maintain the average speed required to win our class.

The final leg of the race was a bending eighteen mile run to the finish point. Here is where all the teams would be fine tuning their times and average speeds to try for the trophies. After the finish they give you a mile and half to slow and then enter the finish line pits. The course was not intimidating save for the Narrows. In fact I began to think we could run the course on cruise control at 100 mph with the exception of the Narrows, since we had only noted a significant amount of centrifugal force on only the one curve.

On To Las Vegas

We arrived in Las Vegas later in the afternoon, my how that town has grown! The Interstate 15 freeway is a constant stop and go. The side streets were busy too.

Thursday was a busy day starting at 7 a.m. back at the Las Vegas Motor Speedway where I was signed up for a qualifying session at the Derek Daley Driving Academy. Rookies have to qualify unless you're Richard Petty or the equivalent. The other cars rolled in; among the first was a fellow with a 2003 Viper who later went 137 mph in the standing start half mile shootout on Saturday in Ely. Beside him was a McLaren replica body with a Buick 3.8 v6 Grand National Nascar motor. Corvettes were everywhere with the second most common car going to the 5 liter Mustangs and third most visible was surprisingly the Viper crowd. Clearly this is virtually a club event for Corvettes. The most unusual vehicle to arrive was a 1961 Chrysler in Mexican Road Race trim with the big fins of the early sixties backed up by a hemi with open headers. This was driven by a nineteen year old girl who was the youngest driver in the race. Again the little M3 looked out of place even with our stickers. Little did we know that we were soon to have our day for the M3's torque and handling would shine on a tight little road course during qualifying.

We moved our cars to one of several road courses that were available. After a brief driver's meeting we were divided into four groups of eight cars and led onto the course one group at a time, each

group with a Derek Daley instructor in the lead. I'm not shy and feel the best place to learn is right on the back of the instructor's car's rear bumper so I pushed into the spot right behind my (too young to shave I'm sure) instructor.

The track turned out to be a gem for an M3 driver and appeared to be designed to perfectly match the power band of the little M's 3.2 motor. I was soon using only third gear to the full rpm range of the M motor nearly hitting the rev limiter in three places on the course. The Corvettes never had a chance, tight curves and short straights were made for my M and it's fast torque and tight handling. PSR instructors, your boy did good! Needless to say I was one of the first signed off and it was time to go.

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about but enough is enough! That afternoon we returned to lunch at the Hotel and decided to try to complete the tech inspection held in the parking garage. We lined up with 141 of our newest best friends and waited nearly two hours to be inspected. The Vegas Vettes club provided the tech inspectors and they were thorough and good, which makes you wonder why we were tech inspected again in Ely and given a final looking over as we rolled to the start line on Sunday.

Back to Ely (We Must be About to Race ... Not)

Friday morning we joined the caravan to Ely. It went down the Las Vegas Strip and shocked all the gamblers and tourists who were up at 9:30 a.m. on our way out of town.

Lunch was at a crossroads in the desert at Ash Springs near the bottom end of the course. We were led up the course from *end to start* with stops at the Narrows and at one of the early corners where we were given driving tips by the race directors.

At the drivers meeting we shared a table with some serious Viper Racers one of whom went 187 mph the next day in Saturday's one-mile standing start; Viper plus supercharger equals lots of power. The mechanics who built the Viper motor were at the table and were treated with reverence by the Viper drivers. The big topic of the night was that at 6,000 feet altitude here in Ely there was less horse-power generated than at sea level and how would this thinner air effect the Viper the next day.

Texas Hold'em, Car Shows and the General Lee

Russ, my navigator/partner, adapts very well to new environments and was playing poker till midnight most nights while I was up early and cleaned up the car most days. Russ came back to the hotel with stories about how a particularly interesting fellow sat next to him at poker and was here to try the race with an old Hollywood stunt car. After analyzing the pictures I realized Russ had befriended John Schneider, Bo of the Dukes of Hazard clan, here to run the race with the General Lee. John was very friendly and filled all requests for autographs. Saturday was the tire tech inspection session and car show on the baseball diamond of the Ely high school. We drifted off to have lunch and ran into two Porsche drivers who gave us valuable tips on timing the race so that we could place in the trophies. That afternoon we received a group navigator coaching session from a veteran race winner who had tried to race when seven months pregnant. The driver's meeting that night was boisterous with the group's confidence level clearly rising.

