



SEPTEMBER 2004

Zündfolge

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



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KALENDER

August 31

Deadline for the October 2004 Zündfolge.
Please note change of deadline.

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. 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.

September 11

BMW Book Talk. BMW Z4 Book story and signing. Mercer Island Library, 10 a.m. to noon.

September 12

Peninsula Double Delight Tour. See this Zündfolge for more information.

September 25

BMW Club Night at the Races—Evergreen Speedway in Monroe, September 25th, 6:30pm, featuring Hornet Races, Demo Derby, School Bus Figure-8 Racing, Roll-Over Competition, Boat Races, Fireworks, etc.

October 2 and 3

Wine Tour to Columbia Cascade District. Set aside October 2 and 3 for this popular fall tour. See this Zündfolge for full details and registration.

October 7

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

October 9

Fall Color Run. See this Zündfolge for more information.

October 12

Deadline for the Nov/Dec 2004 Zündfolge.

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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THE 2004 WINE TOUR promises a relaxed, enjoyable weekend outing in the Columbia Cascade Wine district on Saturday and Sunday October 2 and 3. Based on a very positive response to last year's tour, we will again visit the Columbia Cascade district, centered in the area of Leavenworth, Wenatchee and Chelan with stops at new wineries and last year's favorites. The tour will be limited to thirty BMWs, so sign up before September 15 by sending an email to kenolsen@nwlinc.com or call 425-898-8544. (I will be out of town from September 10 to

The tour will be limited to thirty BMWs, so sign up before September 15.

for more information on specific wineries and a map of the appellation.

We will leave from the Issaquah Starbucks, which is on Gilman Boulevard south-east of the I-90 x SR 900 interchange promptly at 8:30 a.m., Saturday, October 2. I encourage you to arrive early enough for morning coffee and conversation. Also, bring a picnic lunch or shop at the QFC next to Starbucks.

annual Harvest Festival for an afternoon of tasting new releases, live music, food and, of course, wine. Club member Terry Flanagan will give us an overview of the Columbia Cascade Appellation, a special tour of Ryan Patrick, and have maps available of other wineries in the district. You can opt to stay and enjoy the day at Ryan Patrick or team up with friends and tour nearby wineries. Make sure there is room in your trunks for a couple of cases of new discoveries! Alternatively, many wineries can ship your selections to you based on a minimum purchase.

A block of thirty rooms have been reserved at the Wenatchee Red Lion for Saturday night, October 2. Call 509-663-0711 as soon as possible to reserve your room. Mention the BMW Club wine tour to receive the special rate of \$80. Cut off for this rate is September 10. Special parking will be provided for our BMWs. We are working with Kelly Virnig of the Red Lion Inn to find a good location for the evening dinner event that offers the right balance of fun, food and atmosphere without breaking the bank. Come prepared to meet fellow travelers from last year, and to establish new relations with connoisseurs of slow wines and fast cars.

On Sunday, we will head north toward Chelan to sample the efforts of several other very new wine producers in that area. We will be headquartered at the new Tsillan Cellars Winery, which was under construction last year during our tour. This multi-million dollar chateau, now completed with lawns, pools and stunning view over Lake Chelan will serve as the location for a catered *al fresco* lunch. Be prepared to relax under the vines or by the pools as your senses are tempted by the combination of afternoon sun, fresh treats and of course, the fruits of the harvest. After lunch, you can continue to a couple more wineries or start heading west over Route 2 or south again to pick up I-90.

As on previous wine tours, getting to know other Club members and sharing meals together is great fun. The Club makes financial commitments to local suppliers regarding quantities and costs. If you are signed up for the tour you are also signed up for Saturday dinner and Sunday lunch. We don't want to start charging for the tour in advance in order to ensure that we cover expenses, so please help out on this by honoring your commitment to the tour. As before, you are responsible for the cost of your own meal and whatever beverages may be consumed within arm's reach of your chair. We make every effort to balance quality with price. We look forward to seeing you on the tour.

Ken Olsen



September 25 so expect no reply before then.) Please register with me and the hotel as soon as possible to help with the planning of the tour.

With the rapid evolution of the Washington wine industry, we have the opportunity to be at the forefront of new discoveries in wine making. In her excellent survey *Wines of the Pacific Northwest*, published in 2001, Lisa Hall notes that while some wineries are being established in the area formerly known as the Northern Columbia Valley, "it is too early to predict whether the Lake Chelan pioneers will succeed." Based on last year's discoveries, and on the investments now being made, I predict that these adventurers will succeed. Please visit www.columbiacascadewines.com

We will have a relaxed trip up over Blewett Pass on Route 970 and on to Leavenworth where we will be lunching *al fresco* at Wedge Mountain Winery who has again offered their riverfront orchard and meadows for our use. Bring picnic blankets or folding chairs with your paté and brie. After an introduction to the area by Mary Ann McKee of Wedge Mountain Winery, we will make the rounds of nearby Eagle Creek, La Toscana, and Icicle Ridge. We will then motor to the Wenatchee area, starting at Ryan Patrick with visits to Fielding Hills, White Heron, and Martin Scott during the afternoon.

At Ryan Patrick, our base of operations for Saturday, we will be special guests at their



This month's cover features the 2004 BMW Puget Sound Region Concours d'Elegance Best of Show winning BMW. This beautiful Malaga 1970 2002 is owned by Club member Jon Walla. See page eleven for some of Jon's story and the center for more photos of many other clean BMWs at the event.

Photo was taken by Club member and Zündfolge Photo Editor, Duane Montagne using a Leica R8 camera with a Leica 180mm f/2.8 APO lens. He chose Fuji Astia slide film to capture the rich color of Jon's BMW.

E30 Hornet Driver Chosen



THE E30 HORNET RAFFLE was a big success, with \$815 raised for the Northwest Parkinson's Foundation. The money will be pooled with the donation from the 2005 Banquet and Charity Auction to NWPf.

Lance Richert will be the driver of the E30 Hornet at the September 25th Club Night at Evergreen Speedway. See the separate article on how to attend the big event. Club members will remember then-Club President Lance driving the first BMW Hornet, a 1972 2002. Though the car was quick and agile, the original Hornet team learned that a 2002 didn't hold up well when contacting another Hornet, which seemed to be every single lap. In the race, the 1972 2002 Hornet experienced a fuel pick up problem with the boat tank that had been installed. The Hornet Team also learned it is helpful to read the instructions and open the vent so fuel would flow freely for more than a minute. As a result, the 2002 Hornet made about four laps in the feature race before coming to a stop in front of the main grandstands. Cheering from 100+ Club members wasn't enough to will the car back to life.

Lessons learned from that first foray, and subsequent competition with an E21 Hornet by Joni Candey, made the team realize that an E30, with strong bumpers and a little more weight was the best 4-cylinder BMW for the job of dominating a Hornet race. When asked for his take on a shot at redemption, Lance said, "I bought a lot of raffle tickets for a chance to finish the job started in September 2001. Speed is only one aspect of doing well. Staying out of melees and away from backmarkers looking to trade yellow paint is just as important. Cavaliers, Corollas and Tempos, look out!"

Hornet Races, Demolition Derby and Thrill Show Spectacular!

September 25

EVERGREEN SPEEDWAY, MONROE

BE READY for a night of fun, hanging out with BMW Club members, and watching the sights and sounds of cars racing and crashing. The latest Hornet BMW (a 1984 318i) will once again attempt to vanquish all competitors.

Besides the featured demolition derby and Hornet races, there will be School Bus Figure 8 Racing, a Roll-over Contest, 3-Car Trains and Boat Races. Words cannot explain it; seeing IS believing. The evening will be capped off with a fireworks show.

What are Hornets? Hornets are required to be 4-cylinder cars, all painted yellow. Rules require the Hornets to be almost completely stock, including a working horn and radio! They put forty or so of these little guys on a tight quasi-road course, and drop the green flag. The ensuing melee looks like a pack of hornets (the bee type) buzzing around the track. Two and three-wide racing (and bumping) is the norm. To keep the cars honest, there is a \$200 management claiming rule in effect. Yes, if a Hornet is too dominant, the track can buy the car! It keeps anyone from showing up with a ringer. This year past President Lance Richert will be our fearless driver.

We will have an area in the covered grandstands set aside for Club members. We will be able to hold the seating area until 6:30 p.m. so please be there before then to ensure you can sit with the BMW crowd. Racing starts at 7:00 p.m. Wearing flannel will be acceptable and very fashionable that night.

