



OCTOBER 2005

Zündfolge

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



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October 2005

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KALENDER

October 1-2

West Coast Gathering. Ashland, Oregon.
Two days of driving and sight seeing on fun roads.
Contact Steve Larimer at larimersteven@yahoo.com. See article in this *Zündfolge* issue.

October 6

Board Meeting. Starting time is 6:45 p.m.
All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

October 8-9

Two day Club drive; through the wonderful roads on the eastern side of Mt. St. Helens with an overnight at Hood River before continuing on to the SOVREN Maryhill Hillclimb and Stonehenge replica before returning via the Yakima Valley and Chinook Pass. All mountain travel is weather permitting only. Contact Martin Hovenkotter at mhoven@comcast.net.

October 11

Deadline for the November/December 2005 *Zündfolge* Please note this is our annual combine issue due to the few Club events and holidays during these months.

October 22

Car Entertainment Tech Session at Benchmark Motoring in Bellevue. Learn what to look for in aftermarket products before the holiday shopping season. RSVP to Tom Cox at tcx@foxinternet.net.

November 3

Board Meeting. Starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location. Planning for next year will be discussed at this meeting. All members are encouraged to participate.

November 29

Deadline for the January 2006 *Zündfolge*.

December 1

Board Meeting. Starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location. Appointed board members will be chosen at this meeting.

December 11

Jingle Bell Run/Walk for the Arthritis Foundation. The Club is participating as a group, with Club logo T-shirts in the Jingle Bell Run. See the article in this issue for more information and RSVP with de-Anna Martin at 425-820-5068 or de_ammaj@yahoo.com.

January 21, 2006

Save the Date! We've picked the date for the Annual Banquet and Auction. This year the auction proceeds will benefit the Arthritis Foundation. For more information see the 2006 Banquet article in this *Zündfolge* issue. Questions should be directed to the banquet coordinator de-Anna Martin at 425-820-5068 or de_annaj@yahoo.com.

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. Items submitted for publication will not be returned.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwcclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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IT HAS BEEN A FEW YEARS, if not decades, since we have organized a technical event around in-car audio gear. It's time to do it again.

Sound systems provided by the factory have improved considerably. Still, if you want your car to sound better than stock, you can get upgrades that provide more decibels, more accurate rendition over the audible spectrum, and enough bass to fill a concert hall.

Perhaps you've already decided a little improvement in audio performance might make a nice holiday gift. Or maybe you're just toying with the idea. There are a myriad of aftermarket products. The average car owner probably only makes these decisions once every five years. What's new that wasn't available last time you looked? How can you, as a buyer, distinguish between low and high quality components other than just checking the price pasted below the demo units hung on display walls?

Preserving the appearance of your car and its performance characteristics are as important as improving quality of the audio. Maybe you're looking for a unit that integrates so well no one will notice its not factory until you play a CD. Or you may want a look that screams "I've been improved, and I'm smoking! Look at me!" Either way, you

want the workmanship to be top notch, and know that any modifications made to the leather, fabric, and sheet metal in your car are not going to sacrifice its appearance, longevity utility, and structural integrity.

Of course, the world of in-car entertainment systems has changed dramatically in the last few years.

Of course, the world of in-car entertainment systems has changed dramatically in the last few years. Now you can treat your eyes as well as your ears. Say you'd like to add a DVD player or navigation system to a model that doesn't come with one, you want the aftermarket unit to look as though the factory DID offer that option in 1995, and you want a unit with quality and durability that won't be a maintenance headache. All the store models look the same. What should you be looking for in high quality units vs. lower quality options?

The folks at Benchmark Motoring will be hosting a tech session on car entertainment systems from 10 a.m. to noon on Saturday October 22. If you were a customer of Innovative Audio, you'll recognize some familiar faces.

Benchmark was founded by some of the people who ran Innovative before it vanished suddenly from the face of Bellevue. Benchmark Motoring, like Innovative Audio before it, offers top end components and top notch work-

manship. They sell aftermarket performance parts as well as entertainment gear, so you'll probably hear a little about that side of the shop, too.

Benchmark Motoring is located at the end of NE 21st Street, which runs behind stores on the north side of Northup Way. The entrance is 1/2 block north of Northup on 140th Ave. NE, across from the driveway to Strictly BMW. If you go to the end of 21st Street, then turn left up a small rise, you'll be at Benchmark Motoring. The address is 14350 NE 21st St. in Bellevue. Overflow parking is available along NE 21st Street.

Member cars that have been modified by Benchmark Motoring will be on display for you to inspect. Refreshments will be provided, and there is no charge for attending. We do ask that you RSVP so we can plan the refreshments, and because capacity is limited. Mark the date in your calendar now, because this will be the only pre-event article you'll see. Please contact Tom Cox at tcx@foxinternet.net or 425-823-5048 to let us know you plan to attend, or if you have been a customer of Benchmark Motoring or Innovative Audio and have a car you'd like to showcase. *Tom Cox*

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VISA M.C. AMERICAN EXPRESS



This month's cover features car #36 of Bimmer World at the entry to Turn 1 at Portland International Raceway. Taken at Round #6 of the American Le Mans Series Grand Prix of Portland, July 2005, during the SCCA Speed Touring Car

Race (Round Eight). To view more of these great action shots please see the center spread.

Photo was taken by Club member, Steve Alvine.



Cascade Circle Tour

October 8 & 9

Requirement for People Attending Cascade Circle Overnight Run

People planning to attend the Cascade Circle overnight run need to book hotel rooms for our overnight stop in Hood River Oregon, Saturday October 8th.

I am holding forty rooms at the Hood River Comfort Suites Hotel (the newest Hotel in Hood River) on my personal guarantee until September 15. Please call the hotel to see if you can still get the Club rate after September 15th. The hotel's phone number is 541-308-1000. The room rates are \$107 if equipped with a single king bed and \$117 when the room has two queen beds (prices are double occupancy and \$10 for each additional guest. All unsecured rooms will be released on September 15; anyone utilizing alternate overnight accommodations should email me when you secure your accommodations..

We will meet Saturday morning, 8:00 a.m., at the Issaquah Starbucks /Krispy Kreme on East Lake Sammamish Parkway in Issaquah.