Finally ... Gentlemen Start your Engines

Sunday morning and 5 a.m. came after a fitful night of semi-sleep. We had to be in line to caravan out to the race site by 5:30 a.m. So in the sideways sunlight of an early morning in the desert we and 140

other cars headed out to Hwy 318. The local sheriff led us there at 85 mph; he seemed indifferent to the 70 mph posted speed limit. This is why we were here; to run free of the artificially low speed limits held in most states as revenue enhancement for local politicians. Here we could run to the highest speed that our tech inspectors deemed was survivable given our safety equipment. It was simple, to go 100/105/110 mph we needed belts and helmets, if you want to go faster put in a rollbar and 5/6 point belts and you can go 115 mph to 125 mph, or put in fire suppression, a fuel cell, 5/6 point belts and a roll bar and go 130 through 150 mph.

The staging area was a truck stop and we filled it with 141 cars all festooned with stickers, race numbers and most were truly powerful fast cars. There were forty-one Corvettes, eight Vipers, nineteen Mustangs, two '04 Lambo's, three Ferrari's, seven Porsches, five Cobras, eleven Camaros, three Ford Lightning pickups, one Mercedes, one Audi and one Volvo sedan with a full roll cage, assorted Chevilles, Firebirds, two Chevy pickups (one had a 571 GMC blower) and a red Ford Focus. There were only four Bimmers entered; an M Coupe, an M5, our little M3 and a soon to be famous 850i. The three oldest entrant vehicles were a 1954 Ford sedan, the 1961 Chrysler and a 1967 Mustang, all three of which finished, beating the results of the two noisiest entries, the McLaren's DNF and the blown Chevy truck's DNF.

Launch Time

We launched with surprisingly calm nerves and quickly managed to achieve and maintain our 105 mph target. The M3 was running with surprisingly little effort with our only concern being the sky-rocketing oil temp for the mild outside seventy-five degree day. We were thirty-six miles into the race when we passed the fourth flag station to see the flagger frantically waving the red flag at us. The red flag signaled there has been an accident and all racers must stop so that the emergency vehicles can get to the injured quickly. We slowed and pulled into the next stopping area where we joined three cars already stopped and were followed in by a Corvette running behind us.

Indeed the BMW 850i that was ahead of us in the 125 mph class driven

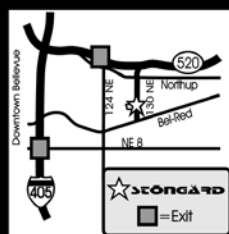

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Continued on Page 12

Photo by Russ Sawyer.



The road home.

Photo by Russ Sawyer.



Marty finally found the starting point milepost!

Photo by Martin Hovenkotter.



Vipers everywhere.

Photo by Martin Hovenkotter.



Russ with John Schneider, Bo from Dukes of Hazard.

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At race starting line.

Photo by Martin Hovenkotter.



Marty giving an autograph.

Photo by Russ Sawyer.



Photo by Russ Sawyer.

After the 850i crashed.



Photo by Larry Strube.

Marty and Russ at the staging area.

by an experienced pair of racers had gone off a ledge and rolled and tumbled until the 850i was no longer recognizable. Luckily for all involved they were only mildly hurt although transported to a hospital quickly. Their 850i probably was unsalvageable even for parts. There is a reason for their never-flinching safety inspections. Yes, they had the required roll cage and belts. When we went past the wreck site, the roadway was marked for nearly fifty yards with two pairs of intertwining black stripes. There was no sign of ABS stuttering in the solid stripes marking the pavement showing how the driver fought the skid before plunging off the ledge.

Our Race was restarted ninety minutes later at another checkpoint. Now the pressure was on to maintain even higher speeds through the slow parts of the course upcoming in the Narrows. At the seventy-mile post we entered the Narrows. We knew the first two corners were fast so I kept our speed at 100+ mph. The third and fourth corners were tighter and the fifth slowed us to 80 mph. Then it was back on the throttle for the next two turns which brought us out of the Narrows and headed for a finish only eighteen miles away. We had maintained nearly 100 mph through the Narrows! Our timing status should be terrific so we stared eagerly for the milepost. Panic nearly set in as the milepost showed how we who had previously been nearly 100% on target and accurate to date showed that we had slipped an impossibly big twenty-five seconds in the Narrows. We quickly entertained numerous theories and revised plans in the thirty-six seconds it took to get to the next milepost and realize that we were again magically on time (a misplaced milepost perhaps?). Nervous checks at the upcoming mileposts confirmed our supposition that we had just been spooked by a misplaced milepost. To renew some of our concerns however the Corvette which had started thirty seconds behind us caught up and passed us then thought the better of their timing and dropped back behind us only to roar by again as we approached the finish line.

Crossing the Finish Line

We crossed the finish line and achieved our thirty seconds of sound bite fame as

some local radio personality interviewed us at the time when "WOW!" is about the best response you've got.

