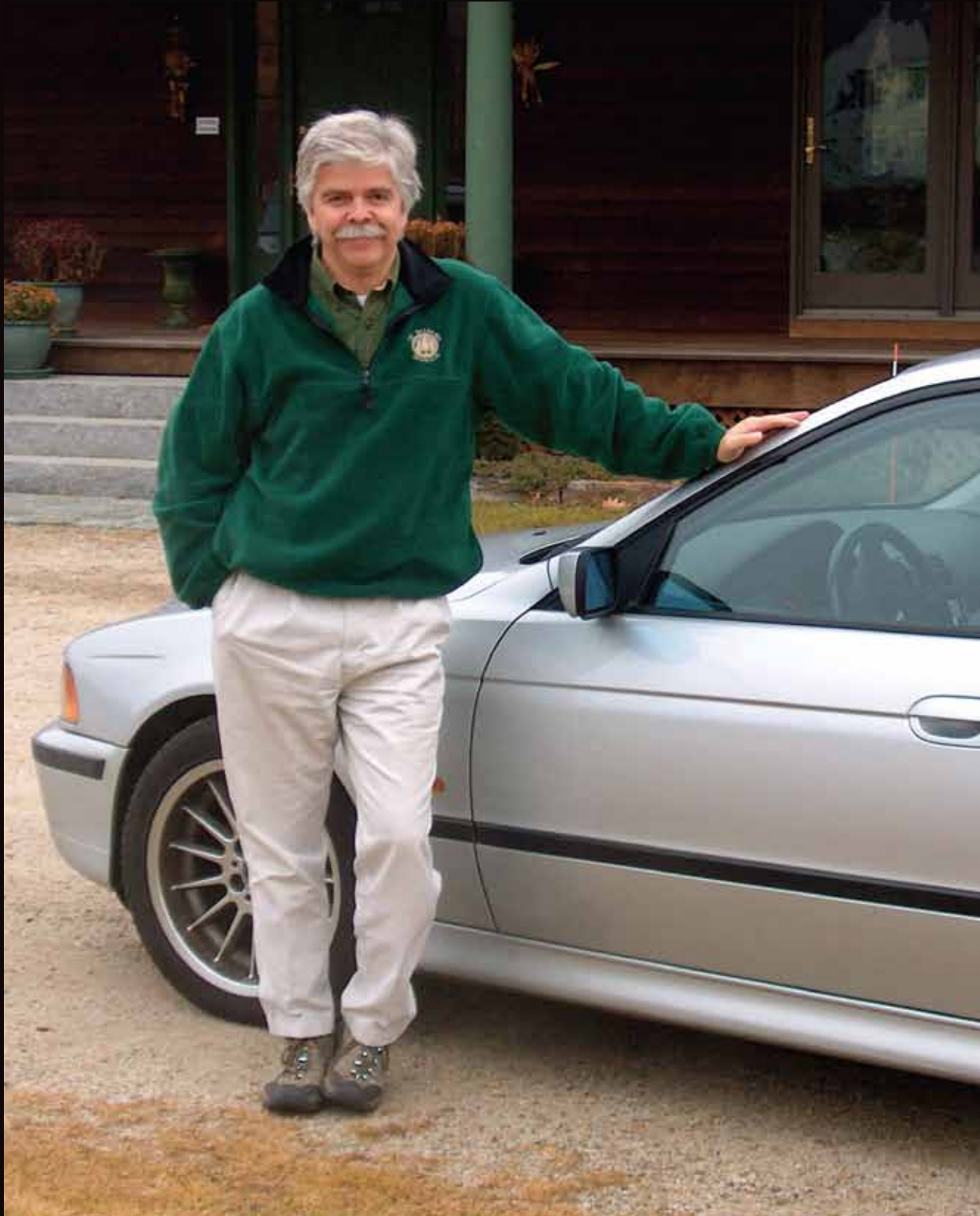




JANUARY 2005

Zündfolge

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



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ZÜNDFOLGE

January 2005

Volume 35
No. 1

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Postal Notice

Zündfolge (USPS 715-250) is published monthly (except December) by the BMW CCA Puget Sound Region. Office of Publication: 521 5th Ave. West, #103, Seattle, WA 98119. Subscriptions are \$10 annually (available only as part of the \$40 membership fee). Periodicals postage paid at Seattle, WA **Postmaster**, send address changes to:

Zündfolge
PO Box 1259
Bellevue, WA 98009

Boilerplate

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KALENDER

January 4

Deadline for the February 2005 Zündfolge.

January 6

Board Meeting. Starting time is 7 p.m.

All members are welcome to attend. Contact the Club President to RSVP, and for meeting location.

January 29

The Club's Annual Banquet. Don't miss the banquet January 29, 2005 at the Seattle Design Center, auction benefiting Northwest Parkinson's Foundation. To volunteer please contact de-Anna Martin, de_annaj@yahoo.com or 425-820-5068—email preferred.

February 1

Deadline for the March 2005 Zündfolge.

February 3

Board Meeting. Starting time is 7 p.m.

All members are welcome to attend. Contact the Club President to RSVP, and for meeting location.

February 5

Daytona 24 Hour Race Gathering.

See article in this Zündfolge issue for more information.

February 19

Track Safety Gear Class. 10 a.m. to 11 a.m.

at Traxx Indoor Kart Raceway, 4329 Chennault Beach Road, Mukilteo, WA. RSVP to Jeff Butler at jeff@hauryscollision.com. (See article on page 3).

February 19

Amateur Racing Q&A Seminar. 12 noon to 2 p.m. at Traxx Indoor Kart Raceway, 4329 Chennault Beach Road, Mukilteo, WA. RSVP to Wes Hill at wes.hill@earthlink.net. (See article on page 3).