You can receive discounted admission of \$13.50 for adults, and \$7.50 for

The ensuing melee looks like a pack of hornets (the bee type) buzzing around the track.

juniors 12-18 years old and seniors over 62 if you mail in your payment to me by September 15. For those who wish to simply show up at the gate, purchase tickets for the regular costs of \$15.50 for adults and \$9.50 for juniors/senior. Kids 6-12 are \$4.50 and kids under 5 are free. These thrill shows are very family friendly, so I encourage you to bring the gang. Make checks payable to *I.P.I.* and mail your payment to Lynne Eskil, 15662 NE 70th Court, Redmond, WA 98052. Please include a self addressed stamped envelope to return your tickets by mail as well as your phone and e-mail info. For those planning to just show up and pay at the gate, an RSVP via e-mail will help to plan how many seats we will need to set aside and I'll tell you which section of the vast grandstands we will have reserved.

Lynne Eskil
lynne.d.eskil@boeing.com,
206-406-1521

DIRECTIONS TO THE TRACK

- From I-405 take Exit 23 East on Hwy 522
- After 14 miles take a Right on Hwy 2 West
- After 0.5 miles take a Right at 179th Ave S.E.

Evergreen State Fairgrounds are on the right. Park in the big field to the left.

EVERGREEN SPEEDWAY WEB SITE

www.EvergreenSpeedway.com

• TERRY FORLAND

• MARK ISRAEL

425-823-4282

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Upcoming BMW CCA Club Tours

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. After view-ing 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.

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).

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



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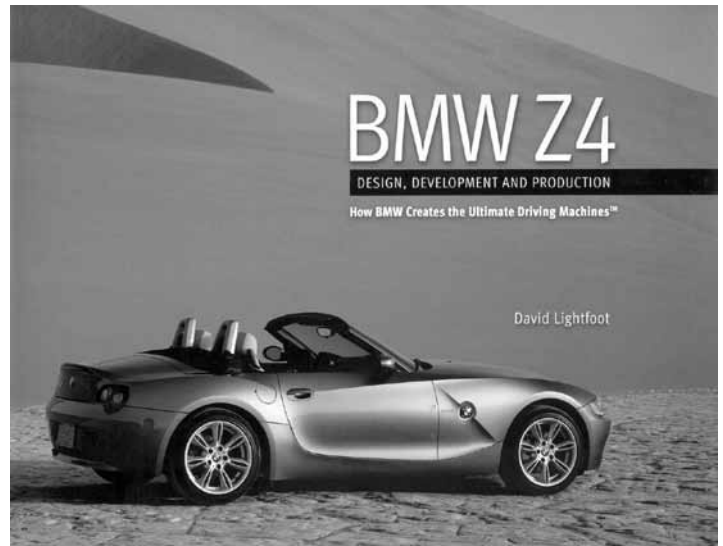
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BMW Book Story and Signing

September 11

ON SEPTEMBER 11, 2004, the Club will be holding an unusual event: a celebration of the publication of a book by one of our own. Chapter member David Lightfoot recently published, *BMW Z4: Design, Development and Production*. Roundel excerpted a chapter in the July issue and a review of the book will appear in a future issue.

In the meantime, local chapter members can hear about the creation of this book. This is the first book about a BMW by an American in about twenty-five years and the first book by an independent publisher to be pre-assigned a BMW NA part number. You don't need to be a Z4 owner to enjoy the comments from David on seeing through a project like this.

Probably of most interest, this is the first book to document the creative process of bringing a new BMW model to market. The subtitle of the book is, *How BMW Creates the Ultimate Driving Machines*. The story begins in summer 1998 when a replacement for the Z3 was first discussed and goes through the delivery of the first Z4s from Spartanburg. In between is the story of how the designers, engineers, marketers and others coordinate their efforts to create a new BMW.

The book's story begins in winter 2003 with a proposal to BMW and culminates with the availability of books, for the first time, at the Club's July Concours d'Elegance. David will tell us about the bumps and challenges along the way.

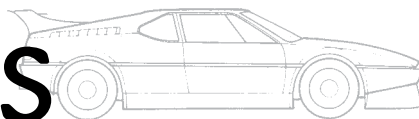
If you're interested in a copy of the book and having it signed by the author, that's possible too, although it won't be the main thrust of the meeting. In other words, this isn't a sales event.

The meeting will be September 11th from 10 a.m. until noon at the Mercer Island Library. The library is at 4400 88th Avenue S.E. on Mercer Island. From I-90 take the Island Crest Way exit. Go south on Island Crest Way. Turn left on S.E. 44th Street, turn right on 88th Avenue S.E. The library will be right there on the corner and is in a residential area.

There is no cost to attend the event and no requirement to reserve a spot. An RSVP would be appreciated for planning purposes.

Lance Richert, lance@richertnet.com





Novice Skills Day

October 17

Our Fall Novice Skills Day will to be held October 17. For those of you planning to attend this school or future Puget Sound Region driving schools, here is a review of the high-performance driver training and registration process.

THE TRAINING STEPS:

STEP 1: Novice classroom training or "ground school," held a few days before the Novice Skills Training day.

STEP 2: Novice Skills Training, held at Bremerton Motorsports Park.

STEP 3: Novice High Performance Driving School held at Pacific Raceways.

Step 1 will be held on October 14 at the Mercer Island Public Library, 4400 88th Avenue SE from 6:00 to 9:00 p.m. There will be a discussion, with visual aids, of the terms and concepts used by our instructors at both the skills day and the driving school.

Step 2 will be held on October 17 at Bremerton Motorsports Park. The skills training day at Bremerton will be comprised of training stations where you will be driving with an instructor in your passenger seat. Station examples are a skid pad (watered down), a slalom course, a braking exercise, etc.

Step 3 will be held at Pacific Raceways in the spring of 2005. Date to be announced. This school is restricted to novices who have previously completed step 2. Again, you will have an instructor with you at all times.

School announcements and registration information are published in the two *Zündfolge* issues preceding a given school. After insuring that you and your BMW are eligible to participate, fill out the registration form, being careful to print *legibly*, and mail via U.S. mail to the registrar at the address shown. The registration form will also be available in PDF format on our web site. Click on *Driving Schools* and then *Registrar's Page*. This on-line form is made available the same day the *Zündfolge* is mailed. Registrations are processed up to the cut-off date shown on the form.

Last, here are the minimum requirements for you, your car and your equipment. You must be at least 18 years of age,

hold a valid and current driver's license and be a member of BMW CCA, BMW ACA (Portland), BMW CCBC (British Columbia), PNWR PCA (Porsche) or NWARC (Alfa). Your car must pass a tech inspection within thirty days prior to the event (see our web site to download the form). This inspection must be done by a licensed mechanic. The Club web site lists several area dealers and independent shops that have agreed to perform this inspection for a minimum fee. If you plan to drive a convertible or roadster, it must have a roll bar or *fixed* factory roll hoops

and 5 or 6-point harnesses. You must also wear a helmet rated Snell 95 or newer.

These schools are extremely popular and fill up quickly. Therefore, it is important that you send your registration as soon as possible. Cancellations received less than seven days prior to the event will result in forfeiture of your entry fee.

The Club's web site has detailed information about our driving schools as well as links to other driving opportunities. Take a look and if you still have questions, call Bill Spornitz or send him an email. See page two for his contact information.

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.

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.

Driving School at Portland International Raceway

October 30

EACH YEAR the Puget Sound Region Club aims to hold a driving school at an out-of-the-area track. This year, that track is not very far out of the area. The Track Events Committee has organized a high performance driving school at Portland International Raceway on October 30. Many of the Club members have been to this track, either as spectators or as drivers. Each year the track hosts Champ Cars, ALMS and a host of regional races. It is a first-class facility, owned and operated by the City of Portland.

This event will follow the usual format of several different run groups, with a few possible twists. Depending on the

experience level of the participants and instructors, the first couple of sessions might be used for instructor training. The committee will have a better handle on that once the student and instructor sign-ups are complete. The Portland chapter of the BMW ACA will also be invited to participate; their knowledge of the track will certainly be helpful.

For links to a virtual tour and a video of a lap visit the Portland International Raceway website at www.portlandraceway.com.

As mentioned above, this is a first-class facility. For links to a virtual tour and a video of a lap visit the Portland International Raceway website at www.portlandraceway.com. This is a level, 1.9-mile, nine-turn track with very fast front and back straights. The paddock area is entirely paved with ample facilities.

As an added feature at this event, the Committee has made arrangements with a trackside photography company, Sideline Sports Photography, LLC, to be on-site with their mobile facility. They will be taking photos and satellite linking to their trailer where you can review the photos at one of five computer stations. Pick out what you like and they can make up a CD, poster or any number of individual prints.