As much as we wanted to wait and see the unlimiteds run 200+ mph we were a long way from either my home in Seattle or the Reno airport where I was to drop Russ the next morning at 6 a.m. So we went off to Reno where our sticker beladen little M car looked again quite out of place. A late dinner in Reno was quiet as we realized the adventure was nearly over.

Monday morning came quickly and at 6 a.m. I dropped Russ at the airport knowing while he would be home in a few hours I had at least twelve hours of solo touring yet to go.

After a few days at home with an oil change and wheel alignment from Eastside Bavarian the stickers were all off and life returned to normal. The M3 had survived and shown it's tail to the Corvettes at the road course and left the impression that if we ever did this again we could bump up in class by 10 or 15 mph no sweat. Thanks for a successful partnership.

Third Place Finish in class to validate strategy, timing and driving plan.

Results were soon placed on the web and showed a third place finish in class for our team. Would I do it again, with a partner like Russ and a car like the M3? In a second!

Griot's Recap

ON JUNE 12 over one hundred Club members attended the Griot's Garage Tech Session held at Griot's R&D center in Fife. Tim Willard began an excellent program by introducing some of Griot's staff. We then broke into different groups where the Griot's crew did an excellent job of demonstrating various aspects of car detailing including surface cleaning using the clay bar, swirl removal, wax application, interior cleaning and engine bay cleaning.

Some specially packaged product kits were available for purchase which sold out very quickly. There were also some excellent products won during the raffle drawing.

Thanks again to Griot's Garage for an excellent program. If you missed the event you may contact them at Griot's Garage, 3500-A 20th Ste E, Tacoma WA 98424, 800-345-5789 or on the web at www.griotsgarage.com.



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Bodhi Racing

ONE OF THE THINGS I LIKED ABOUT RACING was that, no matter how bad I sucked on the previous lap, there was (assuming nothing got bent, anyway) another chance to get it right. This appealed to me. On the front straight, relax, check gauges, shake out hands, put the last lap out of mind, prepare for the next lap and give it another go. This repetition was sort of like the Buddhist take on suffering and rebirth in the search for transcendence, if Bodhis required high temperature brake pads. Driving an ugly 100 horsepower car, I understood the suffering part, in a suburban and cheerful sort of way. I definitely hadn't gotten fast enough to find transcendence yet, and I don't think that Buddhists see reincarnation as a competitive sport. To extend the Bodhi thing too far; I was still stuck down in a cockroach state of sub-being, at least in the racing world. Of course, what the bald guys in the funny robes don't tell you is that cockroaches can have a lot of fun on a tight budget. Not that cheap racing is actually that cheap.

Due to budget constraints, I had made the decision to race a limited number of times in 2003. I had raced (and done poorly) in May, 2003 at Pacific Raceways, but had not raced since then. I had, however, been instructing high performance driver's education for the local chapter of the BMW Club. I found it very rewarding to work through difficult problems with a student and help them find the grace in a particular corner complex. I also gave rides, hoping that I didn't become too rusty and giving students a chance to observe "don't do this" moments at speed.

I had also purchased a new (to me) tow vehicle, as my '72 green monster/rust bucket wasn't confidence inspiring for long distances. The new truck was a fuel-injected '88 F250 with a really big engine. The gas mileage wasn't good—the consumption—was single-handedly responsible for keeping several Saudi princes "in" at the Monte Carlo baccarat tables—but it had working A/C, power everything and quaint John Deere mud flaps. I mean "quaint" in the same sense that one refers to velvet paintings of dolphins or moose

at sunset as "quaint." Chrome step-side aside, it was pretty much as pimp as anything from our dear friends at Ford Motor Company can be. Before purchasing the truck, I had eyed a '93 Chevrolet Suburban with a "classy" red velour interior. "Classy" in the same sense that a person with ten inch high-rise hair and two inch nails might refer to herself (or himself) as "classy." All things considered, I was probably better off with the new truck.

The weeks before my upcoming August race, I worked to make sure that the fugly gold car would be reliable. I put a wrench on every nut and bolt under the car that I could reach and gave the car a general inspection. As always, I found a few fasteners that had begun to work themselves loose. I also found that an exhaust hanger had torn out, leaving a hole. I patched the hole with high temperature tape (although I didn't expect it to stay) and refastened the hanger using a very complicated and precise technique I call "big ass ball of wire." Very classy.