FROM THE
EDITOR

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

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

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Two Tech Events, One Location

February 19

TRACK SAFETY GEAR CLASS AND INTRO TO CLUB RACING SEMINAR

Traxx indoor Kart Raceway in Mukilteo

4329 Chennault Beach RD Mukilteo, WA 98275

Track Safety Gear Class

10:00 a.m. to 11:00 a.m.

Come spend the morning with Andy Collins from Armadillo Racing and learn everything you need to know about safety equipment for track driving. New drivers coming out this year should not miss this event. We'll start with the most important subject—helmets. Don't forget that these are required at our track events! We'll then continue into gloves, shoes, and all the rest of the gear you can purchase to enhance your driving experience. There should be plenty of opportunity for people to try things on and find what works for them, as Andy is going to bring the Armadillo Racing Store (www.armadilloracing.com) with him! RSVP to Jeff Butler at jeff@hauryscollision.com.

Kart Racing

11:00 a.m. to noon

For those that are interested, we'll stay around after the class and put in a few laps at the karting track. Sounds like a fun Saturday!



Amateur Racing Q&A Seminar

12:00 pm to 2:00 pm

There seems to be enough interest in local amateur road racing that some of the local BMW Club road racers are organizing a Q&A meeting to help people interested in getting more involved in local racing. Whether your interest is owning a race car, renting a race car, or just helping crew for another driver, then please feel free to attend this meeting. Local BMW Club road racers will be on hand to answer your questions about local amateur road racing.

Topics will include advantages of owning a race car versus renting a race car, safety gear requirements, and required safety modifications to a race car. Racing organizations will be explained (SCCA versus ICSCC versus NASA) as well as the differences among local special classes in ICSCC frequented by BMWs. The ICSCC novice program will be explained. Open wheel versus closed wheel racing pros and cons will be reviewed too. There will be race cars on display to help explain car safety. RSVP to Wes Hill at wes.hill@earthlink.net.

We'll start at 10 a.m. promptly. There will be munchies provided, so come early! There is no cost to attend this event, but individuals will need to pay for their own karting sessions if they choose to participate between seminars. Please reserve your spot. RSVP to the above contacts for the given event.

Daytona 24 Hour Gathering

February 5

THE CLUB WILL HOST an informal get-together to watch the progress of Team Seattle in their 2005 Rolex 24 Hour race benefiting Children's Hospital and Regional Medical Center. We will gather at GT's Sports Bar, located at 1144 N 175th St, Shoreline. Starting with the 9:00 a.m. (Seattle time) green flag, this informal get-together will monitor the race on Speed TV. Between 2:00 and 4:00 p.m. we will have a live telephone link with team manager Doc Doolittle for a question and answer session. Feel free to come and go during the day. We will focus on having the bulk of our gathering between 1:00 and 4:00 p.m.

Team Seattle is returning to the Porsche GT3 Super Cup cars this year. The two-car effort hopes to repeat past successes. There will be an opportunity for those interested to add per-lap contributions to the Team Seattle effort. With total per-lap pledges sure to be in the hundreds of dollars, the team has set a goal of returning to Seattle with a \$350,000 check for Children's Hospital. Join us to cheer them on. Read about them at www.teamseattle.com.

For questions and RSVP contact Bill Spornitz at bimbill@cs.com.



- TERRY FORLAND
- MARK ISRAEL

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This months cover features Erik Wensberg, the 2005 banquet speaker. See the banquet article starting on page eight for more information about the banquet.

Skid Pad and Skills Day Recap

AN ADVANCED SKILLS AND CAR CONTROL CLINIC was held at Bremerton Motorsports Park on November 13. A great time was had by all, with smiles all around for the first advanced skills event held by our Club. Twenty five drivers, ten instructors including Dan Tackett from the San Diego Chapter and a few helpers/observers braved the weather, which turned out to be an almost perfect cool and damp, but not raining. The morning was spent with drivers taking turns on a pair of skid pads and figure eights practicing to induce and control oversteer. The afternoon was spent improving their skills on either a giant slalom course or an autocross-style course. As this was our first such event, there were a few minor problems with staying on schedule, mostly due to taking longer than anticipated to set up the afternoon courses. Not too bad considering this was an all-new format.

The idea for this event was proposed to the board by a member as an addition to our Club's driving events schedule. It is an example of how a regular Club member can get something new to happen in our Club. You do not have to be a member of the board or a long-time member. You just need to be willing to do some of the work. The board, the Driving Events Committee and instructors were all very helpful and supportive.

Chris Mason

Here are some examples of the great feedback we received.

The event was fantastic and I hope it will be repeated. I'd attend again in a heartbeat, because it was so much fun and because I realize I still could learn a lot more from doing the event again. Thanks for all your work!



Hey I'd say that it was a lot harder than I thought it would be to keep control of my car, especially on transitions from wet to dry pavement. I did learn a lot about how my car behaves, and what to do if my car breaks traction. I also learned how to better control understeer.