Detailed itinerary for Saturday

We will meet Saturday morning, 8:00 a.m., at the Issaquah Starbucks /Krispy Kreme on East Lake Sammamish Parkway in Issaquah. (Take exit 17 from Interstate 90 and turn left/north two blocks to the Home Depot Center.) We'll be parked next to the Starbucks and after a quick drivers meeting we will head out promptly at 8:30 a.m. Saturday will be a driver's day as we travel the most scenic back roads in the state around Mt. Rainier and then the twisty roads east of Mt. St. Helens. We'll stop for a picnic lunch (weather permitting) near the volcano then continue south to the Columbia Gorge at Carson. We'll then travel east to our overnight at Hood River, check into your accommodations and then small groups can find dinner in Hood River to end their day.

We leave Hood River at 8:00 a.m. Sunday morning for Maryhill Museum, the SOVREN historic racecar Hill-climbs up the famous Maryhill Loops Road and the Stonehenge replica built by Sam Hill. At noon we will leave Maryhill for the return home via Hwy 97 with a photo opportunity stop at the Toppenish Murals and a lunch at a winery or Mexican food restaurant in the Yakima Valley with the weather deciding if we will return via the great Basaltic Canyon of the Yakima River.

You should plan on long stretches of twisties on day one and wide sweeping curves through hills and farm country on day two. We should return to the Seattle area by 6:30 p.m. Sunday night.

One needs to be a BMW CCA Club member to participate or if you're a newbie you are allowed one run with the Club prior to joining. We drive safe but focus on having fun ... any dangerous drivers or scofflaws will be asked to leave the drive.

Again, reserve a room for the night at the Hood River Comfort Inn Suites 541-308-1000. Also email mhoven@comcast.net to attend the run.

One needs to be a BMW CCA Club member to participate or if you're a newbie you are allowed one run with the Club prior to joining.

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2006 Banquet

January 21, 2006

YES, IT IS ONLY FALL and it seems a long way off to January and our annual Club banquet and auction. Halloween, Thanksgiving, Christmas, Hanukah, Kwanzaa and New Years' will all come and go before our next big blowout. But, we want you to save the date because it is going to be another great event! So mark January 21, 2006 on your calendar right now. That's a Saturday night, the weekend before the 24 Hours of Daytona. Once again, we'll be at the Design Center in the Georgetown neighborhood of Seattle, the place we've been the last two years. We like it because we can put vehicles on the banquet floor.

Charity

With each year's banquet and auction, we pick a charity to be the beneficiary of the night. Two years ago we raised \$10,000 and last year we gave \$15,000 to the charity. The Northwest Arthritis Foundation is this year's chosen charity. Probably most Club members know someone with some form of arthritis, so this worthy cause is one almost everyone can personally relate to.

Auction

By overwhelming popular demand, the live auction will be conducted by Lance Richert and Jamie "Vanna" Thomas. Lance will demonstrate prodigious feats of mental math fueled by gin and tonics. Jamie is already shopping for gowns.

Lance is also in charge of procurement of auction items, so if you, your

business or someone you know would like to donate something for the silent or live auctions, contact Lance. Remember, you'll get some publicity and you'll benefit a good cause.

Program

The January 2006 banquet program is ... unconfirmed at this time. Rest assured we're working on something fun and exciting. And shorter. We know last year went a little long. We'll get you home earlier this year while still having lots of BMW-related fun.

Volunteers

Last year's banquet and auction had over 250 people in attendance. An event of this size doesn't happen without the help of a lot of Club volunteers. If you would like to help, contact Banquet volunteer coordinator Zena Bartusch. All other event questions contact chairperson de-Anna Martin.

Save the Date

Most important, for now, save the date! Mark the Club Banquet and Auction on your calendar for January 21, 2006.

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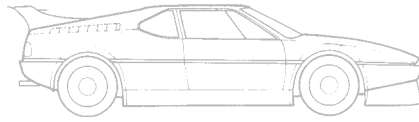
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Car Control Skills Day

November 19

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

First we start with an evening ground school, typically the Thursday beforehand, to introduce you to the ideas we'll be teaching you at Bremerton on Saturday. The skills training day at Bremerton will be comprised of training stations where you will be driving with an instructor in your passenger seat. Each station will offer a chance to see what your car does when pushed beyond the normal envelope. The speeds are kept purposely low so that upsets and spins won't result in damage to your car.

If you're an experienced driver who'd like to work on your car control skills, I encourage you to sign up. I'm going to reserve a group just for experienced drivers to run the same drills, but work on some more advanced skills. We're going to set up a pair of autocrosses at the end of day that everyone can participate in so you'll get lots of seat time.

Each station will offer a chance to see what your car does when pushed beyond the normal envelope.

Requirements

- You must be a *Club member*. We also honor PCA, BMW ACA, and BMW CCBC memberships.
- You must be *18 years old* with a valid driver's license.
- A *tech inspection* of your car is required and must be dated within thirty days of the event. A link to the tech inspection form will be included with your confirmation email. The form can also be downloaded from the Club web site. A certified technician must perform the inspections. You may use your usual shop or see the Club bulletin board for a list of shops that have agreed to do tech inspections at a special CCA price.
- *Helmets* are required. A Snell 95 or newer rated helmet must be used. If a helmet is Snell rated it will have a tag inside the liner indicating the Snell year. If you have a question about this, ask your equipment provider.
- *Convertibles* are allowed only if they have fixed rollover protection and 5-point harnesses.

Addresses and directions for Bremerton will be provided with your confirmation. If you're unfamiliar with track days, information about what to bring to the track and how to prepare your car for the day will be provided at the ground school. These events are very enjoyable but also can be fatiguing, so plan to be well rested and bring plenty of water. Your track committee looks forward to meeting you and helping bring about a fun and rewarding experience! All you need to get the ball rolling is to fill out the registration form and mail it in with a check. It can be downloaded from the Chapter website www.bmwpugetsound.com. If you don't have Internet access, just give me a call, and I'll be happy to mail you a copy.