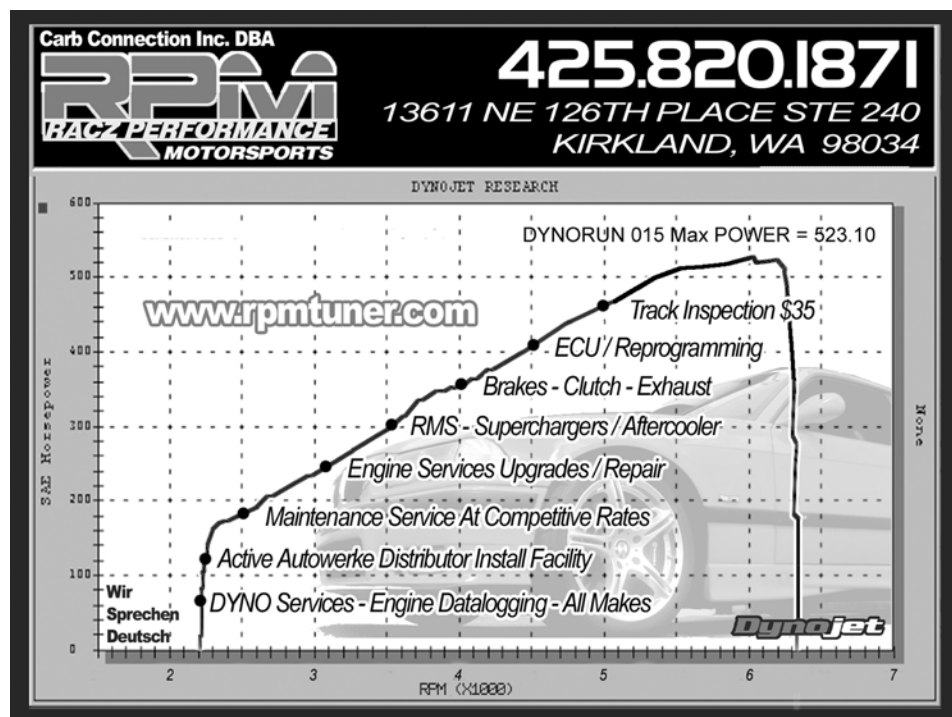
Additionally, I ran the valve cover breather hose to a drop tank (an empty quart of oil strip-tied to the chassis), and plugged the old hose with a rubber cork. Essentially all cars have a valve cover

breather like this. It takes the filthy air from under the valve cover and pipes it into the intake so that it can combust more thoroughly. This is for emission purposes. It would help keep the intake and throttle body of the car cleaner, and would probably net about 1/10th of a horsepower.

While I was mucking around up-top, I also pulled the valve cover off and adjusted the valve eccentrics to assure they had the proper gap. This was an important part of making sure the old engine stayed in top-tune.

Strictly BMW gave me a good deal on a set of their used racing wheels. They weren't clean, but they were straight. They were each about six pounds lighter than the wheels I had been using. This meant reducing both the rotating weight and the unsprung weight of the car by about twenty-five pounds. They didn't quite qualify as either classy or quaint, but were the last major performance-oriented part that I needed for my car. Other than, of course, a shiny paint job. Or some John Deere mudflaps.

In my May race, I had heard a clattering or rattling sound from the front of the car at times. I wasn't exactly sure what the problem was, although I knew it was coming from the front-right strut area. I took apart and reassembled the strut twice, but the problem remained. It didn't seem to be too bad, so I decided to live with it until I had the winter to work on the car.





Unemployed friends make great crew chiefs!

Last of all, I tried to bleed my brake fluid. Tried, in that I discovered why it is a bad idea to leave caustic fluid in a plastic bleeder for an extended period of time. A brake bleeder works by screwing onto the master cylinder and pressurizing the system, so that you don't have to call Bob the neighbor and have him pump the brakes while you try, and probably fail, not to get air back in the system. As I wasn't able to get a new bleeder in time for the race weekend, I did without fresh fluid. Brakes just slow you down, anyway.

A newly employment-challenged friend, Seth, had volunteered to be my crew chief for the weekend, while the usual suspect (Girlchief) hung out with her mother. Seth showed up Friday evening about 11 seconds after I finished the hours-long process of packing tools and equipment and loading car onto trailer. I tried to send him to the store for some headlight fluid and muffler bearings but he didn't fall for it.

Saturday morning, we paddocked with several other E30 BMWs including Greg Miller's 325e, Lance Richert's 4-door 325i, and Dale Beuning and Ken Hill's 325i's. The impromptu race team was handy. It meant that there was almost always someone available for advice, parts, snacks or at least to point and laugh.

The car seemed to be running well, but I was getting a vibration on hard right handers. The vibration didn't seem to negatively effect handling, but Seth and I got the car off the ground to give it a closer look. There was nothing obviously wrong, but we fiddled with this and that. For some mysterious reason, we disconnected the front sway bar. For some even more mysterious reason, we failed to reconnect it before I went out for my next session.