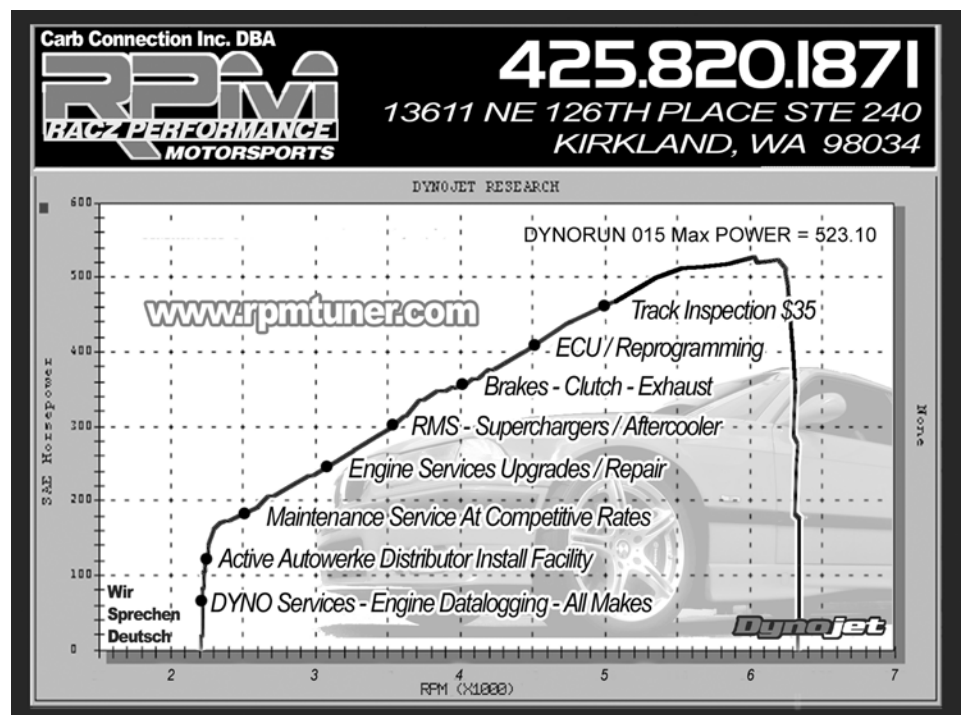


I would really like to see more car control schools offered. Other than the Novice Day, there are few opportunities to practice what to do when the car breaks loose. No matter how you talk or think about what to do when the car breaks loose, it is very hard to remain calm and execute the precise amount of countersteer and throttle when you get that jolt of adrenalin. I felt that I was just starting to get the hang of it when the day ended. Being able to do the exercises over and over will help build those skills so that they are (more) automatic. I think we could offer three or four car control schools a season and have them well-attended. For that matter, they would be good schools to offer during the winter months when track time at Bremerton is readily available and the track is slippery.



This exercise (and others below) are very important to develop both novice and advanced driving skills. The purpose is to give drivers exposure to a car somewhat out of control while under controlled circumstances. This way, they can learn how to recover and move those skills from the conscious mind to the subconscious mind (where reaction time is faster). *Example:* when we learned how to heel-and-toe downshift, we concentrated a lot of time and energy on the process and might have missed a turn-in point or

two. Now, it's second-nature in our subconscious mind, so we do it without thinking and can focus on a precise line. How many people on the skidpad caught the first slide ("steer into the skid"), only to have the car hook up and snap into a spin the other way? Now they know. Now they can work on the skills to quickly catch a slide and anticipate rotation the other way. Better to learn that at Bremerton than on a wet day at Pacific Raceways.



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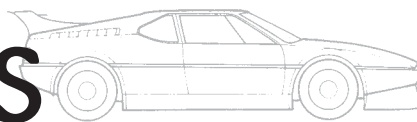
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New Track Season

Wow! It's hard to believe that it's already time to start a new track season. It seems that we just got off the track from our October schools. We had a very successful novice school out at Bremerton Motorsports Park. I think everyone had a great time, despite the fact that it rained all day. We gave about forty drivers a new set of car control skills that will make them better, in control, and more confident drivers in the real world. They are also now qualified to join us out at the big track at Pacific Raceways. We closed our season with a visit to Portland International Raceway. What a fun track! I think people walked away with some great new skills. One, it was a new track for most of our students. Nothing will help you cement the fundamentals of driving well than practicing them at a new track. I highly encourage you to attend driving schools at different tracks. They are all different, and each can teach you something different that will improve your driving overall. Two, it was pretty slick out there! I think everyone had a new appreciation for how smooth with the controls you need to be in the rain. I know I learned a thing or two!

If you take a look at the sidebar, you'll see our new 2005 schedule. Our favorite sport is getting very popular, which is sort of a mixed blessing. On one hand, there are enough events during the year with various organizations to drive yourself silly. On the other hand, it's getting increasingly hard to secure dates at our favorite facilities. We got very lucky with Pacific Raceway and got some great dates. Bremerton, however, was not nearly so easy. That track is now being used every weekend from February to November. I had to settle for a Friday for the Instructor Clinic, and the Fall Skills Day ended up in November.

Our season kicks off this year with the annual Instructor Clinic, to be held February 25th and 26th. One element of our very successful high performance driving schools is a strong and dedicated instructor pool. Our instructors are capable of teaching an apprehensive

novice the basics of car control skills at our Novice School, soothing much of their anxieties to ensure they have a great time and finish the day a much better driver. They can also help an advanced driver hone their skills, smooth out a high-speed corner or reach the next level of their driving abilities. Many of our instructors are among the best in the country and they volunteer their time and energies to teach other drivers and give back to BMW CCA. The personal rewards of being an instructor are high for those who enjoy working with people and knowing you have passed on to them skills that relatively few people ever get a chance to experience.

Many of our instructors are among the best in the country and they volunteer their time and energies to teach other drivers and give back to BMW CCA.

Instructing is a skill, like driving, and to do it well you need to continually work on that skill. We refresh our skills as instructors and evaluate new instructor candidates at our annual instructor clinic. I would really like to see all our 2005 instructors attend this clinic. For 2005, we are pleased to have a two-day on-track format. The information presented and format of the clinic is designed to help a candidate understand what being an instructor entails as well as improve the skills of those seasoned instructors. Starting at Bremerton on Friday, February 25th, we will learn about the art of being a good instructor and how to best work with students. We will also practice car control skills and complete additional teaching exercises. On the following day, Saturday, February 26th, at Pacific Raceways we will continue to work on instructor skills through in-car role playing with other instructors. Finally all participants will be evaluated on their driving skills as well as their instructor skills.

The instructor clinic is dedicated to those with a desire to be an instructor for BMW CCA and should not be looked at as an opportunity to get some winter track time. If you feel you have what it takes to become a BMW CCA instructor, now is the time to take that next step. To be eligible for the instructor clinic, you must have a current Level II (Advanced) sign-off in your log book (old log books prior to Version 4) or Level 3 in the latest Version 4 log book. If you are unsure you are eligible, contact Chief Instructor Walt Conley at wconley@comcast.net or Driving Events Coordinator Tom Olsson at olssons@seanet.com.