Tom Olsson
olssons@seanet.com, 206.890.8616

2005 Driving Events Calendar

BMW CCA PSR Events:

November

19 Novice Skills Training, Bremerton

Other Events open to CCA Drivers:

October

13 BMW CCBC School at Portland International Raceway

16 BMW CCBC Car Control Clinic at Boundary Bay, BC

22-23 BMW CCA IEC School at SRP (Spokane)

23 PCA PNWR School at Pacific Raceways

November

6 BMW CCBC Winter Skills Clinic at Boundary Bay, BC

12 PCA PNWR Skills Day at Bremerton

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Audi Club NW

www.audiclubnw.org

Paul Rerucha: prerucha@yahoo.com

www.bmwpugetsound.com

A Crash Course in Collision Avoidance for Teen Drivers



November 19

ON SATURDAY, November 19, 2005 teen members of the BMW CCA are invited to participate in a special event, The Reality Check, designed to give BMW drivers precision driving skills.

"A European study showed if drivers had an additional one second of reaction time, 80% of all crashes could be avoided," said Fred Wright, CEO of

SWERVE Driver Training. "Our program is designed to give teen drivers that one second."

Using their own vehicles, while supervised by professional driving instructors, participants will learn skills like High-Aim Vision, Skid Control, Emergency Braking Techniques, and receive advanced training in Collision Avoidance. Young drivers

will better learn their own limits and the limits of their vehicles.

SWERVE also helps drivers prepare mentally for the road by helping them to understand the driving environment; developing the ability to assess the risks and their own capabilities in a variety of different driving situations in a safe and controlled environment.

The SWERVE course is similar in format to both the Puget Sound Region BMW CCA Bremerton Novice School and the BMW Street Survival Skills for Teens program.

The Reality Check event will take place at Emerald Downs in Kent, from 1 p.m.–5 p.m., on Saturday, November 19. To reserve a spot, call SWERVE at 425-883-9434.

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December 11

Get Ready to Jingle Down the Streets of Seattle

THE CLUB IS COLLECTING MEMBERS to join as a team to participate in the 2005 Arthritis Foundations 5K Jingle Bell Run/Walk December 11, 2005 in Seattle. Let's starting building momentum and excitement around our 2006 Banquet & Auction Benefactor! You don't have to run ... and it isn't a competition, so participate and jingle through the streets of Seattle for a good cause.

We will have our Club name/logo on the back of the shirt. The Club is paying for the first fifty custom shirts (event shirt with our logo on back; a \$10 value). Get your friends and family

involved and become part of the BMW CCA PSR team! My goal is to have as many event shirts with our Club logo on the back as possible.

Deadline

The deadline too participate in the BMW CCA PSR team is November 7, 2005 (forms postmarked). The form for registration, t-shirt size and additional details can be found on www.bmwpugetsound.org.

RSVP with de-Anna Martin at 425-820-5068 or via e-mail at de_annaj@yahoo.com.



West Coast Group Gathering & Tour

October 1 & 2

Southern Oregon & Northern California

We have planned a two-day tour for the weekend of October 1st and 2nd originating in Ashland Oregon covering nearly 700 miles, primarily on back roads, in Southern Oregon and Northern California. Views will be provided of the Rogue River, Mt. McLoughlin, Klamath Lake, Crater Lake, Mt. Thielsen, Mt. Shasta, Trinity Alps, and the Klamath River.

Following arrival in Ashland Friday night, we will start out Saturday morning for Klamath Falls, Klamath Lake, Crater Lake, Rogue River, Prospect, Butte Falls, Lake of the Woods, and back to Ashland for the night, capping a 310-mile driving day.

Sunday morning we will depart Ashland for Yreka, Callahan, Whiskeytown-Shasta-Trinity National Recreation Area, Weaverville, Willow Creek, Hoopa, Happy Camp, and back to Ashland to end a 380-mile driving day.

Most of us expect to stay at the Holiday Inn Express located at 565 Clover Lane in Ashland. Call 1-888-632-5465 or 1-541-201-0202. If you have questions or would like to join us for all or part of this event, Please contact Steve Larimer at larimersteven@yahoo.com.

Steve Larimer

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California Dreaming

or Jim's Truly Great Adventure

WHAT WOULD MAKE A MOST EXCELLENT GIFT for a certified track junkie's sixtieth birthday? How about a ticket to all of the remaining major open wheel series races of the 2005 season? Earth to Jim: get real! OK, how about an open wheel formula car racing class? That makes more sense, so Jim is off to Sonoma, California for a three day Techniques of Racing Course at the Jim Russell Racing School at Infineon Raceway.

Earth to Jim: get real!

Day 1 dawns bright, beautiful and sunny—predicted high 85 to 90. I arrive at the track and check-in at the Russell School. I'm early, but there are already other nervous students milling around. The first order of business is to sign in, hand over a credit card to ensure that any damages you create will be paid for,

and get fitted for your driving suit and helmet. You are issued a head sock, but you are on your own for driving gloves and shoes. The class is quite diversified, as we will share the track with the advanced course for the next three days.

The day starts with a classroom session to introduce us to our buddies for the next three days—the Russell Racing formula cars. The cars are 900 lb four-cylinder open-wheel racers with non-synchromesh transmissions. The four-speed transmissions are geared more like second to fifth in a street car. We are assigned a car, shown how to get in and out, then fire them up and spend the next thirty minutes running through heel and toe exercises. The rev limiter is set at 3000 RPM to force us to accelerate up through all four gears, and then decelerate back down to first with heel/toe shifts at each gear. After a short break we repeat the exercise with one station focused on threshold

braking. The idea is to come in deep and brake hard enough to experience a little lock-up.

So what did we learn? The whole idea was to be introduced to the racing truism that you need to learn to go slower to be faster. Steady, deliberate shifting movements are much more effective than hard, fast movements. We are told in many different ways that every action in the car will have a reaction.

After lunch we are back in the classroom discussing car dynamics such as turn-in, apexing, weight transfer under braking, acceleration, cornering, etc. Then we get our first shot at the full racecourse with our new buddies. We are still limited to about 3,500 RPM, but our object in this session is to learn the ideal line for this track in these cars. We run nose to tail in three groups behind

Continued on Page 10

BMW Seattle

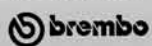
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Steady, deliberate shifting movements are much more effective than hard, fast movements.

an instructor car. After each lap, the car immediately behind the instructor drops to the back and everyone else moves up a spot.

We return to the classroom to review the flags we will be seeing over the next two days. Then we talk some more about vehicle dynamics; discussing slip angles, dealing with an early entry or a late entry, late braking, early and late apexing, etc. Then we are off for a good meal, a good night's rest and dreams of even more fun tomorrow.