Most Puget Sound Club members will be going down to Portland on Friday night. The Committee has arranged a special rate with two area hotels.

Oxford Suites, located less than five minutes from the track, offers Club members a king-bed room for \$69 or a two-queen-bed room for \$79 (tax not included). Call 1-503-283-3030 and mention that you are with the BMW Club, Puget Sound.

Red Lion at Salmon Creek is located about ten minutes north of the track at exit 7 in Vancouver. The rate is \$69 for either a king- or two-queen-bed room. Call 1-360-566-1100 and again mention BMW Puget Sound for the discount.

Both hotels offer full amenities, including a free breakfast. The Committee will be headquartering at the Oxford Suites, and will try to arrange a group dinner for those who get there early enough. There are several good restaurants very close by.

This event is open to all BMW CCA Puget Sound drivers with some prior track experience. Sorry, no novices. All of the other usual requirements regarding tech inspections, helmets, convertibles, etc. will apply. The committee has planned the event for sixty drivers plus instructors. Again, depending on instructor commitments, this could be expanded. The committee hopes the relatively short drive, combined with the quality venue, will result in a good turnout.

Watch for more details in the October *Zündfolge*.

See you at the track!

BMW Driver Training Events Registration Form Portland International Raceway, October 30, 2004

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

Cost is \$125 (Entries must be postmarked no later than October 10, 2004.)

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

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

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: If we don't have it already, email it (preferred), write on back, or use a separate sheet of paper. Include name of event, sponsoring club and month/year.

Driving Level (level signed off in your club logbook. Check one.)

☐ I first signoff ☐ I second signoff ☐ II first signoff ☐ II second signoff

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:

October

- 17** Novice Skills Training, Bremerton
30 Driving School, Portland International Raceway

Other Events open to CCA Drivers:

September

- 10** NW ALFA Club School at PR

October

- 4** BMW CCBC School at Mission Raceway Park in BC, Canada
8 NW ALFA Club Lapping Day at Bremerton
17 BMW CCBC Street Survival in BC, Canada
23-24 BMW CCA IEC School at SRP
24 PCA PNWR School at PR

November

- 6** PCA PNWR Skills Day at Bremerton
7 NW ALFA Club Novice School at Bremerton

CONTACTS:

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Chapter Elections

IT'S THAT TIME OF YEAR when we start preparing for election of the 2005 Board of Directors of the Puget Sound Region. According to our bylaws, a Nominating Committee is to be appointed at the August Board meeting. Lynne Eskil, Louis Hesselt-van-Dinter and David Lightfoot volunteered to be on the Nominating Committee and the board approved. If you wish to help please contact President Tom Cox.

The Committee is soliciting members to serve on the Board of Directors for the 2005 calendar year. The elected positions include: President, Vice-President, Secretary, Treasurer, Membership Coordinator, Roster Manager, Concours Coordinator, Banquet Coordinator, Tech Event Chair, SIG Coordinator, and Tour Coordinator. To be eligible for President you must have been on the Board for the immediately preceding two years. To be Vice-President, Secretary, or Treasurer, you must have been on the Board for the immediately preceding year. The other positions are open to those who have been Club members in good standing for at least one year.

If you would like to be involved in the administration of the Club, we always welcome volunteers. But this isn't simply a matter of coming to a Board meeting once a month and voicing your opinion. The Club has no paid staff. That means everything that happens in this Club happens through the efforts of volunteers. In other words, Board positions mean a commitment to work! That's not to say that involvement in Club administration isn't fun; it is! Most Board members find their work on the Board and with the other Board members to be enjoyable and rewarding.

Besides Board positions, there are other ways to get involved. One is to attend Board meetings as a general member and voice your thoughts. Another way is to get involved with one of the chapter's operating committees. These include the Track Events committee, the *Zündfolge* staff, the Banquet Committee and the Concours d'Elegance committee. There is also the opportunity to chair an event such as a general meeting, tour, rally, video night or tech

session. Getting involved in one of these committees or chairing an event is probably the best way to find out whether you might enjoy a future Board position.

For those that would like to run for one of the elected Board positions for 2005, please contact President Tom Cox or send your expression of interest to the Nominating Committee at the Club post office box. We can also tell you the duties of each position and what to expect in the way of a time commitment. The application deadline is October 1st. If there are any contested positions, there will be a ballot and candidacy statements in the November/December *Zündfolge*.

Board terms are for one calendar year. Election results will be announced at the annual banquet in January 2005 and in the February 2005 *Zündfolge*.

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How do you want to drive ?

BMW CCA Puget Sound Region 2004 Concours d'Elegance Trophy Winners

BEST IN SHOW

Jon Walla 1970 2002A

GRIOT'S GARAGE PRESERVATION AWARD

Dick Brown 1979 - 528i

PEOPLE'S CHOICE AWARD

Jason Tang 2001 - M5

ENTRANT'S CHOICE AWARD

Robert Moore 1995 - M3

(Class winners listed first, followed by runner up and third place.)

CLASS 3—VINTAGE SMALL CARS

Jon Walla 1970 - 2002A

Kevin Hill 1973 - 2002

Isaac Stark 1974 - 2002

CLASS 4—VINTAGE BIG CARS

Eddie Lo 1972 - 3.0cs

Steve Benirschke 1970 - 2800cs

Jaime Baker 1970 - 2500

CLASS 5—EARLY 3 SERIES

Keith Fournier 1988 - M3

Mike Swale 1991 - M3

Chris Cramer 1991 - M3

CLASS 6—EARLY BIG CARS

Dick Brown 1979 - 528i

Tom Cox 1987 - M6

Charles Beeson 1988 - 535is

CLASS 7—MODERN 3 SERIES

John-Nickerson 1996 - 328i

Rick Brown 1997 - M3

Alan James 1998 - M3

CLASS 8—CURRENT 3 SERIES

Jack Brastad 2003 - M3

Dan Garretson 2003 - M3

CLASS 9—MODERN BIG CARS

Carl-Rabun 1989 - 525i

CLASS 10—CURRENT BIG CARS

Jason Tang 2001 - M5

Tom Farrell 2002 - M5

Jerry Chastain 1998 - 750iL

CLASS 11—Z CARS

Bruce Gullion 2001 - Z3

Brian Terril 1999 - M Coupe

Michelle Terril 2001 - Z3 Coupe

CLASS 12—8 SERIES - FEATURED CAR

Don Dallenbach 1991 - 850i

Jim Wald 1995 - 850CSi

Robert Dunn 1991 - 850i

View from the Concours d'Elegance Chair

THE 24TH ANNUAL CONCOURS D'ELEGANCE was another sun-drenched day on the lawn. I was hoping for sun; record setting 95-degrees temperature was twenty more than I had hoped for! Even with forecasts of record temperatures, Club members rolled their BMWs out for a great day of camaraderie.

Roughly 155 BMWs were on the lawn, including a few BMW race cars, motorcycles and a single MINI with trailer! Out of this, forty-one members entered their BMWs in the judged competition. Clean these BMWs are! At 3:30 p.m. we had a Best in Show winner-congratulations to Jon Walla with his Malaga 1970 2002. Well done!

BMW Seattle was again our major sponsor, and brought out the recently introduced 645i and X3 for Club members to see. BMW Seattle also surprised us by donating a beautiful mountain bike that was raffled off at the end of the day. Congratulations to Carson Swink who was the lucky winner. I was able to test drive the bike all day long; it is a great ride! Griot's Garage was also on hand again, doling out great Car Care Sampler Kits to those in attendance. Everyone has no excuse not to keep their BMWs cleaned and waxed into the winter now.

Mark Greene of Griot's Garage, chose Dick Brown's 1979 528i as the winner of their Preservation Award. Dick is the original owner of this beautiful car that has 191,000 miles on the odometer. The car was also the Best in Show winner of our 1994 Concours.

Great to see many of the SIGs coming out as groups! The only thing better than seeing one E28 is seeing eight in a row! Same with the 7's and 5's out on the lawn. The featured BMW this year was the 8 Series. Personally, I thought if we had fifteen on the lawn it would be a great day. I lost count but I think 28 of these beautiful cruisers made it out! This might be a record for Featured Car turnout.

Thank you to all the volunteers who put in many hours making the event so fun. The work of the judges and runners was particularly hard this year with the extreme heat. At times my job was to act as water boy and keep my judges from passing out!

Renton River Days let us use the lawn for free, however they ask for us to make a donation to a local Renton charity. We are happy to be able to donate \$500 to the Renton Lions Club.