The cost will be \$50 for Bremerton, and \$150 for Pacific Raceway. Lunch is included in the registration fee for both days. I kept them separate in case there are some of you that just can't get to one or the other because of a schedule conflict. That said, I highly encourage you to come both days, as Bremerton will be just as important as Pacific Raceways. The registration form is available both here and on the Chapter website, www.bmwpugetsound.com. I'd prefer you use the one on the website, as it will print on a full sheet of paper, and you'll have much more room to write.

I want to close by reminding everyone it takes a whole team of dedicated people volunteering their time to make this program as great as it is. THANK YOU so much to all of the staff and instructors for all of your hard work last year. We couldn't do it without you! Let's have a great 2005 season.

*Tom Olsson
Driving Events Coordinator*

If you feel you have what it takes to become a BMW CCA instructor, now is the time to take that next step.

BMW Instructor Clinic February 25 & 26, 2005

Check the date requested:

- ☐ Bremerton, February 25 Cost is \$50
☐ Pacific Raceways, February 26 Cost is \$150

Total Amount Enclosed \$ _____

Make checks payable to BMW CCA and mail to Tom Olsson, 12345 Roosevelt NE, #205, Seattle, WA 98125

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Address _____ Apt # _____

City _____ State _____ Zip _____

Phone (message capable) _____ Email _____

Car year/model _____

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

Years of driving school experience _____

Driving level (based on level signed off in your Club logbook. Check one.)

- ☐ I first signoff ☐ I second signoff ☐ III
☐ II first signoff ☐ II second signoff ☐ Instructor

Name & Phone of emergency contact: _____

Allergies or other special medical information: _____

This is not a racing school. This is a high performance driving school, on a closed course, 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 directors, 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.

2005 Driving Events Calendar

BMW CCA PSR Events:

February

- 25 Instructor School, Bremerton
 26 Instructor School, Pacific Raceways

March

- 12 Novice Skills Training, Bremerton
 19 Novice School, Pacific Raceways

June

- 5 Driving School, Pacific Raceways

July

- 10 Driving School, Pacific Raceways

August

- 28 Driving School, Pacific Raceways

November

- 19 Novice Skills Training, Bremerton

Other Events open to CCA Drivers:

March

- 26-27 Driving School at Spokane

July

- ? Driving School at Spokane

October

- ? Driving School at Spokane

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Banquet Program



HAVE YOU MADE YOUR RESERVATIONS FOR M NIGHT? If not, what are you waiting for? You know you're going to hate yourself if you miss this! Make your reservation now and be there!

Okay, now about the program. In the last *Zündfolge* we told you a little about M Night. Subsequently, things have been coming together nicely. It appears we're going to have one pristine example of each of the ten M Cars. That includes an E26 M1; E30, E36 and E46 M3s; E28, E34 and E39 M5s (no E60 yet!), an E24 M6, an E36 M roadster and an E36 M coupe. Some of the cars have some special history. For example, the M roadster was the 100,000th M Car produced and was won by a local couple in a BMW CCA raffle! One small correction: last issue we said the "ten M Cars sold in North America." In fact, the M1 was never officially imported. But we'll have one anyway.

Besides the cars, we'll have Erik Wensberg, who was M Brand Manager for BMW of North America for thirteen years. Erik was the original

holder of this position, held it for longer than anyone else, and was the originator of M as a "brand within a brand." He was instrumental in bringing the E30 and E36 M3s to North America. He also established the U.S. as the biggest market for M Cars, far bigger than Germany. In fact, more M Cars are sold in the U.S. than in the rest of the world combined. Much of the credit for establishing the U.S. as BMW M's "home" market goes to Erik.

It is no overstatement to say that Erik was "Mr. BMW M Car" in the U.S. He was also instrumental in establishing the M3 racing program with Prototype Technology Group that has proven so successful and resulted in a slew of championships. Currently Erik works in a family business based in New Hampshire. But he still drives BMWs and he is a board member of the BMW Foundation.

Erik is no stranger to Seattle in that his grandparents used to live on Mercer Island. Erik visited as a child during the Seattle World's Fair and also saw the unlimited hydros run on Lake Washington (and

never got over it). He'll be bringing his wife too. Plus, he's bringing a bunch of special M goodies to add to the auction! Ladies and gentlemen, start your Visa cards! Buy something cool and have Erik autograph it! You'll never have another chance like this!

And even if you don't buy an auction item, everyone in attendance will get a special commemorative souvenir of

M Night. You won't find these on eBay!

Make plans now to attend. If you've never been to a Club event, this would be a good one to start with. Have a wonderful dinner. See beautiful BMWs. Enjoy the silent and live auctions. Anyway, be there. And remember to bring your camera.

Banquet Registration

Name _____
Address _____
City/State/Zip _____
Home Phone _____ Other Phone _____
Email (for confirmation if available) _____

RESERVATION FOR:

	Prime Rib	Salmon	Veg.
Name _____	☐	☐	☐
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Name _____	☐	☐	☐
Name _____	☐	☐	☐

\$40.00/pp if postmarked by 1/5/05.

\$50.00/pp if postmarked after 1/5/05.

Final Deadline is January 22nd. (Must be received by this date.) We cannot accommodate walk-ins or registration during the last week before the event. Checks payable to BMW CCA, PSR.

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Banquet Logistics

DATE AND TIME

The banquet will be January 29th, 2005, Saturday night.

SCHEDULE

5:30 Silent Auction begins
6:15 First Auction closing
6:30 Final Auction closing
6:45 Dinner
7:45 Announcements
8:30 Program
9:30 Banquet concludes

REGISTRATION

Use the enclosed form or go to www.bmwpugetsound.org, type your information, print it off and send it in to the address on the form. The benefit of the online form is the ability to register eight people on one form.