Oversteer is essentially the state in which the back of the car wants to get through a corner before the front. My car was oversteering. I couldn't figure it out. Was the track super slick? Was I doing something different with my driving style? Regardless, it was silly fun. Not, perhaps, the best way around the track—I could barely start to get the power down without the back end of the car stepping out—but it kept things interesting. I progressively hung the back end of the car out farther and farther in turn 8, until the last time through in which it stepped out quite significantly, i.e. I was driving kinda sideways. I held it there, steady on the throttle, until the car had bled off a bit of speed and then corrected, getting it back in line without a wiggle or "tank slapper" oscillation in the opposite direction. When I came back in I had a few folks comment on the nice catch. I was pretty happy with it, as I hadn't ended up pointing backwards in front of an audience.

Returning from the session, I found an extra nut and washer sitting on my tool chest. Right away I realized that we had forgotten to fasten the swaybar link back to the control arm. D'oh! Up went the front of the car again so that we could reconnect it. Previously, I had the front

sway set at its intermediate setting. As I hadn't done so poorly with it entirely disconnected, we set the sway on it's softest setting. Essentially, a sway bar, more correctly known as an anti-roll bar, works as a big spring that helps reduce side-to-side body roll. Generally speaking, the softer a sway bar is set, the more relative traction that set of tires has. Setting the front soft meant the front tires had more traction relative to the rear, and when the front had more than the rear, a more oversteering state of suspension tune ensued.

I had been working on getting my corner entrance speed higher throughout the track. My afternoon Group 2 qualifying time wasn't very good, however. I was disappointed to see that I had a 1:51.9. I felt like I had been driving the car pretty hard, but it hadn't really helped. My previous record from the year before with almost stock suspension was 1:51.8, a tenth faster. I had been hoping to break into the high forties.

As a change from my race weekend in May, I had decided to run the Saturday afternoon Novice race again as I had in 2002. Sitting on pre-grid, the Novice director came over and asked me how many races I'd run. "Errrr... 22..." He gave me a funny look. To date, I hadn't made an effort to upgrade to an advanced Senior license, as the intermediate Area license allowed me to race on Saturday *and* Sunday. I got the impression I wasn't going to be allowed to race with the novices much longer.

After things sorted themselves out at the start of the Novice race, it settled down with the front runners far ahead of me. Behind me was Greg Miller's white BMW 325e, also a G-P car like my own. We were closely matched, and he didn't make up any time on me. About half way through the race, he touched a bit of dirt on the exit of Turn 6, and his car got sideways. After that, there wasn't much chance of him catching me. The one bright side was that I had a 1:50.6 for my fast lap time in the race. That wasn't great, but at least it put me on par with what I had achieved racing in May.

My hopes weren't high for my G-P race Sunday afternoon. If I was going to do well, it would take luck and a bit of Bodhi-aspiring perfection-in-repetition to find the extra speed I needed.

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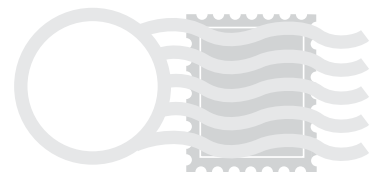
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a VIEW from abroad



Chuck (left) and Denny (right) getting driving tips from Dan Wheldon (center).

I HAVEN'T BEEN ACROSS THE POND often in the past year, the result being a determined lack of automotive adventure to report. And even this installment stretches the term "abroad" just a bit as I was on my way to Amsterdam and Zurich, so it counts a little? We can call this "a view from on my way abroad" or maybe we should just title this "Chuck and Den's Great Adventure at the Indy 500."

Growing up as a car guy, the watching of the Indy 500 was something of annual tradition, even at a young age. It was always on my list of "someday dreams" to actually attend the event, but in reality it was down the list a bit (behind going to a sprint car school, maybe hitting Goodwood again, and someday taking in a proper F1 race). But in April this year opportunity knocked: a friend at work had two tickets he could not use. It

took about two seconds for me to scoop them off his desk. I know, the IRL isn't that exciting, but this was INDY!

Next step was a little travel consultation at home to see if Bonnie would be interested in attending the greatest spectacle in motor racing, as she is always up for good adventure. She had seen the race when she lived in Indiana a number of years ago, and offered "would you really have more fun going with one of your car buddies?" Call to Chuck C. to see if he was interested. No asking twice there. Bonnie holds some ransom now.

Before departure, we did some on-line homework to grab info on racing taking place before the 500 and to locate/map the local karting tracks. Our goal was to pack as much into three days as humanly possible. On our plane leg from Chicago to Indianapolis the "flow" began to head our way when I started chatting with the guy next to me. He was from Portland, also headed to the races and we developed a quick rapport. Before long we were talking cars, racing and work when I discovered he was with Jim Beam. Coincidentally, I'm on the Jim Beam/Coffee Liqueur project. Immediately I had an inside connection to the

Andretti/Green Racing team and the Dan Wheldon/Jim Beam sponsored entry.