As always, happy cleaning,

*Lance Richert '88 M3
Concours Chair*



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Concours Comments from Participants

THE CONCOURS D'ELEGANCE brought on a new level of prestige for me. Being a car fanatic, I found myself faced with the challenge of thoroughly cleaning my M5. At the last two Concours I displayed my car, but this time I decided to have it judged. Having spent several days cleaning my M5 from top to bottom, it was with pride that I was able to accept the *People's Choice* and *1st in Class* (Current Big Cars) awards. I truly enjoyed this experience. Everyone worked hard displaying professionalism in ensuring that this Concours was done well. Kudos to everyone for a job well done.

Jason Tang

With no other entries in my class, I shamelessly walked away with a very nice piece of crystal at the end of the day.

THIS CONCOURS EVENT was the first ever for me to show a car. In 2003 I attended the same event and left my car parked at the curb. After viewing the cars on display the thought occurred to me to enter my car for the 2004 event. I had prepared my 1989 525i for display only in Class 9, Modern Big Cars. But, I had read with some interest Lance's email a few days before which advised that sometimes a trophy can be had when the competition is thin. Well in my case for this year's event there was absolutely no other judged car entered in my class. So a few minutes before 11 a.m., I bumped my vehicle up to the judged category.

The neighbors on my block know me as the guy who's constantly "rubbing on that Bimmer." They often tell me how much they admire it as they stroll past my house. There've been times when I even pull it in the garage so the neighbors don't poke too much fun at me. I've given it the clay bar and Zymol wax treatment the last two years. The chrome M5 replica wheels are always clean, and the tires are treated. The interior stays neat, too. Friday evening I spent a few hours washing, vacuuming, and applying a coat of detailer. The engine bay is actually decent also since I've recently taken to detailing it; after being exposed to the detail tech session at Griot's Garage. I purchased an

engine detail kit, rubber gloves and all. Yes, once again, the neighbors know I'm certifiably car crazy! The one area that hadn't been touched was the trunk (and of course that's next now).

With no other entries in my class, I shamelessly walked away with a very nice piece of crystal at the end of the day. That was really an honor. I was a little chagrined by the way I captured the prize, but heck, I followed the rules. Since I was best in class I was eligible to have my car line up with some truly fine examples of BMW's best at the conclusion of the day. That was really an honor. Now I actually feel challenged to put more effort into my detailing efforts, to include the trunk, and see how I fare against other judged cars in my class. I realize it could be a humbling experience, but win or lose I'll still receive admiring gazes from my neighbors.

Carl Ruban

THAT QUICK DETAILER IN A BOTTLE sure works great! Ten minute wipe down the night before and I'm good to go. Okay, so I haven't mowed the lawn in six months, forgot the dog's name, and assume the Mariners are still contending. Actually the restoration has evolved over about the last twenty years but it's still a pleasant surprise if not shock to receive this kind of recognition. Despite the small turnout of 02s this year, they are still fondly remembered, judging by the many favorable comments I received. I did have my doubts my 2002 would be ready when I hosed down the bottom and side of the car with Dot4 brake fluid the week before. Pressure bleeding the brakes with the clutch slave cylinder hanging by its hose is not a good idea. And tire shine doesn't work very well on windows even if the bottle looks like glass cleaner. Thanks to all of the volunteers that made the show happen.

Jon Walla



Photo by Esa Juntunen.

Concours Featured BMW

IT WAS A HOT AND SWEATY DAY. But at least the morning was cool; perfect for putting the finishing touches on what was once almost 2 1/2 million dollars worth of machinery. In thanks for the Puget Sound Region Chapter recognizing the E31 8 series, twenty-five owners of these unique and somewhat rare BMWs gathered together to display and talk about their cars. People drove up from Oregon and down from Vancouver, BC; three of them obsessed enough that they own and brought two E31's each. It was a lot of fun getting so many together at once but it paled in comparison to the periodic 8-fests that have had up to ninety cars!

The greatest number together at once was 26: two rare 850CSi's, seventeen 850i and Ci's (including a white Dinan Twin Turbo), and seven 840Ci's (284 cylinders, about 8,200 HP—no waiting!). Unfortunately one of the 8-series driving down from Canada had a coil short out and it took the wiring harness and DME computer with it (ouch!) and one 850 arrived after most people had left. Even Lance was surprised and we had to expand his allotted parking space size.

Like the other BMWs in attendance the majority had been modified. There was the Dinan Twin Turbo, most had upsized wheels and tires, many sported modified suspensions, brakes, performance chips, body kits, custom stereos, extrude honed intakes, custom exhausts, higher ratio limited slip differentials, and other goodies.

Don Dallenbach's immaculate 1991 Calypso Red 850i took top honors (I think he waxes his piston rings) followed by Jim Wald's 1995 Calypso Red 850CSi with only 13,000 miles and third in the class was awarded to Robert Dunn's 1991 Black 850i with lots of high performance modifications.

All the 8-series owners would like to thank the Puget Sound Region Chapter for honoring our cars and we hope you enjoyed looking at them and chatting with the owners.

David Clary





Club member Lance Richart's E30 racecar.



Judging the engine compartment of an M3.



A line of gorgeous 8 Series BMWs, the featured Concours car.



Beautiful glass trophies.



The only M Coupe with a S54 engine in attendance.

Photo by Lucetta Lightfoot.



One of the many Beemers who joined the Concours.



Dean Schindell's exotic M1!

Photo by Lucetta Lightfoot.



Photo by Lance Richert.



Carson Swink was the lucky winner of the BMW mountain bike donated by BMW Seattle.



Lance Richert (right) sharing a moment with Johnny V., the musical entertainment.



Photo by Lance Richert.

Dick Brown with his 1979 528i, this year's Griot's Garage Preservation Award. 191,000 miles on the car, original paint, original owner. Best in Show award winner at our 1994 Concours, too.

Photo by Lucetta Lightfoot.



The "Lemon Drop" Isetta.



Photo by John Clavin.

Club members Sage Schreiner and Bill spornitz E30 race cars.



A pair of E36 M3s.



Photo by Brad Planchich.

Another Beemer.

A Spiritual Journey Through BMW Country



I MAY HAVE SPENT most of my life living in the Seattle area, but without question, my heart and soul reside in the Alps. Whether Austrian, German, or Swiss, when combined with a factory fresh BMW, make for a *wunderbar* experience for even the most jaded spirit. The Northwest's volcanic peaks are unique but can't measure up to the Alps. Generations of Americans have tried, starting with Mark Twain, to describe and photograph the Alps, but none so far have succeeded.

While I usually avoid large cities, this time I made an exception for *München* (Munich). I arrived four days prior to taking delivery of the Cabrio, so I could tour the BMW Museum and factory, the Deutsches Museum (a technological and aviation museum equal to our Smithsonian, worth the better part of a day), plus the city itself, a wonderful walk-about city. The Deutsches Museum aviation annex alone is worth at least half a day, and is equal to our Museum of

Flight here, even better in some ways.

Alas, the BMW Museum is closed until Spring of 2006 but the factory tour more than recoups the loss. A first-class effort by the company, in English twice per week, gives several hours of non-stop interest. Just to watch the parts stamping machines, the multiple welding robots—amid showers of sparks—swinging their arms in an intricate ballet, even the paint spraying robots which actually open and close the doors of the coupes and sedans as they roll by—fascinating! The Milbertshofen plant works day and swing shifts five days per week to turn out 300 thousand 3 Series coupes and sedans per year plus 2,500 engines of all types per day. To my amazement, only one or two of those 300 thousand are identical. When a bare body starts into the paint process a transponder is attached which spells out, automatically, all along the assembly line exactly what that vehicle must have to meet the specifications of the purchaser's order. My Cabrio, at Regensburg, had my name on it entering the paint booth one hour after its first steel part was stamped out. It takes only thirty hours elapsed time from the first stamping of a steel part until the completed car rolls off the assembly line under its own power when an inspector

turns the key and drives it away. It has mostly all been done by robots—even the seat installations—90% by robots until final assembly when that drops to 75%!

It is a twenty-five-minute cab ride from the city center (or the airport) to the delivery center on the northern edge of the city. It took forty-five minutes to clear the paperwork, the tank was full (at \$5.65 a gallon!), and an easy three minutes puts you on the Autobahn to wherever you wish to go. Drive into the city? Forget it! It's great to walk in, but vehicle traffic is horrendous, streets are winding and chaotic and parking is next to impossible. Park outside the city and take the quick, clean, and convenient public transport.

My first destination was west, past Stuttgart, where the BMW majority in *München* was noticeably replaced by

Mercedes traffic. I then headed south to the village of my Grandmother's birth to meet my first and second cousins for the first time. I didn't want to drive my new car too fast for the first 100 miles, so I was continuously passed, at 85 mph, by 4-wheeled insectoids of French or Italian descent.