PLACE

The location for the banquet will be the Seattle Design Center (SDC) at 5701 6th Avenue South, Seattle WA 98108, located just off I-5 in the Georgetown area of Seattle. Off I-5 take the Corson Ave/Michigan St, exit number 162, toward Michigan St. Stay straight to go onto Corson Ave S. Turn right onto S Michigan St. Turn right onto 6th Ave S, travel about .5 mile. Turning left onto Orcas will place you in front of the parking garage (on right). There is ample free, covered parking in the SDC Plaza building. Take the elevator up to the main floor and walk across the sky-bridge. The banquet is in the SDC Atrium building. See map (right) for the orientation of the buildings.

DINNERS & SOUVENIR

Yes this year we have a commemorative glass. The dinner choices include prime rib, grilled cherry wood-smoked salmon, or a vegetarian dinner. All the meals include salad, vegetable, bread, dessert, and

coffee service. Alcoholic beverages, including wine, are available at the no-host bar. Dinner price is \$40 per person if postmarked by 1/5/05 and \$50 per person if postmarked after 1/5/05. Despite this reasonable price, this is not a buffet.

DRESS CODE

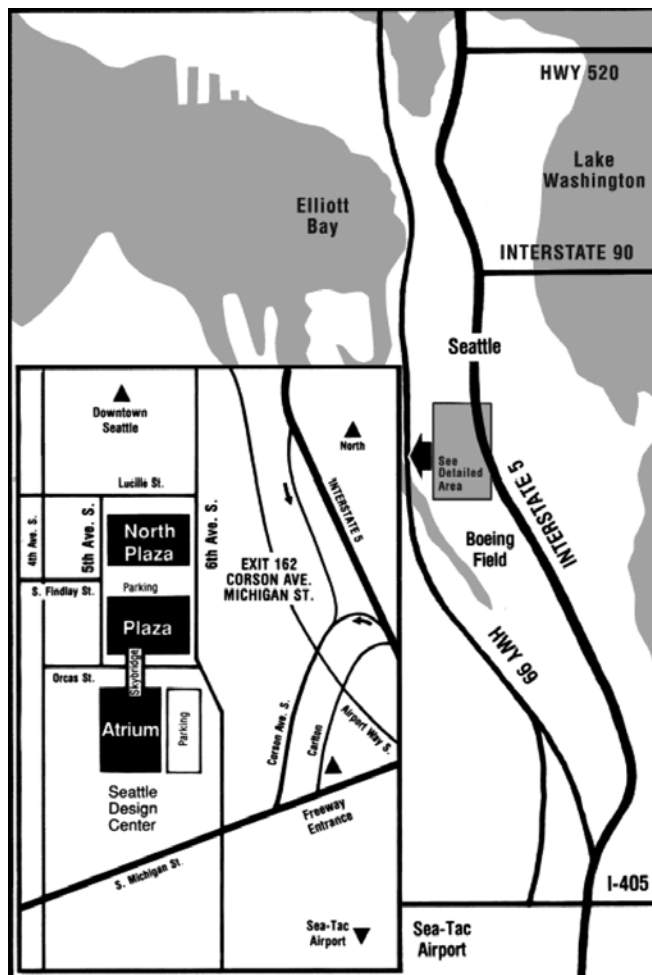
You don't need to wear a suit and tie to this year's banquet. Business casual is the preferred mode of dress. We'd prefer no jeans or athletic shoes, but mostly we just want everyone to be comfortable. And be there! Ladies, there is nothing stopping you from dressing up. The cars aren't doing business casual, so don't be shy if you have a spectacular outfit.

OTHER CLUBS AND SIG

We're extending a special invitation to the members of the BMW Clubs in Portland, Spokane and Vancouver, B.C. We encourage the various clubs and special interest groups to attend. Get together a group of eight to ten and you will have a whole table for the evening. Send an email to de-Anna Martin with your request by January 22nd.

LAST CHANCE TO REGISTER

You should be a part of it! Join your friends, admire the unique MCars, enjoy a pleasant dinner and listen to an interesting speaker. Register now and set the date aside. We're going to have a great time. The final deadline for all registrations is receipt by January 22nd, 2005. We cannot accommodate walk-ins or registration during the last week before the event. For questions, contact de-Anna Martin at 425-820-5068 or de_annaj@yahoo.com.



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02/04



K cars

E24 M6



E26 M1



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Take advantage of bidding on driving Lance Richert's race car at a Club driving event!

E36 M Coupe



E28 M5



E36 M Roadster



E46 M3



E30 M3



E39 M5



E34 M5



E36 M3



Auction to Benefit the Northwest Parkinson's Foundation

PROCEEDS FROM THIS YEAR'S BANQUET AUCTION are earmarked to benefit the work and efforts of the Northwest Parkinson's Foundation. Their mission is to establish optimal quality of life for the Pacific Northwest Parkinson's Community through awareness, education, care, and advocacy.

What is Parkinson's?

Parkinson's disease (PD) is a disorder of body movement. It is a progressive neurological disease that affects people of either gender and all ethnic groups. PD is not fatal or infectious and cannot be transmitted to others. Because the disease is progressive, it may ultimately become debilitating. Without adequate treatment and support, people with Parkinson's may tend to become depressed and withdrawn. However, with modern drug treatment and community support, such isolation is unnecessary.

Symptoms

These main symptoms may be experienced by people with PD:

1. Tremor (shaking), of one or more parts of the body.
2. Muscular rigidity.
3. Bradykinesia (difficulty in initiating movement and slowness of movement).
4. Fatigue, difficulty with fine movements and poor handwriting, are other symptoms often experienced early in the disease.

Each person's pattern of symptoms is unique. Some people have only one or two of the main symptoms, while others may have all major symptoms in varying degrees of severity.

What Causes PD?