At the airport we parted ways with our Jim Beam friends, but made tentative plans to join them the next day for karting, pit lane tours at the track and a garage tour through the Andretti/Green facilities. Friday night we had decided to take in the sprint races at the Indiana State Fair Grounds 1-mile dirt track, but when we arrived at the rental car counter another race nut began to tell us about the USAC Midget race at nearby Anderson Speedway. I couldn't remember the last time we had to choose which race event to attend on a given night. This must be car guy heaven.

We decided Anderson was a bit more drive than we were up for, so it was off to the sprint car races. Pure local color, even though the drivers were from all across the country as well as Indiana. Chris Economaki was interviewed prior to the start, and we discovered reading the papers the next day that various other racing notables were in attendance with us.

The next day we hooked up early with the Jim Beam gang and hopped a bus for a private party at the Fastimes indoor kart center in a nearby suburb. There were sixty of us altogether with people from Jim Beam, Klein Tools and Andretti Green Racing filling the grid. On track there was every level of talent from some-

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one who had never seen a kart before to serious amateur racers. Chuck and I grabbed the second and third fastest laps of the day, but our team was one step off the podium in fourth. My black flag and subsequent drive-through penalty for "aggressive driving" (if you can believe that?) didn't help. We had a blast.

Then it was back onto the bus for a short trip to the fabled Speedway for a private tour of Indy pit lane and the Andretti/Green garages. It was tremendous to be able to walk out on the track, see the ribbon of bricks, stand in the shadow of the pagoda tower and imagine how this would feel the next day. And then we were allowed into the Andretti/Green garages, up close and personal with each of the cars awaiting the race. When we were back at the Andretti/Green hospitality tent, Michael Andretti drove up but quickly disappeared into the crowd. Then driver Dan Wheldon

stopped for a cold drink, chatted us up a bit and paused for a few photos. Let the photo record show two Seattle guys having way much fun.

Saturday night, after a dinner event, two local Indianapolis natives took us for a tour of the pre-race street party near the track which, for the locals, is as famous as the race itself. We drove through a gaggle of hundreds (thousands?) of people in the midst of a wild all-night party that was trying in many ways to be Indy's own Mardi Gras. We viewed but didn't partake in the craziness. Our guides stated that parties travel from all over just for this event and never intend to see the actual race.

Race day began with an early breakfast followed by a V.I.P. police escort to the track. It is amazing how much traffic one can dodge with police motorcycles clearing the on-coming lanes for our train of cars. At the track we

As the race ended, the public address system (and all track video displays) began to blare "Please leave the track, tornado warnings in the immediate area."

were seated across from the pit entrance with views around turns 3 and 4 and then down the straight into turn 1; providing quite good sight lines. Highlights for me included Jim Nabors singing "Back Home Again in Indiana" and witnessing how quick the pit stops are in real time, which is amazing. With rain delays it was a long day, but they did get the event in.

As the race ended, the public address system (and all track video displays) began to blare "Please leave the track, tornado warnings in the immediate area." With tornado sirens at a high pitch, we quickly headed to the car and wished we had the police escort, but it was not available for the trip

back to the hotel. We learned later that the action of the rain and wind we witnessed sitting in traffic is called a "rotation" (a pre-tornado weather condition). We should have been concerned but ignorance allowed us to relax and just watch the retreating fans drenched in the torrential rains while house after house still had garage parties in full swing. The locals were either numb or just didn't care about tornados.

All in all it was a fantastic weekend. With this experience, I am more willing to take on a trip to the F1 race (maybe next year?). But now the trick will be how to arrange that police escort again.



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RUBBER IS A WEAR COMPONENT. Sure, you say, tires are rubber and wear out. Rubber is everywhere on our cars. It provides isolation and control for the suspension, support for motors and shifters and many more items. Rubber can age from use like tires or simply time. Rubber supports, like the transmissions and motor mounts can age and break down prematurely from oil contamination. In many cases the gradual decay goes somewhat unnoticed until the shakes and shimmies develop. When the bushing are replaced the tightness returns and the like new feeling comes back.

The motor mounts on my 325 showed signs of height collapse and I replaced them. When comparing the old with the new there was almost 3/8inch difference, so much so that I went and double checked the part number, which was correct. In my haste to do the replacement I forgot to remove the strut bar and couldn't raise the motor enough to install the new ones. I wondered why the car was raising up off the jack stands. I brought the motor back down, removed the bar and was able to raise the motor enough to put the new ones in. The clutch engagement is much smoother in reverse now and the motor seems better planted, although it was real solid if just pushed from above.