We start day 2 with a short classroom session, and then we're off to the track. We work on the Upper Loop, which consists of turns one through six, returning to turn one via the drag strip. Our RPM limit has been bumped to about 3,800, which gives us a top end of around 90 MPH. Again we run the first session nose to tail behind an instructor car doing the front to back shuffle on each lap.

Next we tour the track and stop at strategic viewing spots for each corner while an instructor runs laps to demonstrate proper car placement for braking, shifting, turn in, throttle balance, apexing and track out. We return to the cars, run about ten more loops, and then meet with our instructors for another critique. I learned that I was braking and downshifting way too early for the transition from turn one to turn two.

After a short lunch break, we spend the rest of the day driving the full track. We do our first session nose to tail behind the instructor cars, then alternate 25 minute solo sessions with the advanced class. We are de-briefed after each session while the advanced class is taking their turn on the track. In our first solo session, I was one of several students to earn a black flag and a chat with an instructor. Mine was for passing early and on the wrong side of the track after turn six. Unlike our driver education sessions, where all let-bys are

on the driver's left, the passing areas at Infineon are on either side of the track, depending on the corner. Another difference is that the car being overtaken is expected to stay on line and the passing car is expected to alter its line to complete the pass. Between turn six and seven, the passing zone is on driver's right and starts at track out. I, however, cut under the slow car at turn six apex and fly by it on the left. ("But officer, the blue car slowed down and gave me the line.") As with our schools, attention to details and following the rules is critical to having a safe learning environment. Even though it would have been a clean, safe pass under racing conditions, I was pulled over to emphasize the point that this was still class work, not racing.



Photo by Jim Heit.

As the day progresses our rev limiter is bumped to 4 grand. The extra revs have the car noticeably faster in some sections of the track, as I need to brake harder and a little earlier for some corners. The rest of the day goes well—all passes are clean and legal, all apexes right on, most heel/toe downshifts smooth, etc. There are two hotshot youngsters that get by me in a 25-minute session, but I am holding my own with the rest of the class.

Day 3 starts out sunny and breezy. We have full revs for the first time, and are ready for a full day of timed lap-ping. The first session is intended to be a warm up. We are instructed to drive at about seven tenths and work on

smoothness and rhythm. We will build speed in the following sessions so we can use the clock to gauge our progress. My fast lap in this session is 2:35.6, one of the better times, but only about fourth or fifth quickest.

In the second session, my first warm up lap is 2:36.5, but I quickly become bunched up in a group of slower cars so I pull off the track to get some space. In spite of traffic woes, I close the session with two laps right at 2:37, meeting my goal for this session of consistency first, speed later.

Run three starts well: I start out with a 2:36.6 warm up lap, and then the rain starts! About two laps into the wet stuff I crested the hill at turn 2, a blind, off-camber corner only to find two cars

sideways blocking the track. I am able to safely squeeze through on the left shoulder and am quickly back to speed. A lap or two later I'm passed going into turn eleven, the hairpin turn leading onto the front straight. The driver keeps the car pinched down, gets fully on the paint and loops it. I am prepared for this based on the attitude of his car going into the turn. I throttle back a bit and stay wide to avoid any contact and make it safely around him. I manage to keep the car straight throughout the session, but the rain brings the lap times up by about 45 seconds.

As we return from lunch, the rain returns in earnest so we all pile into the school SUVs to learn the proper rain

line. Session four is run in full rain: there are now areas of standing water and little rivulets running across the track in places. I work on smoothness, hitting my marks consistently and staying out of trouble. Turn four is similar to turn three at Pacific Raceways with a couple of significant differences. The approach is entered blind at relatively high speeds and is a steep downhill braking zone (PR is steeper however). At Infineon, the turn is also a second gear right-hander, but it is significantly off-camber and is another blind corner. The braking zone is very slick if you get a little too much into the dry line. On one pass, I am on the brakes a little late and a little too aggressively, getting a nice lock-up which takes me a little past turn-in, but I am still able to make the corner OK. On the next lap I negotiate the braking zone properly, but get back into the throttle a little too quickly and the back end starts to come around. It was *CPR* time (*Correct, Pause, and Recover*)! **CORRECT:** Both feet in to catch the spin; **PAUSE:** Make sure the car is back under me; **RECOV-**

So would I recommend this to others, or more importantly would I do it again? Absolutely!

ER: A little counter-steer to get the car pointed straight again, select the proper gear and off we go again.

As we prepare for our final session of the day, the rain increases and the track becomes more treacherous. We are forced to use an alternate approach to the turn seven complex to avoid standing and running water building up at track out and in the braking zone for the original turn-in area. After the first lap, I am clear of traffic and ready to work on speed and consistency. The most interesting phenomenon I encounter is that as the rain and wind noise increases, I lose the aural feedback I have come to count on from the engine. I have to adjust my driving style to have real soft hands on the wheel, as now all

of my feedback is coming through the steering wheel, the tachometer, and the seat of my pants. I improve my lap times by nine seconds over my out lap and by four seconds over my fast time from the much drier fourth session. My last four laps are all faster than the previous fast lap and are all within about a second of each other, achieving both of my goals for this session. I take the checkered flag for the session and return to the pits a full thirty seconds or more ahead of the next car. I am very pleased with these results.

So would I recommend this to others, or more importantly would I do it again? Absolutely! I would be back in a heartbeat and look forward to possibly taking the advanced class. But first I must allow the checkbook to recover. I would heartily recommend this class for anyone needing to prepare for racing, to learn more about car control, to fulfill their Walter Mitty fantasies, or just to have a great time driving the heck out of someone else's car.

Jim Heit



Mika Salo works through traffic in the GT1 class.



The Dyson Lola held off the Audis until the closing laps when the Audis took the overall and class win in P1.



The Courage Mazda in the P2 class exits Turn 12.

American LeMans Series

PORTLAND INTERNATIONAL RACEWAY



The #98 Wheels America car looking for the apex at Turn 1 at PIR.



#98 Bob Stretch entering Turn 2 at PIR.



Mika Salo rounds Turn 2 in the Festival Curves.



The Volvo made it easy to capture the exhaust flame on film.



I'll take one for the wall of my garage!



Saleen S7 in Turn 12 at PIR.