Parkinson's disease is caused by the failure of a group of nerve cells in the brain to produce adequate amounts of a chemical called dopamine. Dopamine is necessary for smooth, coordinated movement and muscle relaxation. It is not known why the cells cease producing dopamine. However, it is likely that research will soon provide the answer.

Donate Items or Services

Success of the auction relies on Club members like you stepping up with a donation of goods or services for those

in attendance to bid on. Please contact Lance Richert at Lance@Richertnet.com or 425-443-2188 if you would like to provide a donation.

Bid on the Donated Items!

We hope you'll attend BMW M Night and enjoy bidding on a wide range of fun and useful items donated by local businesses and Club members. So far we have received contributions from the following companies and we thank them wholeheartedly for their support!

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Bellevue BMW
BMW Seattle
BMW Northwest
Griot's Garage
Longacres Racing Products
R & K Photo
Ray's Boathouse
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ALSO OF SPECIAL NOTE:

Ken Hill—Drive an E30 Race Car in a local Novice Race
Lance Richert—Drive an E30 Race Car at a Club Lapping Day
Mark Wong—Six hour ride with a Seattle Police Officer
Doug Mills—Drag Race his 1957 Chevy Bel Air
David Lightfoot—BMW Z4 Book
Nancy Spornitz—Custom Quilt
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SIG HAPPENINGS

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	3.0/Bavaria 2500/2800	68-77	Gus Blazek	253-941-0463	blazeks@comcast.net
E9	2000/2500 2800/3.0CSI/CSL	68-77	Ken Olsen	425-898-8544	kenolsen@nwlinc.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net
E24	6 series	76-89	Erik Brannfors	206-356-5620	erik@brannfors.com 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	Vacant		
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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The First Race



SATURDAY MORNING of the first race weekend of 2004, I was up early and back at the track. I used my morning practice session to re-acquaint myself with driving in the heavy Group 2 traffic and destroy the last of my brake pads. My times for the practice session were around 1:30.5 per lap. That was slow for the tight Mission, BC track. I was going to have to find a lot more speed to keep up, but I had a whole weekend ahead of me.

With only one race group for the weekend and a well-sorted car, my spare time was spent resting and hanging out with the informal "Dirt Cheap Racing Co-op" BMW E30 racers. I also used some of this time to visualize the track. This can really help me with problem solving and consistency. During the lunch down-time, I changed my transmission fluid, and put on a new set of brake pads. I tried to bed the new pads as well as possible, but this wasn't easy in a crowded paddock.

During my Saturday afternoon qualifying, I felt like I was driving hard and fast, but I was having to brake earlier than I would have liked. My pedal was firm, but the car just wasn't slowing. Several times I went into a corner too hot, blowing my lap times. It was an artifact of the unbedded brakepads. I felt like I was driving my guts out, but I still qualified last of the three G-P competitors by over a second. The two Datsun 510s had qualified 1 second and 2.5 seconds faster than my best time of 1:29.9. I had to do better, but I just didn't have a clue where the time was going to come from. I felt like I was entering corners as fast as possible, and getting on the gas as early as possible.

I spent more time visualizing. Some how, I had to find an extra second and change. I fell asleep replaying the laps over and over. I imagined braking a tad later, trailing off the brakes a touch deep in the corner, getting on the gas a moment earlier. Sunday morning, I woke up earlier than I needed to, and spent more time replaying the laps in my head. Somehow, it already felt cleaner and smoother, as if I had already turned those fast laps in my sleep.

At the track, I turned in some fast laps without traffic getting in my way. I also spent a few laps behind the slower of the two G-P Datsun 510s. It was a good chance to compare our driving and see where he was faster. After the qualifying session, I went over and introduced myself to Scott Morton, driver of the yellow 510, #34. I always believe that it's good to put a face to competitors.

As it happened, I had out-qualified him. My time was 1.2 seconds faster than my time of the previous day and I was about 2/10ths faster than he was. Unfortunately, I was having clutch issues. It became more and more difficult to get the car into gear. It wasn't going to stop

me from racing, but it wasn't going to make me faster.

Several hours before my Group 2 race the butterflies started. I tried to nap a little in the cab of my truck. I kept myself hydrated and fed, and I waited. And waited. Group 2 was last up on the menu and I had all afternoon to contemplate unpleasant outcomes.

Just before my race, I had one last swig of water, and then got my safety equipment on. Group 2 pulled out onto the track for a warm-up lap behind the pacecar. I was still having trouble with the clutch. I did my best to cleanly match the revs on my shifts and avoid smacking into anyone on the pace lap.

Two cars behind me was the yellow G-P Datsun 510 of Scott Morton. Several cars ahead of me was the red G-P Datsun 510 of Mark Wilson. Mark had been about 2.5 seconds per lap faster than me in qualifying. He was going to be hard to catch, but I decided that I was going to try, while staying ahead of Scott. That was the plan, anyway.

At the end of our pace lap, they waved us off, and made us go back around for another lap. This is usually

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because the leaders get ahead of themselves and jump on the gas before the green. As we came back around onto the straight after our second pace lap, the green flag waved at Start / Finish, and the pack was off! All except me, anyway. I couldn't get the dang gearbox into 3rd! A good five cars passed me before I finally stuffed the shifter into second. But all was not lost! As the pack bunched up into the tight first corner, I took a pucker-inducing dive down the inside, regained several places and re-passed the yellow G-P 510 that had just whizzed past me. At mid-corner, I put two wheels onto the dirt to avoid swapping paint with an Rx7 and fought through heavy traffic as the pack slowly stretched out.

Just ahead of me was the white and blue H-P VW Rabbit of Hans Kunst. Just ahead of him I could see Mark's red Datsun 510. I needed to get by the Rabbit to catch up to the 510. Hans was a touch slower than me in the corners, but a little faster on the straight. (You know you're under-powered when a car from a slower class can pull you on the straights!). This made Hans hard to pass,

so I snuggled right up behind him in preparation to pass on the wide exit pavement of Turn 3. Immediately as we came around, however, the corner workers were waving a yellow flag. A mildly crumpled Club Rabbit was parked on the inside of the turn.