Rubber deteriorates just by sitting around. The center support bearing on BMW drive shafts is supported by a rubber bushing that can sag after years being near the hot exhaust and gives a noticeable vibration as the driveshaft rises as it spins up from stationary. A common thumping from right near the parking brake is the most frequently noticed problem when it goes bad.

Replacement isn't too hard but the exhaust has to come down on the 325 in order to do it. The procrastination of finishing the short shifter can now be addressed, as the labor for removing the exhaust and drive shaft is 70% of the work to replace the items on the transmission. Why do the work twice? I might as well replace the guibo, seals and the mounts on the transmission while I've got access to them. The only bummer will be to find that the u-joints are bad on the driveshaft. I will put a new support bearing in and do the rest. If it's a bad drive shaft all I'm out is the cost of the bearing. Oh, and I would have to do the labor again; dropping the exhaust.

The control arm bushings are rubber also. The E30 M3 bushing is solid rubber and has improved geometry for better high speed stability. It is an easy swap for stock and allows more caster and better wheel clearance in some cases. The control arms are replaced as the ball joints wear and failure of them at the track is not good.

Failure of the rubber rear shock bushings is common in E30s and E36s. The latest E46 Cabrios are the strongest in stock form. Meyle's got a new design that shows promise in the aftermarket parts arena. I've got one I think is bad or

Rubber deteriorates just by sitting around.

weak. After these final maintenance items are tended to, the Red Baron will be track worthy.

The oxygen sensor on the Red Baron was recently replaced as a matter of choice. Age was unknown and the gas mileage was less than I thought it should be. After replacement the overall mileage was up about 8-10%. This was more than I would have thought and I'm happy with the improvement. Just goes to prove the point that gradual decline in performance is overlooked very often. Maybe a cap and rotor would help some too.

As a father who has built a car (a 1980 320is) for his daughter to use while in school, the day finally came when it was replaced. Michelle has graduated from USC and joins the working people of the USA. Her car needs have outgrown the simple 320is days. She's the proud owner of a 1997 Z3 2.8 and now in debt like the rest of us, but driving a modern BMW. Now I need to learn about Z3s and their quirks so I am of some help. The wind blocker and roll bar issue have already come up.

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Bimmerfest Calgary

ASSEMBLING IN MILL CREEK on the morning of July 25th, a group of six BMWs led by the Seattle 7s & the Seattle 5s headed for Bimmerfest in Calgary. On the way, we picked up a seventh car from Vancouver at the Border and two more cars further along the route.

The inaugural all day event, including some 140 cars, was held on Saturday June 26th at Tunerworks Performance, Inc. The weather was great in spite of the traces of fresh snow we encountered the previous day about one hour out of Calgary. There were lots of people we knew from the Internet that we were able to meet in person for the first time and we enjoyed hanging out with them before, during, and after the event. Special thanks to Scott and Tasha of Edmonton who were so hospitable to our group and a lot of fun to hang out with as well. Bimmerfest concluded with a caravan of some fifty BMWs driving about one hour to Canmore. Everyone in our group had a great time and plan to return next year.

Our group brought back a raffle prize, an award for best in the flagship category, and a special prize for the only person to bring the same car to both Bimmerfest events (Calgary & Santa Barbara).

Steven Larimer

BMW E36 Street Fair!

*Sunday, August 22nd, 11 a.m.
Bison Creek Pizza, 630 SW 153rd
Burien, WA, 206-244-8825*

THIS MAY BE AN OVERREACTION to our soggy first meeting last October, but we are having the second annual gathering for E36 owners and their BMWs on very firm ground. E36 cars include all 3 Series from 1992 to 1999 including M and Compact models, convertibles, sedans and coupes are all welcome!

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

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

have any E36 related surplus parts cluttering the garage, bring them out with a *For Sale* sign.

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

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

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

If you have questions or to RSVP contact E36 SIG Coordinator Martin Hovenkotter at mhoven@comcast.net. It is important to RSVP so we can better plan for the day.

DIRECTIONS FROM I-5:

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

2002 SIG

THE SECOND ANNUAL PACIFIC FEST 04 is on September 19th, in North Plains, Oregon. It is hosted by Pacific Northwest 2002 Group (PNW2002). All vintage BMW 2002s and other pre-1977 BMWs are welcome, great door prizes! Donations are also welcome at the gate, overnight camping available, please bring drinking water/refreshments. For more information visit <http://www.pnw2002.com/>.

DIRECTIONS:

Take Hwy. 26 West to exit 55 (past North Plains exit). Then go north on Dersham 1.9 miles to Mountindale. Go right on Mountindale 6.2 miles, on left. Follow signs.