Jon Prall and Rick Snyder battle it out in the chicane.



Yes, those pesky P cars were there too!

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THE SUNSHINE GODS SMILED ON US for the Fourth Annual E30 Picnic. E30s from Washington, Oregon, California and British Columbia trekked to the Triple-X Drive-In for a day of E30 fellowship.

105 E30s attended, with all varieties including a rare Touring model represented. The event was co-sponsored by the BMW Club and the NW E30 SIG. Additional support was provided by Auburn Foreign Car and Griot's Garage. The E30 Picnic has evolved into the largest gathering of E30s in the country.

Awards were given to the highest mileage E30

(Josh Frickberg, '87 325, 297,000 miles) lowest mileage E30 (Keith Fournier, '88 M3, 70,000 miles) and farthest traveled (Justin Bresee and Glenn Miller from Petaluma and Ontario, California). Awards were also given for youngest owner (Nathan Fisher, 16 years old) and oldest owner (Mike Ellis, 61 years old).

Special thanks to those that trailered their E30 race cars to display them and those that traveled from out of state.

Next year's E30 Picnic will be in June 2006, with exact date to be determined.

Lance Richert

Lance@RichertNet.com

Additional support was provided by Auburn Foreign Car and Griot's Garage.

SIG HAPPENINGS

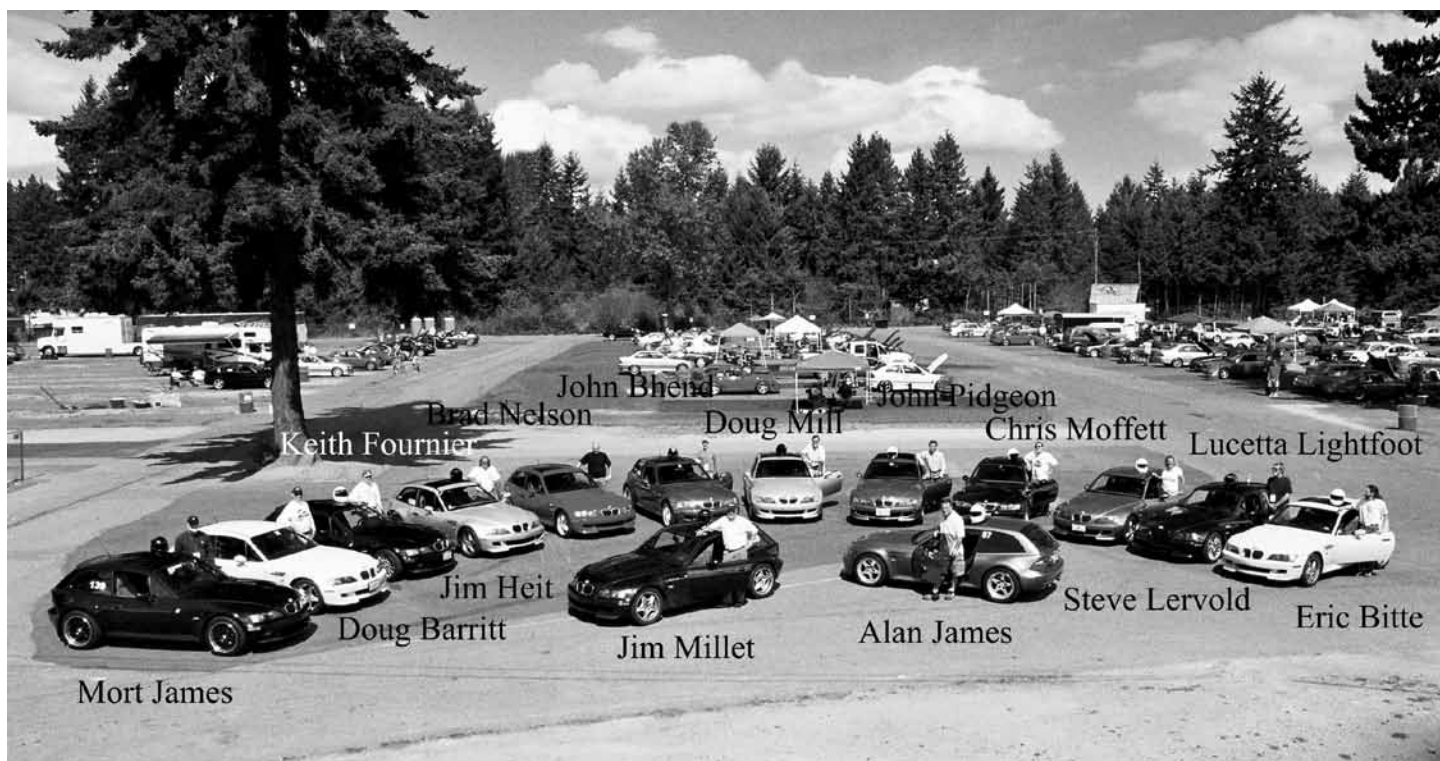


Photo by Duane Montagne.

This past August at the recent Club driving event at Pacific Raceways, 17 coupes were gathered; some as instructors' cars, some as students' cars and some just to visit. During the lunch time break they were all (but three) posed for a group photo. The NWCoupeGroupe consists of over forty owners, many of whom participated in two other gatherings during the first two weeks of September. They are an active, enthusiastic group of BMW owners who enjoy driving their coupes and sharing much collective knowledge of their rare Bimmers.

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	2500/2800/ 3.0si/Bavaria	68-77	Gus Blazek	253-941-0436	blazeks@comcast.net
E9	2800cs/3.0cs/ 3.0csi/csl	68-75	Ken Olsen	425-898-8544	kenolsen@nwlinc.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net www.2002sig.com
E24	6 series	76-89	Erik Brannfors	206-356-5620	Primary: erik@brannfors.com erik.brannfors@t-mobile.com http://autos.groups.yahoo.com/ group/landsharksnw/
E28	528e/533i/ 535is/M535i/ 535i/524td/M5	82-88	Louie Lindenmayer	425-742-0500	louielouie@northwest.net
E30	3 series	84-91	Mike Ellis	253-230-2719	ss337@comcast.net http://autos.groups.yahoo.com/ group/bmw30nw/
E31	8 series	91-97	David Clary	425-489-4556	d.clary@verizon.net www.nw8s.com
E34	5 series	88-95	Mark Ditlefsen	360-692-9181	m_ditlefsen@peoplepc.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	www.seattle5s.com
E46	3 series	99-Present	Mike Pei	206-778-0740	blackchrome77@hotmail.com
E50	Mini Cooper/Cooper S	02-Present	David Lightfoot	206-284-3165	d.lightfoot@comcast.net

Recap of the Three Passes Loop Run

aka "The I can't believe I went over three mountain passes just for some Mexican food run!"