I crossed the *Donau* (Danube) river, no wider than the creek in my back yard at home. A charming and beautiful ancient farming community with friendly people was awaiting me. After a drive through truly beautiful countryside with the top down on a gorgeous day in early May, the arrival in town was exhilarating.



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No matter what your ancestral heritage, I strongly urge you to visit the area of your immigrant forebears. I was fortunate to have leads to a few offspring of my *oma's* (grandmother's) siblings. Whether you do or don't, I guarantee you will have a sense of familiarity with 'your' place. It's even better when you meet distant relatives and find them to be instant friends, irrespective of any language barrier. Do it! You'll be glad you did.

After four days in the *Schwarzwald* (Black Forest), with a quick side trip into France, I moved on to visit good friends on the Bodensee (Lake Constance). Another scenic drive to a beautiful area, well worth the next four days; a place I would have no trouble adopting for home. It is still not the Alps but they are temptingly visible across the lake to the south. A ferryboat ride to the city of *Konstanz* and an easy drive through town puts the Swiss Customs Post in view. Here one must buy the obligatory road tax sticker: about \$36, good for a year, and mandatory, even for a day, on any road in Switzerland.

The destination, through ever-increasing tall mountains and deep valleys, is a small village on the lake just east of *Luzern* (Lucerne). *Beckenried* will serve as a base for a week of exploring (by Cabrio and foot) some of the most spectacular sites in the Swiss



Bernese Oberland. Are the names *Eiger*, *Mönch*, and *Jungfrau* familiar? These, and many more, surrender their twisty roads and footpaths to a fleet Bimmer (by now named 'Fritzl') and slow feet.

Switzerland is a wonderland to visit: compact, clean and friendly, with spectacular scenery in every direction. You'll have no problem here speaking only in English. Switzerland is not a member of the European Union, so it still has Customs Posts at the borders and its own currency: the Swiss Franc. The EU's Euro is, of course, accepted. Strangely, my Visa ATM card would not work in any Swiss bank but two Visa credit cards worked fine for cash advances. Distances are really short. From *Luzern* over the *Brunig* Pass (a must trip) to *Lauterbrunn* looks far on the map but is only about as far as downtown Seattle to Snoqualmie Pass.

There is a wealth of things to do by car, foot, public ferry, train, bus, cog railway, cable car or gondola—everywhere.

Visit a WW II underground fortress only decommissioned ten years ago; take the world's steepest cog railway to the top of Mount *Pilatus*, *Luzern's* back yard mountain, and look straight down 4,500 feet to the city itself; ride the gondola/cable car combo down nearly to the city center; then enjoy the ferry boat ride 'back home' (Fritzl got a rest that day). Save several days for driving over the *Brunig* Pass to the *Lauterbrunn* Valley and the other areas near the too-touristy *Interlaken*. Be certain to follow Rick Steves' advice about cable cars to *Gimmelwald*, *Murren*, and the *Shilthorn*. You will be charmed and awestruck by the dozens (52, I was told) of waterfalls, some over 2,500 feet in height, and the two villages which cling to tiny ledges thousands of feet above the narrow valley. As impressive as the mountains are, so too are the people who live and work in them. Imagine a daily life building fences and farmhouses, cutting hay, and tending cattle all on 45 to 60 degree slopes! It must be a hard life! Oh, there's lots more, but once seen, never forgotten and left behind only with regret.

The Swiss and Austrians are moles; in ten days Fritzl traverses at least eighty miles of tunnels ranging to five miles in length. My learning experience at the "BMW Korman Cancer Drive" day really pays off in the Alps. The roads are great inducements to concentrate on your Bimmer's handling abilities:

two serpentine lanes, three thousand foot drop-offs and no guardrails are typical. The steering wheel is in constant motion and the views spectacular, if only one has time to look.

Going to Austria from Switzerland means passing through a Swiss Customs Post and going directly to buy an autobahn road pass, if you plan to use any Austrian autobahn. Failure to have one, if caught, results in an instant, on-the-spot fine of about \$200. I was indeed stopped to see mine. At about \$7 for ten days, it is a relative bargain, but an unnecessary one if you know for certain you'll never use one of their autobahns.

Rick Steves' suggestion to use the *Reutte* area for a base in Austria's *Tirol* is indeed a good one (see his book) but the place is even better and more convenient than he describes. A huge number of tourist 'must sees' in both Austria and Germany are short drives away. Running past the hotel is a section of the *Via Claudia*, a pre-Roman road established by Celts and Raetians. It was a major North-South trade route well before the Romans expanded it in 45 A.D. Today it is restricted to hikers, bicycles, and farm or forestry vehicles. Impressed by its history, I followed it up and over a small mountain into Germany to a view point for King Ludwig's famous *Neuschwanstein* Castle.

Continued on Page 16



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Continued from Page 15

While it was too early in May for the major mountain passes to be open (like our Chinook Pass), you can still approach them as I did, from the north. If you really want to test your limits at road handling abilities, here's the place to do it: The road to a village called Namlos. Roads to the Fern Pass (Innsbruck) and the Flexen Pass (St. Anton) head south from Reutte. The road to Namlos connects the two highways at Bichlbach and Stanzach (six and ten miles from Reutte). Take your pick, both highways have stunning beauty. I like the Flexen route best, but that connecting road is stupendously challenging. Drive it: you'll certainly not have a high average speed but rather a high level workout. My choice is towards Innsbruck, turning at Bichlbach through Namlos to Stanzach, stopping along the way for a walk into the mountains. 'Der Fritzl' and

I both had a tough workout but he, more than I, was more than up to the task. What a great car! At Stanzach, turn south toward St. Anton for more beautiful scenery before returning to Reutte.

You may be surprised, as I was, to learn that international disarmament treaties existed clear back in the 1700s. Just such a treaty dismantled (at huge expense) a magnificent fortress, built in the early 1700's just south of Reutte, only forty years or so after it was completed. Climb up there to see the impressive view of what it once controlled, the amazing workmanship still obvious, and admire the effort involved to build on such a peak, all without our modern machinery (and not a single robot, either).

After twenty-two days with Fritzl, twenty with the top down, the forecast is for a week of really poor weather; understandable since this area has weather similar to ours. So

then, my plans to go higher into now-stormy mountains must be reconsidered. Foregoing some paid insurance (free with the car) and with much regret, my sunburned nose and Fritzl's roundel are pointed at *München*, merely two hours away, for my flight home, and his sea voyage.

What about the car you ask? 'Der Fritzl' is simply 'Der Greatest'! Compared to our 2000 E46 Sport Wagon, it is just as quiet (with the top up), accelerates quicker (even at a heavier weight), and has absolutely no cowl shake (the bane of Cabrios). With the top down, I feel very little wind turbulence with the windows up or down (the preferred position). The fuel economy seems better; same engine but now dual rather than single VANOS. I haven't tested the wagon for handling as has been Fritzl, but I know his is superb.



A hotel five minutes from the Harms Company drop-off point, in the suburb of *Garching*, is used as a convenient overnight before surrender of the car and a short cab ride to the airport. The very genial Herr

Gerd Behrends, who is better known to more Americans than the "What's his name?" who runs his country, will greet you, remove your souvenir license plate and call a cab for you. You then have to part with your new/used baby for about six to eight weeks. Easy. It is just the waiting for Fritzl's arrival that is hard, but my friend, Ron Hansen, at BMW NW, will take great pride in keeping me informed as to the progress of the voyage.

Automotive Odds and Ends

BMW is way late with its 1 Series cars. Mercedes' A-bodies are everywhere as is the Audi equivalent. Well more than half of all newer BMWs and M-Bs have no series insignia. 'Smart' cars and Minis, both original and new, are very common. Next to no Bimmers older than 1994, no sixers, only one 8'er seen, even in *München*. No VW bugs either, old or new. Lots of Chrysler P.T. Cruisers and really weird 4-wheel insects from Italy and France. Gaggles of motorcycles everywhere. High fuel prices have not instilled conservation habits (so much for political correctness): the traffic still goes 85 plus, sometimes even in the cities. All makers are building ever-larger engines.

Other Miscellany

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Hugendubel, directly across from the *München Rathaus* (City Hall), the most famous building in town. It's a small world department: Parked next to Fritzl at the Reutte hotel was another 'to-be-exported' Bimmer. A quick chat with the owner turned a bit longer when we found that we are near neighbors, he from Issaquah and I from Enumclaw. He knew naught about our Club but does now!