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	3.0/Bavaria 2500/2800	68-77	Gus Blazek	253-941-0463	blazeks@comcast.net
E9	2000/2500 2800/3.0CSI/CSL	68-77	Ken Olsen	425-898-8544	kenolsen@nwlink.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net www.2002sig.com
E24	6 series	76-89	Erik Brannfors	206-356-5620	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/bmw30nw/
E31	8 series	91-97	Dave Clary	425-489-4556	d.clary@verizon.net www.nw8s.com
E36	3 series	92-99	Martin Hovenkotter	425-301-4936	mhoven@comcast.net
E38	7 series	95-01	Matthew Mar	206-760-9612	info@seattle7s.com
E39	5 series/M5	97-03	Matthew Mar	206-760-9612	info@seattle7s.com

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BMW's for Sale

1995 M3 Lightweight street-legal race/track:

Original owner, only 24,000 miles, street legal, custom cage, Sparcos, JRZ, two sets springs, extra Billsteins, radio harness, hardly used, two intact logbooks, all trunk kit parts, eight Fiskses, four BMW forged wheels one set new Hoosiers, adjustable everything. SCCA legal, track record at Portland. Available with late model 24 foot Wells enclosed trailer with options. \$29,500 w/out trailer or \$35,000 with. Contact John Browne at 425-882-9971 ext 111 or john@workpump.com.

1995 BMW 540ia Sport: Euro M5. Second owner. Red/tan, non smoker, automatic transmission, 4.0 litre V8. A true individual car (very few made), M5 body kit, M interior, M low slung suspension, OEM M5 wheels with brand new Goodyear Eagle tires. 100,000 mostly freeway miles. Not tracked or raced. Excellent mechanical condition, interior excellent, exterior very good. Serviced by BMW NW; new front brake rotors/pads. \$18,000 obo. Contact Debbie at 206-794-3580 or dpratum@comcast.net.

1976 2002: Tan, four speed, rebuilt engine, original rust, etc. Whoever buys this car will make my wife happy! Best offer. Contact Jason at 253-686-7015.

1973 3.0CS: Chaomonix/dark blue leather. One owner. Over 250,000 miles on the car. Approximately 40,000 miles on factory rebuilt engine and transmission. The car was restored in 1997 and has won Best of Class and Best of Show in two (98 & 99) Puget Sound Region BMW ACA sponsored Concours d'Elegance. Asking \$25,000. For pictures and full details contact Hal at 360-437-0323 or nesbith@olympen.com.

Parts for Sale

BMW OEM Steel Wheels: Set of two. 6.5 J X14 H2. Fits E12, E23, E24 and some later models. \$30 for the pair. Contact Nick at 360-825-0720 or clipper123pa@earthlink.net.

New 5 series wheels and tires: Four 18 X 8 staggered M5 double spoke wheels on new 245/40ZR Nitro Nt SSS tires. \$1,595. Call Dean at 206-669-2144.

Parting out an E24 1979 Euro 635: interior and drive train gone, lots of body and trim parts, front nose clip including euro bumper and spoiler \$1,500, doors \$200 each, rear bumper \$200, air conditioning \$150, 16" alloy wheels with new Bridgestone RE-71s \$650 for set of four, four Boge shocks (two new in box, two installed with zero miles) \$150, other misc. glass, trim and sun roof parts. Contact Greg in Yakima at 509-965-2890 or e-mail gthomas@televar.com.

Tires Four New Michelin MX4VPlus: 255/55/18. Pull-offs from new X5, never used. \$400 obo. Contact Greg at 206-947-1500 or gregschoen@hotmail.com.

Wheels: Mint chromed TRX rims. Best offer. Contact Jason at 253-686-7015.

Redline Oil & More: Nine quarts Redline D4 ATF, seven quarts Redline 75W90 Gear Oil, 2 x 15oz SI-1 Redline Complete Fuel System Cleaner, three quarts Castrol GT LMA DOT4 Brake Fluid, unopened and factory sealed, all for \$80. Contact Mark in Seattle (downtown) at 206-930-7025.

Miscellaneous for Sale

GMC/Chevrolet factory alloy wheels: with Michelin ltx a/t 265 / 75 r16 five spoke spinning wheel design. In great shape. About 25% left on tires. No dings or curb rash. Wheel locks and lugs included. \$350. From a 1994 1/2 ton pickup. Call Jon Ackermann at 425-829-4175 or e-mail ccoloridesign@aol.com.

Olympus "Ferrari digital model 2004" camera: Very limited edition digital camera officially licensed by Ferrari in red of course with matching case and a team CD of the last five F1 seasons. \$699. Contact Duane by email at duane@randkphoto.com.

DEADLINES

September 2004 Issue **August 3**
October 2004 Issue **September 7**

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.**

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