When the green waved again, I screwed up the start, again.

They yellow flagged the course and we drove around for several laps behind the pace car while they dragged off the wounded Rabbit. The pack bunched up. Mark's red 510 was two cars in front of me. If I could get behind him on the re-start, I could keep some pressure on him, making him drive defensively and maybe force him into a mistake. I could almost taste victory! When the green waved again, I screwed up the start, again. Gahferkitdingblast! I simply couldn't get the car into 3rd. I had a mental picture of coasting to a gentle stop on the middle of the straight in front of the spectators. After an endless moment, the shifter snicked into 3rd, and I was off like old milk. Unfortunately, the red 510 had nothing but clear air, while I was stuck in traffic.

I worked past Hans' Rabbit, but Chris Romney's red RX7 was creeping up behind me, getting closer lap after lap. I tried to think light thoughts and make

up some of the distance between me and Mark, but started over-driving the car—and lost time as I locked up the brakes and entered a few corners a little too fast or exited too sideways. Several times I also had trouble getting the car into gear. I backed off, relaxed a little, and immediately started going faster—but Mark continued to gain on me by about a second per lap. I tried to stay close enough that if he made a serious mistake, I could take advantage of it, but he was driving consistent laps. After a few more laps, I let Chris by, but stayed close on his tail for the rest of race. By the time they put up the "5 Minute" sign I was hot, tired and ready for the race to end.

When the checkered waved, I had placed second in my class with a fast lap of 1:28.15. While there wasn't a ton of G-P competition for the first race of the year, it was still a great result. I packed up my truck, loaded the yes-it's-the-same car onto the trailer, and said goodbye to my race friends. It had been a good weekend for me. The car was still straight, I still had all my fingers and most of my good looks, and I had placed well in my race. Girlchief and Racerdog had both been missed, but would be at the following race.

I drove south across the border. The sun was setting across the spring-green farmland. A year of racing stretched in front of me and I was happy.

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How do you want to drive ?

The BMW Group is a project partner involved in Berlin's first public hydrogen filling station

Dr Manfred Stolpe, German Minister of Transport, Building and Housing, Margareta Wolf, Parliamentary State Secretary in the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety, and Georg Wilhelm Adamowitsch, State Secretary in the Federal Ministry of Economics and Labour, opened the German capital's first public hydrogen filling station. In addition to conventional fuels, it offers hydrogen in the form of gas (Compressed Gaseous Hydrogen—CGH2) and in liquefied form (Liquid Hydrogen—LH2). The latter

boasts a higher energy density and is favoured by the BMW Group as it gives vehicles a greater range. As a project partner in the Clean Energy Partnership (CEP), the BMW Group is playing an active role in the demonstration programme by running trial vehicles based on the hydrogen-powered 7 Series.

Basis of the CEP Berlin: the Transport Energy Strategy

The involvement in the CEP Berlin is part of the BMW Group's involvement in setting up an infrastructure for hydrogen vehicles. The basis



of this is the Transport Energy Strategy (TES). More than ten partners from the motor and energy industry are collaborating in this group. The aim of the TES is to introduce a countrywide supply network for the sustainable energy carrier hydrogen. The German government is backing and overseeing the work of this group, which was set up on the initiative, among others, of BMW AG. The Clean Energy Partnership in Berlin is a project by the TES.

Series. This will feature a bivalent drive that runs on hydrogen as well as petrol. It will mean that the BMW flagship can be filled with both fuels depending on availability and infrastructure in order to guarantee mobility for the customer.

BMW Press

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2000 BMW 328i (E46): VIN WBAAM5346YEJ41137. Immaculate condition. One owner, full maintenance records. Always garaged. Dinan performance software upgrade. Premium package includes upgraded Harmon Kardon stereo (with CD and dual subwoofers), power moonroof, power seats with with memory, five-speed manual transmission. Steel Grey metallic paint exterior. Black leather with aluminum trim interior. 30,000 miles. Asking \$23,500. Photos at <http://andrewc.members.winisp.net/bmw328/>. Contact andrewc@winisp.net or 425-703-4854.

1999 540i: WBADN6333XGM60408 50,000 miles. Titanium beauty with immaculate gray leather interior. Absolutely concours condition. Always garaged. BMW dealer maintained. Non-smoker. Never driven in snow, rarely in rain. No accidents, no dings. A classic "hangar-queen" looking for appreciative new owner. Extended warranty to 100,000 miles that is transferable to new owner. Interested BMW Club members welcome to take auto to mechanic of your choice for inspection. \$26,500. Call Howie Stone at 360-357-7471 w or 360-493-8211 h or email hstone@comcast.net.

1997 750iL: WBAGK2328VDH68326, 79,000 miles. Dark blue exterior with grey leather interior. Excellent condition. All options, including navigation. Always garaged. Dealer-maintained. \$20,900. Call 503-781-9616 or 503-636-4487.

1988 E30 M3: VIN: WBSAK0307J2196785 Diamondshwartz with black interior; 113,000 miles; original condition. TMS chip, Korman short shift, other performance upgrades. 3 year maintenance history. New timing chain/tensioner/ water pump at 90,000 miles. Recent clutch rebuild. All original body panels, never wrecked. Runs great. \$11,000 OBO. Call Jon Whitney at 514-484-1781 or email at jutewhi@aol.com.

1988 M5 E28: The Ultimate Driving Machine. If you've never had the chance to drive an E28 now's the perfect time. Excellent condition, black with tan leather interior, five-speed, power steering, power seats, power mirrors, power windows, cruise control, am/fm stereo, air conditioning, sunroof. 142,000 miles. Accident free. \$10,500. VIN: WBSDC9305J2791858. Call 425-644-2799.