Never been to Europe before? It really isn't difficult to plan your trip, especially if you are computer friendly. Consult the U.S. travel offices of the countries you wish to visit; you'll find web sites for even small villages worthwhile, some in English. I scanned these books for touring tips: Rick Steves' *Germany, Austria, and Switzerland 2004*, Fodor's *Germany, Winging it in Europe* by Linda and Jim Stringer, and *Return to the Alps* (Sierra Club). The latter two out of print; check your

local library. The EU and its common currency have made travel as easy as in the U.S. All you need is a passport, a U.S. Driver's License, an ATM card and at least two different credit cards in case one is lost or demagnetized. Take sun glasses to cut the frequent haze, and plenty of memory cards for that digital camera. Despite almost nightly editing, I filled four large capacity memory cards. Just don't forget those road permits and stay flexible from day to day. Find a good place to stay (nesting) for four days or more, relax and enjoy your trip. Works every time, guaranteed.

Costs? Well gasoline is awful: \$5.65 in Germany, \$5.20 in Austria, and \$4.80 in Switzerland, but you'll not have far to drive between destinations. Unless you want to mail something, or take a cab, prices for everything else are not that much more, and occasionally less, than here. Most hotels give a lower rate



for a stay longer than three days, so ask when getting information.

When is the best time to go? No easy answer. It depends on where you want to go and to see. May is too early to enjoy the great mountain passes, September is better. Prices and tourist volumes increase dramatically in June, July, and especially August. My choices are May and September.

What to expect? Europeans may be unhappy with our government, but not with American people. "Even true in France" a good friend assures me. European schools turn out English speakers as a required second language, so even in small villages you'll have no problem. I certainly didn't. Go! You'll enjoy your adventure!

Story and photos by Nick Yotz



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J. SAGE SCHREINER

Championship Dreams

SUNDAY MORNING dawned warm and clear. I put my safety equipment on, took a deep breath, visualized qualifying really fast, and went out and turned 1:49.9 in the early sunlight. It was my first time breaking 1:50. Better still, it looked like the majority of folks qualifying hadn't been able to improve their Saturday time. I had qualified fourth of nine in G-Production. It was my best qualifying result to date. The top G-P time, James Ayote's Honda Civic, was 1:48.25 —“barely” two seconds faster. My goal was to maintain my qualifying position. Placing fourth of nine would be my best finish yet.

I had all afternoon to think about it. To pass the time Seth, my temporary crew-chief, and I laid out my safety equipment, cleaned up the windshield and made sure that things would be ready to go for my Group 2 race. Seth and I fired up the racecar and headed down to pregrid.

With the five minute warning, I took a last sip of water and cinched my belts. As the seconds ticked away, I visualized the track, and reminded myself to keep my eyes up. Look far, go fast. Just behind me was Linda Heinrich's red Paseo, followed immediately by Greg Miller's 325e.

As the race group pulled out of pregrid, I noticed that my driver side mirror was jiggling free. I tried to push it back in place, but it flopped down again. There wasn't time to mess with it, so I put it out of my mind. We circled behind the pace car. For once I wasn't at the very back of the pack. I knew things were going to get hairy on the start, but I wanted to put as many cars as possible between myself and Linda.

I tried to push it back in place, but it flopped down again.

When the green flag waved, I floored the gas. So did everyone else. The noise was deafening. Cars slipped and darted back and forth for an opening as we accelerated down the straight for Turn 1. I went for the outside of the turn, which put me on the inside of 2. A few cars dropped their wheels off the outside of

the track, throwing clouds of sunlit dust into the air. I slipped to the inside of several cars as we raced down the hill to 3a and 3b. The pack was still crowded together, and it was difficult to see or anticipate openings.

As we ran down the back straight, my driver side mirror fell out. Race belts and a racing seat do a terrific job of holding you tightly, but make it nearly impossible to look over a shoulder. This meant that I had almost no idea what was happening to my left. I had two options: I could give up on a good race result, and just drive a 9/10ths race while trying not to get creamed by someone lapping me. Or, alternatively, I could just drive so fast that no one would catch me. After a calm and rational weighing of options that lasted about .03 seconds, I chose the latter.

Over the next few laps, the pack began to stretch out. Ron Johnson's G-P VW Rabbit and Todd Nurenborg's G-P Scirocco, whom I had passed at the start, both got by me. Ahead of me I could see James Ayote's Honda Civic, leading a small train of cars that included two Pro-7 Mazda RX-7s, Todd, Ron and then me bringing up the rear. I didn't expect to

keep up with them for long. I was able to draft off of Ron's Rabbit down the front straight. His car, almost as blocky as mine, punched a large hole in the air that I slipped through. I was entering Turn 2 at 120, almost five miles an hour faster than normal. This was an advantage that Linda Heinrich didn't have. I could see her red car about ten seconds behind. It wasn't a comfortable margin, so I decided that I wouldn't take any risks. I would simply use the pack ahead to draft, and make a little extra speed on the front and back straight until they got away from me. Suuuuure ...

I drove mostly clean laps, and I was able to maintain my position. Linda was farther behind. I was able to keep up with the back of the G-P cars ahead. Todd and James fenced for first place. As I lapped behind the cars, I found myself slowing a little more than I needed to for turn 8 and turn 2. Ron's front-heavy Rabbit had to slow down more than mine for the two high-speed corners. A cunning plan formed.

Heading down the hill into 3a at just under a hundred miles an hour, I poked my nose to the Rabbit's inside in the braking zone. I wasn't going to be able to get by him, but it reminded him that I was there and gave him a bit of pressure. As we progressed through the turns, I made sure I was large in his mirrors. Hi Ron! Hi! Look at me! Here I am! Over here! Hi! Still here! I got a nice exit on 8 and was right on his tail on the front straight.

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I had to lift slightly, as the decreased wind resistance made it easy to keep up. As we passed through the right-hand kink of Turn 1 at 120 miles per hour, I floored the gas and pulled to the left, his inside for Turn 2, waited a hair deeper than I did normally, and braked just enough to stay on the track. I was ahead of him in Turn 2. Now Ron was in my mirrors, at least when he wasn't on the mirror-less left side of my car.

I didn't stay ahead for long. Ron pulled to my inside through 3a, and was a nose ahead of me on the 3b exit. When we exited onto the back straight, he drove straight into me. After the race I found marks from his front tire just in front of my own. I'm not sure what happened, since there was plenty of room for both of us. My best guess was that he saw my orange intermediate-driver sticker and decided to see if he could get me to back off a bit. With twenty-two races, I was a bit of a ringer. I put the incident out of mind and stayed big in his mirrors for another lap. When I got a nice exit for turn 8, I repeated my previous passing maneuver on the entrance of turn 2, and found myself ahead of him again. I knew he was going to try hard to get by. I contorted violently trying to see where he was—but it was no use. When he was

I contorted violently trying to see where he was—but it was no use.

on my left side or left-rear, I simply could not see him.

This time, there was a lapped driver in the 3a/b complex. The driver was so slow through 3a that I had to get on my brakes hard and barely avoided tapping the slower car. It was poor anticipation on my part, but I hadn't expected the driver to go quite that slow. On the entrance of 3b, I went to the inside, and the lapped driver went to the outside, leaving Ron stuck behind both of us.

I put together a series of clean, fast laps. Exiting 8, I got the car a bit looser than optimum. I wasn't in danger of spinning, but it slowed my entrance onto the straight a hair. Ron made up a little time on me, but it wasn't enough to catch me. Start/Finish hung out the LL placard. One lap to go! All I had to do was not do something dumb. Ron was right behind me, waiting for a mistake, so I ignored him completely. When we passed Start/Finish, Ron was less than a second behind me. Ahead I could see Todd, followed by James' blue Civic. It struck me: not only

had I finished 3rd of 9 G-P drivers, but I was within spittin' distance of the class winner.

I was ecstatic—it was a terrific race result. It dispelled the bitter memory of the much poorer result I had received in May's G-P race at Pacific Raceways, when I had overcooked the 3a braking zone, twice, assuring me a poor finish. On the other hand, I knew that there was still room for improvement. I was sure that I could enter 3a a little faster by trailing off the brakes and getting the car a little more sideways. I also felt like there was still more time to be gained at most corners on the track by entering them a bit faster, although I wasn't over-braking nearly as much as I had been in May. It might be as little as a second a lap, but if I could find even half a second consistently, I could win a G-P race. My mind was spinning at redline planning for 2004.

If I could finish reliably in the top half of the G-P class each race, I could have a shot at a championship. It was a long shot, and there was a lot of car preparation that needed to happen, but there was a whole winter to get it done.

That night I dreamed of checkered flags.