WE STARTED FROM ISSAQUAH with twenty cars, added three and dropped two, and moseyed over the mountain. I got to hook a ride in Darron's ferngrau metallic E36 M3—excellent condition, lots of power and so solid and quiet.

We had to follow a horse trailer over Cayuse Pass (seemed appropriate at the time) but then as we went over Washington's third highest mountain pass, Chinook, the rugged mountains of eastern Washington opened up. We sprinted down the Naches River Canyon, stopping briefly with the Harleys at Whistlin' Jack Lodge for rest rooms. Once in the valleys the land became wide enough to show off the apple ranches of the Eastern Washington fruit country—the Yakima, Naches and Tieton Valleys.

We lunched on our namesake Mexican food at El Porton and then headed north. The Yakima River Canyon with it's big basalt walls was host to a whole community of river-floating sun worshippers (we didn't notice any flagrant displays near the nudist campground) but we enjoyed the road. We ended the group run at the Red Horse Café, a place with lots of Mobil Flying

Horse logo signs and display items at the west end of Ellensburg.

The group was bombarded with pitches to join our two-day drive event October 8th and 9th to The Maryhill SOVREN Vintage Racecar Hillclimb and the Stonehenge replica, with a final stop at the Toppenish Murals for a unique photo opportunity—Email to mhovenketter@comcast.net—Thanks to Darron for the ride as far as Ellensburg where I was allowed to drive Lance's E30 M3 back over Snoqualmie Pass.


Martin Hovenketter



Photo by Armen Abrahamian.

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ALL BMWs ARE REAR WHEEL DRIVE, and a few are all-wheel drive. All have rotating driveshafts to transmit power from the transmission to the differential. Three areas of the driveshaft can be the source of several types of chassis vibrations: the rubber flex disc (called by BMW a “guibo”) at the front of most driveshafts, a center bearing supported in rubber, and the driveshaft’s universal joints.

Why the complexity? I found a nice answer on Driveline Service of Portland’s web site (www.driveshafts.com) that I quote with their permission:

BMW driveshafts, with few exceptions, are of the two-piece design. This design completely eliminates natural frequency vibrations commonly found in many one-piece driveshafts.

Most BMW driveline designs use a rubber flex disc to connect the transmission to the driveline. This flex disc absorbs torsional vibrations from the engine/transmission and reduces shock load to the driveshaft and rear axle. The driveshaft is supported by a ball bearing, encased in a soft rubber cushion. This cushion also dampens unwanted driveshaft vibrations, and to some extent both the flex disc and the support cushion can be “tuned” to the specific arrangement of chassis, transmission and rear axle.

The front half of a BMW driveshaft (excepting early 1600s) is connected to the rear driveshaft with a universal joint and either a fixed or sliding spline. A universal joint is a precision bearing, which allows for small angle changes from engine/transmission movement. BMW driveshafts use an extremely precise design of universal joint with considerable torque carrying capacity for its size.

The BMW universal joint is quite interesting. Unlike most designs, the roller bearings are contained in a thin shell, stamped from an exotic alloy sheet metal 1 mm thick. It is formed accurately enough to not require subsequent machining and is heat-treated sufficiently by the force of the stamping to not require subsequent

heat-treating. The thinness of this bearing cap allows a large cross and larger roller bearings to be utilized, greatly increasing both strength and bearing life, while keeping size and weight low.

The rear of a BMW driveline (again, excepting early 1600s) uses either another universal joint or a constant velocity joint. They both serve the same purpose, to take up small angle changes, and the constant velocity joint furthermore allows for small length changes in the driveshaft.

BMW driveshafts also utilize an extremely strong tubular section. It is made from special steel and cold-worked for additional strength, which saves weight compared to other designs of drivelines. The tubing is inertia, or friction welded, to the ends allowing very fast and accurate manufacturing of BMW driveshafts.

This design completely eliminates natural frequency vibrations commonly found in many one-piece driveshafts.

So how does one troubleshoot the vibrations? Normally one shouldn’t notice anything, but the most common problem is a vibration under acceleration at around 20 mph. It usually gets worse as more throttle is applied, as in going up a hill or under hard acceleration. It can be a worn center support bearing. The rubber support usually no longer centers the bearing and the force of the driveshaft spinning causes the problem. It can also be a guibo that is cracking. If it is the guibo, it should be replaced ASAP, as a failure can cause transmission problems. Visual inspection should reveal either problem. As both are wear replacement items, they are readily available. They are usually replaced as a pair as the labor of removing the driveshaft is the same, and not exactly a simple process as the exhaust must be partially removed for access. Finally, the universal joints can go bad. My pet theory is that the heat that’s

generated in the center of the car from the exhaust system eventually dries out the grease.

This is what my E30 driveshaft had. A tight universal joint caused a shaking vibration at about 20 mph. It was really bad in my commute during certain slow traffic conditions, where I was constantly going through that speed. I replaced the driveshaft with a rebuilt one from Driveline Services of Portland. It has greaseable universal joints so it should never go bad. It was SO nice to be able to punch it in first gear and not feel the vibration. On my recent trip to California for my high school reunion (I’ll let you wonder how many years) I can attest to the fact that it was totally smooth at triple digit speeds.

The trip was a blast, making Santa Rosa the first day in thirteen hours. After a short visit with my good friend Steve, I headed down to Santa Maria. I followed a California Highway Patrol car on Hwy 101 (65 mph posted) at 80 for almost one hour outside San Jose. Laguna Seca was hosting a big motorcycle race that weekend, and there were lots of fast motorcycles about. Nobody drove the speed limit; I was at about 80 or better most of the time. The E30 325is Red Baron got about 25 mpg at those speeds, with the air conditioning on constantly. Lowest tank was about 23 mpg but that was on the “California autobahn”: the Grapevine (just north of Los Angeles) to Sacramento on Interstate 5. Including stops, I averaged over 81 mph on that section. No overheating with temperatures over 100, so I was pleased. BMWs make great road trip vehicles!