1983 633CSi: Five-speed. Very attractive car, Sebring silver, Pacific blue interior, electric sunroof, air conditioning, air dam with fog-lights, five chrome E24 wheels. 115,000 miles, 12,000 miles on engine, Shrick cam, OmniCell, Cibie headlamps. Bilstein shocks, tinted windows, Ungo alarm. Complete tool kit, always garaged, meticulous maintenance, all records, \$7,000. Contact F.D. Baldrige, 541-474-7153 or fdb@pharmcomp.com.

1975 530i: Silver ext. blue int. Four speed, four door, good tires, brakes and overall condition. The engine has a header install for better gas mileage and performance. The engine, a 3.0 runs fine with no leaks. Dash has no cracks and interior in good condition. Neat little classic. 189,000 original miles \$2,500. Contact John at 1-360-321-1485. I live on the south end of Whidbey Island. I possibly can meet over on mainland to view car if there is a serious buyer.

Parts for Sale

Tires: Four Bridgestone Blizzak WS-15 255/55/R16 94Q tires on Moda five spoke alloy rims. Very little use, approximately 8mm of tread remaining. Off 1991 E34. \$650 obo. Contact Peter at ptakasawa@compuserve.com or 425-481-2443 (WA).

Cable chains for E30: Fit 13" and 14" wheels with a list of sizes too numerous to mention. Unused and in original box. \$20 obo. If interested, contact lrv at lrvBertram@comcast.net or 206-282-1077 and I can check your size against list.

E34 (540) 15" wheels: Set of four, perfect condition, \$500. Contact F.D. Baldrige, 541-474-7153 or fdb@pharmcomp.com.

Miscellaneous E30 parts: Set of four BBS RS 3pc 7"x16" wheels with tires, set of four E30 M3 wheels, BMW/Pioneer 6 disc CD changer with bracket, set of two BMW sport seats from 325eS/iS, Momo Monte Carlo steering wheel, Eibach spring set for E30 M3, Eibach front strut brace, front air dam for 325eS/iS (big bumper type) new in box with bracket kit, various E30 parts. Reasonable offers considered. Contact Vance Jackson at vancejackson@hotmail.com or 206-295-5384.

E36 M3 M Contour wheels: two each 7.5 x 17 and 8.5 x 17 with Pirelli snow tires. Wheels are in good shape and tires have excellent tread. Set of four—\$799 obo. One new 7.5 x 17 M Contour wheel with new 225/45 Michelin Pilot Sport—\$249 obo. Call David Heard, evenings before 10 p.m. at 206-525-0965.

For E30 325e/i/is and 2002 cars: Four Michelin Sport XGT tires 195 60 14 mounted on E30 stock 6Jx14H2 rims. The tires would be good as back ups or good candidates for drifting. Three of the four tires have approximately 3/32 inches of even tread wear. The fourth tire is worn on the inside. Included is an un-mounted stock E30 rim. All rims are straight. \$95 for all/best offer. U-haul. Please contact Gary Protto at 1-800-366-5551 x3356 or gprotto@mutualofenumclaw.com.

E21 320i parts: Cleaning out storage. Stock differential and front swaybar. Both have less than 500 miles on them! Make offer. Contact Lucetta by email at lucettalightfoot@msn.com or call 206-282-2641.

For 1990 E30 M3: All four door panels natural tan, Right front door with mirror and window Cinnabar red, dash, Noah car cover, rear side glass both sides, also black vinyl E30 sport seats from 325is. All items are very clean if not in perfect condition. Call for prices \$50-\$300. Contact Sam at 206-890-9051 or 206-842-5357.

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.

Wheels: Set of four 15inch wheels from E36 325i. Original BMW wheels. Some curb rash. Will offer all four for \$80 obo. Contact Evie at 206-940-0901 or EVIEBMW@hotmail.com.

E36 M3 Exhaust/Muffler: Original exhaust pipe and muffler was removed for free flow cat back system. No damage on exhaust pipe or muffler. Car is 1998 M3 with 65,000 miles, single owner. Asking \$100 obo. Contact Henry at henry.chang@comcast.net or 425-742-6234.

New UUC Twin Silencer Exhaust (cat. back): Fits E36 M3s (plus 92-99 325 and 328); was on 98 M3 for one month, excellent shape with original box, mounting hardware and directions. \$450 (was \$590 new). Contact Bob at 425-643-6379 or bobndawnkm3@comcast.net.

Winter tires: Pirelli Winter 210, 205/55R16, about 500 miles use, \$150 for four. Contact Bob at bobndawnkm3@comcast.net or 425-643-6379.

Steering wheel: 360mm leather steering wheel and hub for 2002 or ? Made in Italy, includes horn button. \$150. Contact Ted Rodgers at rodders356@msn.com or 206-232-6790.

BMW Race Cars

1971 BMW 2002 Race Car: Full race prep for SCCA/Conference/Vintage, 3 pairs of Pannasport racing wheels w/215/50/13 BFG R1, 2 pairs of BMW mesh with Yokohama 215/50/13 for rain, spare rear ends/hoods/fenders/doors/trunk lids etc., paint scheme in vintage BMW racing late '60's - early '70's in Europe, new engine with double seal pistons w/ only 2 hours on it, fully adjustable suspension front and rear, 8 point roll cage (4131 tubing), Momo racing seats ... too much to list! Over \$15,000 invested in this racing delight, not including my time and passion. My dream could be yours for a real bargain at \$9,000. Call Tripper Wellman at 253-606-6435.

Miscellaneous

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February 2005 Issue January 4
March 2005 Issue February 1

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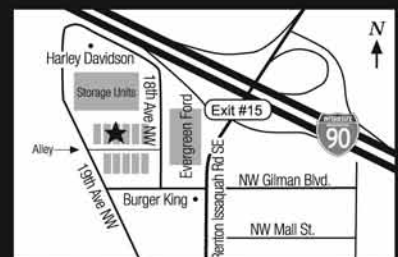
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