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PUSH ... RELEASE ... PUSH ... RELEASE ... It's almost midnight the night before leaving for O'Fest in Pasadena and we're just finishing replacing the brake pads and flushing the brake system on Jamie's M3. With my M3 out with a blown head gasket, we've loaded the track tires on top of her car and ALL of our stuff inside with barely room for Kindle, Jamie's teacup Pomeranian. Jamie's lowered suspension now seems to be pushing the boundaries of a low-rider from all the weight. Tomorrow's departure will come early.

In the morning we met up with our traveling companions, John Fu and his family in his 7-series, Mike Swale in his highly modified E30 M3 and Dean Schindell in his M1. We were not to be traveling incognito! The first part of our trip to O'Fest (by the way, why do we call it Oktoberfest if it's still July?) would give us an idea of what lay ahead. First of all, Mike was having some cooling issues with his car so we would end up stopping every hundred miles or so to add coolant to "The Beast." Second of all, having Dean's M1 in our party must be what it's like to have Pamela Anderson as a girlfriend—you're not going anywhere without being noticed and having strangers coming up to you. I can't count how many times we heard "Is that a Pantera?" or "How fast will it go?" or most amazing was stopping in a small coastal town south of Crescent City, CA and having a fireman in bunker gear come over to us from two blocks away because he knew it was an M1. On confirmation, he promptly turned around and facing another fireman, still two

blocks away but sporting binoculars, he gave the hand signals of three fingers upside down "M" and then one finger straight up "1." The other interesting phenomenon of the M1 is that just about every jacked up 4WD truck wanted to challenge Dean to a race!



The drive to Pasadena took 2-1/2 days by our route down highway 101 and through the Redwood2ds. At our arrival, we checked in and got our registration packets—boy was there a lot to do. So much so, that you had to decide what you were going to do and what wasn't going to be possible. Priorities, priorities. First off, we headed for the Zymol car wash area where they supplied all the "stuff" to appropriately clean your car for the coming week. If you were lucky, they even did some of the detailing for you. Zymol had buckets, soap and water hoses available all week to keep everyone happy and clean. Then we got an official

photo of Jamie's car with other E36s. However, we were sorry we missed the Segway scooter gymkhana where competitors rode the mystifying machines through an obstacle course. At the vendor area we surveyed the various display booths and submitted our names for give-away merchandise. We also met up with TC Kline and his crew to catch up with the latest news. Unfortunately, the vendor area seemed to be sparsely attended by vendors. However, those in attendance were getting quite a bit of attention.

There are two great things about O'Fest—BMW's (and car activities) and people. Dean and Mike spent much of their time meeting with, and talking to the E30 and M crowd. Again, with his Bavarian Pamela, Dean soon reached celebrity status of his own and was in high demand. O'Fest also has many scheduled banquets, tours of museums and other points of interest (like the BMW delivery center), photo contests, kids activities and the concours to keep everyone involved

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and having fun. For driving activities, the days were filled with a car control clinic, driving school, drifting demo, autocross, club races and rallies. As well as the formal activities, the California chapters had provided many maps for alternative fun, twisty and scenic drives in the LA area. There really was too much to do and too little time to do it and, while Pasadena provided a wide range of activities, it also proved to be spread out a little far. For instance, the track activities were forty-five minutes to an hour east of the hotels in Pasadena and many of the tours required bus transport. With things spread out so much and no single gathering spot, this O'Fest lacked some of the feeling of "community" that some others have had. Communication of activities and updates

became a challenge for the organizing committee.

Jamie and I headed off toward Ontario where we would be instructing at California Speedway the next two days. The speedway is nothing less than overwhelming on first arrival. The grandstands loom high and seem to go on forever as they fade into the morning mist (smog?). We got lost *after* we were inside the gate, trying to find our way to the infield. There was room to simultaneously hold the driver's school, car control clinic, autocross, drifting demo and although I never saw it, I heard there was a golf course somewhere on the property! Once in the paddock, we picked a stall in one of the air conditioned garages—yep, you heard me right—AIR CONDITIONED!

After getting unpacked and settled in, we began making our introductions to some of the other instructors from around the country and Canada. Other local instructors included Scott Adare, Rich Horigan, and Jon Lee.

It really wakes up the senses to have one twenty-minute driving session to learn a new track and formulate the information you wish to convey to a new student. This track combines the banked oval of the speedway with an infield road course to make a 21 turn track 2.8 miles in length. The banking took less to get used to than we anticipated—11 degrees on the straight (although you are never going straight) and 14 degrees on the turn leading the transition to the infield. The

transition onto and off the banking was a little more interesting though. To slow the cars down between the banked "straight" and the even more banked turn, there was a chicane off and back onto the banking. Depending on the student and the car, this chicane was taken at speeds up to 110 mph with speeds reaching 130 mph coming out of "NASCAR 2" before the heavy braking for the 90 degree, 90 degree left-right combination down into the infield. The infield itself wasn't really all that interesting, with a couple of 180s and a couple of kinks. The fun came with one of the 180s being a decreasing radius hairpin and a right-left-right-left combination that took us back onto the banking. The host California chapters did a great job in providing a safe school consisting of students and instructors from around the country. Everyone left with smiles on their faces!

At lunch on Tuesday, Jamie went over to the autocross and without even getting a chance to walk the course, took her three runs and secured a win in the ladies class, third overall for E36 M3s (the other two were highly modified cars) and fourth fastest time of the day! Not bad while taking a break from instructing—her students didn't even know she was gone.

To bump up the fun quotient, the driving school sponsor, Yokohama Tires, had some pro drivers come out and drift the course in E46 M3s at various times. Although they were much fun to watch, it was something else to have one of them pass your student only to throw their car into a beautiful power slide on the next corner. We kept telling our students "DON'T do that!" To bump up the fun quotient even more, CCA had Bill Auberlen and Boris Said on hand at lunch to drive a few lucky raffle winners around the track in a race-prepared McLaren F1 GTR, E36 M3 PTG, M1 Pro Car or a wild 2002. Instructors and students alike who got out of the cars were astounded at the level of performance. From a standing start the McLaren reached 120 mph after going only about 1/3rd the length of the hot pits and was at 167 mph on the straight before slowing down to save tires on the turn so they would last throughout the week! One instructor commented that leaving the pits was like watching the special effects as the Enterprise goes into warp speed—everything in his periphery was just a blur.

Continued on Page 22

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After the Wednesday drivers school, we hustled back to shower and change and just got to the hotel in time to catch the last bus to the Petersen car museum for the Bavarian banquet. For car nuts, this museum (<http://www.petersen.org>) is a must see with both the original and the Michael Keaton Batmobiles and several of Bruce Meyer's hotrods that I remember building models of as a kid. Outside, we were greeted by a row of BMWs on display, including a '95 M3 Lightweight with the original dealer sticker still in the window. The car was so clean you knew it had never been driven but looking at the window sticker, I thought \$47K seemed like a lot of money in 1995. Once inside you stroll along a "paved mainstreet" flanked with cars representing automotive history. The Bavarian buffet dinner was appropriately lined by a series of member-owned BMWs.

The next day, (man, its Thursday already) Jamie and I had two TSD rallies planned. You know you are a bad navigator when your girlfriend gives you the keys to her car and says "you drive." The morning was the "Mountain Tour" drive that was more a fun rally with few instructions and much scenery. Starting in Pasadena, we headed into the mountains toward Wrightwood ski area and then over the mountains almost to Palmdale in the Mojave Desert. Once we cleared the smog (I mean "on-shore ocean mist") the views were spectacular. The afternoon rally was the "Canyon Run" which headed back toward Palmdale but this time through some very twisty (can you say "10 mph"?) corners which made holding an average speed a real challenge. This rally was more technical, with many instructions and rally "traps" that take interpretation of the rules to avoid. I'm glad Jamie knows the "language." After all the dust had settled, we took third in the afternoon rally, which was pretty good considering this was my first time driving and Jamie's first time navigating in a rally.

The next day was Concours day, which meant staying up all night cleaning for those who had driven their car during the week. Remember Dean and Mike? This is exactly what they did in order to get their cars ready to show. The concours was centered around a fountain at the Pasadena exhibition center under a very hot sun. Dean and Mike's efforts paid off,



and with bloodshot eyes to match their sunburns, both took first place in their respective classes. Jamie and I had thought about putting the track tires back on the roof rack and displaying her car as a "track rat" with her various car numbers on the windows; 58—Puget Sound instructor number, 39—O'Fest instructor number, 29—Rally number, 116—O'Fest registrant number and 117—my O'Fest registrant number. We should have done it, because there weren't many E36s on display.