BMW’s make great road trip vehicles!



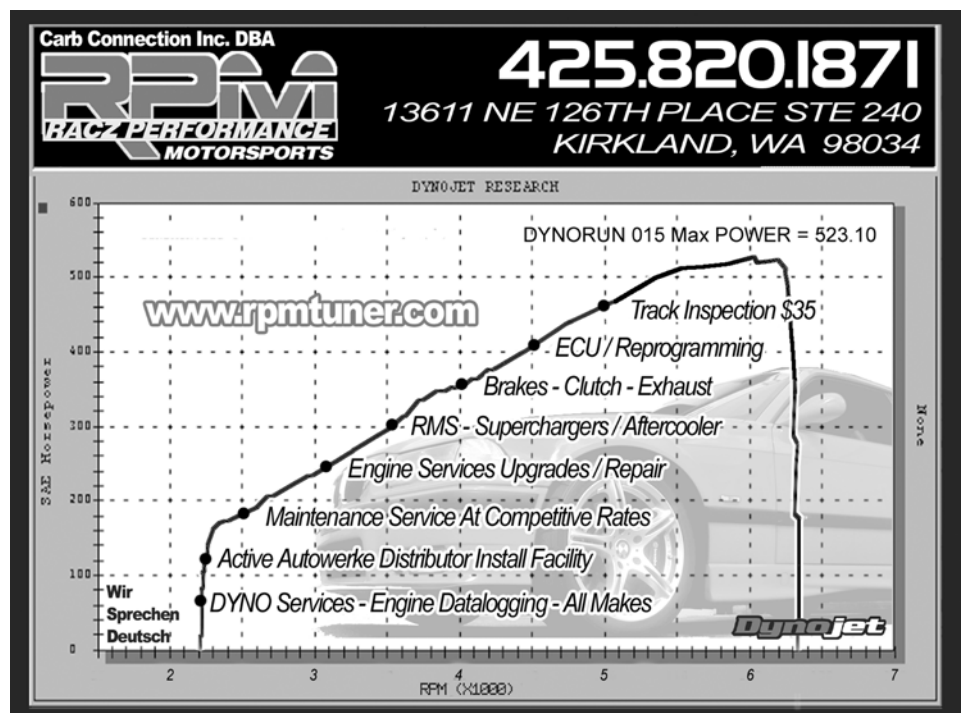
Recap Speedware Event



THE SPEEDWARE TECH SESSION, hosted by Dan Reise and Jamie Clendenen and assisted by several other employees of Speedware Motor Sports was held Saturday, August 13th.

Though the event was attended by a small group of about twenty-five Club members, many good questions were asked about corner balancing a car, roll bars, roll cages and safety equipment. The group moved from the garage area to the front of the store where safety equipment was a big hit for those interested in tracking or racing a car. Dan reviewed driving suits, gloves, shoes and helmets. Speedware gave a one-day only discount to the members in attendance.

We wish to thank Speedware Motor Sports for opening their shop and allowing us an opportunity to see the many products available for our ultimate driving machines.



The Un*ge* Mechanic

J. Sage Schreiner

Door to Door

IN MY NOT-SO-UNBIASED OPINION, the best racing in the world happens on tracks where no one is watching, where the drivers are slow and the cars are slower. It also, inarguably, happens when I'm the one doing the racing. I can say this objectively because racing in Conference is definitely more fun than watching Formula 1 on TV, although a snaggle-toothed Hobbesian narration is hard to beat.

The middle of August was extremely busy for Girlchief and I as we were hard at work on the Multiple Sclerosis benefit event at my sponsor, Carpenter Creek Winery (shameless plug: check out their new wines at www.carpenter-creek.com; I'm super excited about the blended reds, but I'm not an alcoholic! I'm not!). There was no time to work on the car. It spent more time on the trailer than in the garage, a pumpkin-colored eyesore in an otherwise drab neighborhood. At the same time, I mulled

It spent more time on the trailer than in the garage, a pumpkin-colored eyesore in an otherwise drab neighborhood.

my upcoming race in Portland. As I had missed the triple-points weekend of Spokane, I was now behind in race standings—but with some good finishes and a bit of luck I could still pull ahead and win the championship.

After an early morning tow south we crawled into the misty paddock with twenty minutes to spare, waved at Jeff and Judge Peneck and found a spot with the Dirt Cheap Racing crowd. Registered and teched, car unloaded, wheel torque checked, safety equipment on and it was time to drive. I felt comfortable on the track despite a few sideways glances at the paint on the walls where I'd crashed in the June 6th monsoon.

I brought my speed up much more quickly than I usually do in practice sessions. I was sliding into Turn 3, countersteering, then lifting a bit to get the car to hook-up. I was brushing the brakes at the end of the back straight, riding up high on the left-hand FIA curbing, and then using the steeper right-hand curbing to help rotate the car into the Turn 12 breaking zone. The car was fast. I felt fast.

I passed the smarmy yellow '02 of Dave Karraker. Then he passed me. Then I passed him. Then he passed me. I drove faster, he drove faster. Our cars, both BMW 4-cylinders, seemed to be well matched. Our line and turn-in points were identical. The session checked flag waved.

The weather had turned rainy earlier than usual this summer and it was unclear what race-day weather was going to be like. Sunday qualifying could well be wet, so I decided to treat Saturday afternoon like it was my only qualifying chance.

I drove the wheels off the race car. Towards the end of the session I started to feel the slight hesitation on the straight that had haunted me at Pacific Raceways. All the same, I felt like I had put in some very fast clean laps, without traffic. I braked later, got on the gas earlier, entered corners hotter, rotated the car more, and tried to find the line between fast and over-driven. The car fit like a tailored glove.

I had qualified about 1.5 seconds faster than I had ever driven at PIR, but Dave's mellow yellow 2002 was .002 seconds faster. Two-thousandths of a second is a bee's sneeze at start-finish. Weather permitting, I was going to find some more speed the next morning.

The next morning the weather was permitting. I focused. I imagined taking corners faster. I swallowed my common sense. I spoke in tongues. I drove the fastest lap I ever had at PIR. I was over a second faster than I had been the day before.