At the closing banquet that night, most of the trophies and remaining raffle prizes were handed out. Of the BMW M3 raffles, two winners were interesting. First, earlier in the week, Will Turner (Turner Motorsports) won an M3 much to the groan of the crowd—does this guy really need another car? Finally, one was given away to someone who's from New

Zealand. Hopefully he gets a right hand drive model. The BMW M-Brand manager announced a new model—the M3 Club Sport and details about what will go into that car. There was talk of BMW's history and an introduction to the location of next year's O'Fest.

All in all, it was surprising that in southern California (arguably BMW-Central), only about 700 people were registered for O'Fest. The activities are fun to participate in and the people are great to meet. For an event that has this many people from so far away attending, organization is a real challenge. Go with a plan of attack for most of your entire waking hours so you can take in as much as possible. For this event, with venues in many different locations, planning was especially important, as you would find barely enough time to end one event and travel to the next one. Be flexible and watch for schedule and location changes, as they are inevitable. It was also nice to travel 1,500 miles and still see several familiar faces from the Seattle area, Spokane, Calgary, Vancouver (both BC and WA) and Portland. O'Fest is on the east coast next year which is just a little too far for me. However, the next time it's within a reasonable driving distance, to quote the California governor, I'll be back.

Story and photos by Walt Conley

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IT DOESN'T SEEM SO LONG AGO that I wrote a father's lament of my daughter's car wreck, and how her 320i gave its all for the human inside. Fathers have since told me how that story affected them and their choice of car for their children. Well, this time the father gets to tell a much happier story.

My daughter Michelle once sat in Karl Seeger's Z3 during a Bremerton Driver's School. She turned to me and said, "This is me, Dad." OK, she has now graduated with honors from the Marshall School of Business at USC and is working in Hollywood. In her apartment stall is her dream car, a 1997 Z3 2.8. Now she can ride around with the top down or with the air conditioning on. No more long drives with the window down, the only air conditioning in the 320is. The beautiful old 320is is up for sale. It has served her well for the five years she's had it.

Now she has the newest and fastest BMW in my family. Darn, I know very little about her car. It's time to hit the Internet, to learn about tops, and stuff. I'll have to visit her car and find the DSC switch and spin the back tires. "Bad Daddy! Shouldn't do things like that." Hang the tail out with the loud pedal, shame on me. I take my hat off and hold out my heart to her. Hard work and focus have really paid off for her. The BMW child is true to her heritage.

The infamous door lock failure on the driver's door of the E30/E28s of the Eighties finally struck the '86 325is. There is a lot of Internet information on what to do, and repair kits. Dale Buening's site, www.unofficialbmw.com, has several articles to review. Read those, and don't do what I tried to do.

I took the door panel off, inspected things and thought I'd take the lock apart to see how worn it was. That was my first mistake. I didn't have the repair parts and was only going to take a look. Well, upon careful disassembly to the end mechanism, I slide the tumbler assembly out and all the wafers fly out. There are eleven wafers in the driver's door lock cylinder for the dead bolt feature. If I had carefully removed them one at a time, and recorded their position, I could have just reassembled it. But no, I had a mess. Two hours later, I had all eleven wafers back in the right place, but still in the old cylinder, so I hadn't made any progress at all! I spent six hours, frustrated to no end, and should have left everything alone. It was one of those "I wish I didn't start this" feelings. I had to finish the job since I needed to be able to lock the car. Oh well, the car still locks from any other position. The lesson to be learned is "don't start a task without all the elements of success there." In this case, just looking cost me six hours of frustration and no fix. If I'd had the repair kit, I probably

It was one of those "I wish I didn't start this" feelings.

would have spent nearly the same time, but had the job done when I finished. I have ordered a remote keyless kit to work with the central locking so I won't need a key to open the doors. I'm looking forward to the remote kit; it installs to the trunk lock and works all the doors.

The Club has acquired another Monroe Speedway Hornet car, this time an E30 318i. I've been recruited as a crew member. The car needs a few tune-up items and it's good to go. I had a kick figuring out the problem of the cold start valve rewire. The previous owner wired it to the headlight switch so when the headlights were turned on, the cold start valve would engage. As I was out fooling around with it, I realized why the fix didn't work. All those who drive mid-eighties BMWs know the headlights go off when you crank the motor over. Rewiring to the parking light circuit works fine, the car starts and then don't forget to turn off the light switch. Those big aluminum bumpers should help it survive "bumping" at Monroe. It'll be a big kick to watch it last the night, when we go out there as a Club for some oval-track fun.

THE BMW Club in the SOVREN Historics Car Corral

THIS PHOTO shows three fine examples of the E30, E36, and E46 generations of Club member's M3s. The photo was taken at the July 2004 Historics in the BMW Puget Sound Region section of the car corral, at Pacific Raceways, in Kent.

The Club annually participates in this great event, so next July consider joining fellow Club members for a wonderful event. We always have a great BMW turn-out in the corral.



Club member Mark Conrad took this photo of (from left to right) Alan James' 1988 E30 M3, Reid Sargent's 1998 E36 M3 and Mark Conrad's 2004 E36 M3.

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1990 E30 M3: VIN WBSAK0313LAE33843, Brilliant red/black, 143,000 miles, good condition, Dinan chip, Supersprint muffler, new battery, needs clutch, tires, a/c, and suspension work, priced accordingly, \$12,000 obo. Contact Jeff Turner at 206-780-9898 or jeff.turner@metrokc.gov.

1987 635csi: Red/tan leather, automatic transmission, less than 100,000 miles. Excellent condition inside and out, just detailed. Second owner, all records. Drove less than 5,000 miles a year. Fourth car, must sell. New everything—transmission, drive line, radiator, wheels, tires, battery, polyurethane bushings, K&N air filter, Bavarian Autosport chip, custom sheep skins on front, etc. All electrics work. Always garaged. Never smoked in. Super car. \$7,500. Contact Ron at 503-977-2868 or Ronald.A.Castner@AEXP.com.

1984 633csi: Bahama Beige body with tan leather interior. Five-speed transmission, 184,000 miles, sunroof, a/c, CD player, cruise control, power seats, windows and mirrors. Hydraulic clutch has a leak and left front fender has a paint chip, otherwise the car has normal wear and tear for nineteen years of use. I'm the second owner and the car has full maintenance records. No trades please. Must sell. \$3,000 obo. Call Greg at 206-349-1350 cell, 425-369-0114 evenings, or email greg_janky@yahoo.com.

Parts for Sale

Set of five E30 (OE) basket weave wheels from a 1988 325is: 6Jx14H2B, # 2225540. Wheels are in good to very good condition, center caps will need new Roundels, four mounted with good (50%+) Michelin MXV4 tires, the 5th (spare) has a Pirelli or Continental(?) with good tread. \$300 for the set of five. Contact Mark Allen at 206-439-8493 or mallenski@hotmail.com.

Set of four 16" take offs from a 2000 E39 528it: Wheels are 16" style #29 (wide cross spoke) #0343029. Suitable for E28 and E34 upgrades when adding the needed hub centric ring. Wheels are all in excellent condition, no curb rash. Mounted with 225/55R16 Nankang EX-500 tires (tread wear = 320, traction = A, temp. = A, rated M+S). Tires are as new condition. \$400 for the set of four. Contact Mark Allen at 206-439-8493 or mallenski@hotmail.com.

Set of four take offs from a 1992 E34 525i: Wheels are 7Jx15H2, #1179761 and are in very good condition. Mounted with near new 205/65R15 Michelin MXV4 Plus tires. Balanced and ready for your E34 or an E28 upgrade. \$300 for the set of four. Contact Mark Allen at 206-439-8493 or mallenski@hotmail.com.

Set of five take offs from a 1995 E36 325ic: Wheels are 7Jx15H2, #1180448, style #17 (tight basket weave), in good to very good condition, Roundels will need to be replaced. The spare wheel and tire are as new, the other tires are well worn. \$150 for the set of five. Contact Mark Allen at 206-439-8493 or mallenski@hotmail.com.

Wanted

1989-1991 E30 325i/is: Five-speed only, clean, around \$5k. Contact Carson at 206-526-2665 or cman0527@hotmail.com.

Miscellaneous for Sale

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

October 2004 Issue **August 31**
Nov/Dec 2004 Issue **October 12**

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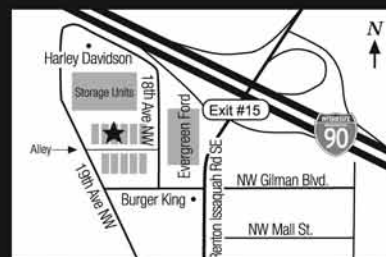
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