So was Dave. He was five-hundredths of a second faster than me. My 1:37.602 against his 1:37.557.

No biggy. He'd be starting right in front of me; I'd get him at the start of the race. Five hundredths is a bee's fart.

That was the theory. When the green flag waved, forty drivers buried the go-pedal, and tried not to hit each other. Dave showed his superior experience and slipped into spaces I couldn't see, gaining half-a-dozen spots on me. For every place I gained, I'd lose one to a Rabbit or RX-7 engaged in their own close race. Dave's lead quickly grew as the pack spread out through the first few laps. I wasn't going to catch him if his lead continued to grow like that.

I wasn't going to catch him if his lead continued to grow like that.

Not a chance. My car still had the slight hesitation on the straight between about 5,000 and 6,000 rpms. It wasn't more than a tenth of a second per lap, but I was worried it would get worse.

Then his pace began to fall off. He was having brake problems—his brake lights were going on too early for the corners. Slowly, I worked past countersteering RX-7s and wheel-lifting Rabbits, one car at a time. It wasn't easy. They were engaged in their own close races, and I didn't have the power to pass them on the straights. Lap after lap passed, valuable time dropping behind me.

Then there was nothing in front of me but the '02. It took a lap to close the distance, and my first try was an inside pass in the breaking zone for the chicane. I stayed on the brakes a little too late, and the car over-rotated. Sloppy and slow, and he re-passed me and gained twenty yards. I took a deep breath, focused and went to the inside for Turn 4. He closed the door on me and I tried again in Turn 8.

Our side-view mirrors were inches apart as we slid through the corner at the edge of adhesion. We were dead even with each other. Almost every corner we were door-to-door, scrabbling for any traction, any advantage.

When I would try to pass, Dave would leave me exactly enough room to fit my car, and nothing more. I gained a bit in the braking zones, but our corner entry speeds and lines were almost identical. Every time we'd hit the straight-away my car would hesitate and he'd gain a bit on me. I found speed in corners where I'd never known it could be, but I couldn't outpace Dave. He might lead for a corner or two, then we'd be door-to-door, then I'd be ahead momentarily.

The hesitation on the straight was getting worse, until it was so bad that Dave was gaining three or four car lengths on me. I'd pass him on the last corner, Turn 12, and then the mellow-yellow 2002 would blow by me like I was a highway cone. I swear I saw him wave once or twice. I'd start to make up the distance in the chicane braking zone and then we'd be door-to-door through the entire back section and through the back straight. I might have half a car

length on him going into the 10-11-12 complex at the end of the back straight and manage to squeak past him. Once I tried to pass him on the outside in Turn 10. Bad plan. Pavement disappears very quickly at 100 mph. But he gave me the space I needed to recover (if not pass).

There may have been other cars racing with us, but I don't remember them.

There may have been other cars racing with us, but I don't remember them. In my gas-tinged, sun-addled haze, all I remember is the sinking desperation I'd have every time he'd pass me and the sudden ecstasy as I found a way to pass him.

I missed the five minute warning, but saw the LL placard displayed. I hoped against hope that this lap I could stay ahead of him on the straight. Maybe he'd over-rotate in turn 12 and wouldn't be able to catch me before the start. Or something. Maybe.

We raced mirror almost touching mirror, sticky-hot tires scrubbing side-

ways through the corners, noise and heat and wind, the last yards of the race disappearing in one great rush. He led me in turn 10 and 11, but I slipped inside in Turn 12, and was ahead of him on the exit. But there was nothing I could do. My car gasped and hesitated, he made no mistakes, and as we passed Start/Finish, he was three car lengths ahead of me.

It was a great race. Greater in the telling, perhaps, if I had won—but it was still a great race. In line for the scales, Dave and I rehashed the race, lied about how fast we'd be if only ... and congratulated each other on a race well-driven. Girlchief and Racerdog hadn't yet made it back from where they had watched the race, and Dave gave me an ice-cold water bottle. It went down like ambrosia.

That's what racing is supposed to be like.

The following weekend, I won at Mission, BC, having lead every lap except one. I beat my competition by half a lap—but I drove poorly, and wasn't challenged. It wasn't half the fun. Racerdog disagreed. She liked the bacon the snack-truck lady kept sneaking her when Girlchief wasn't looking.

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The 16th BMW Art Car and Artist Olafur Eliasson

Olafur Eliasson, one of the most significant representatives of contemporary art, has been commissioned to design the 16th BMW Art Car. In 2005, this internationally unique collection comprising to date a total of fifteen BMW automobiles designed by famous male and female artists, will be celebrating its 30th anniversary. With this assignment, Eliasson has taken on the challenge of transforming a technological milestone, the BMW H2R, with which the BMW Group is pursuing its vision of sustained mobility based on the regenerative production of hydrogen as a fuel of the future. With this installment, BMW continues its innovative cooperation with international artists working in the field of technology, mobility and art.

THE CHOICE OF ARTIST

The artist, Olafur Eliasson, was selected by an international committee of curators which met in April 2005 to discuss the future of the BMW Art Car Collection.

THE ARTIST

Thanks to his affinity to the field of renewable energies, Olafur Eliasson is an artist capable of meeting the challenges posed by the record-setting vehicle in a creative way. Born in 1967, the Icelandic now lives and works in Berlin. Olafur Eliasson's predominantly sculptural, installative and photographic work is consistently devoted to the complex of topics pertaining to civilization/technology and nature. When creating his works of art, Eliasson combines complex technology with the ephemeral elements of nature, thereby provoking a conflict between the viewer and the environment. As a result of large-scale exhibitions of his work held at museums such as the ZKM in Karlsruhe, the Musée d'Art Moderne de la Ville de Paris and the Tate Modern in London, as well as his participation in the 50th Biennale di Venezia 2003, he has become highly esteemed in the international art world. During 2004, his works were exhibited at the Wolfsburg Art Museum and the Menil Collection in Houston.

His works are to be found in world-famous public and private collections such as the Guggenheim Museum in New York and the Museum of Contemporary Art in Los Angeles.

As an artist involved in the design of the 16th BMW Art Car, Eliasson will be closely collaborating not only with a number of different departments within the company assigned to the field of research, development and design, but also with the Cultural Communications Department. Eliasson himself describes this unique form of collaboration as follows:

"A laboratorial process to research the spectrum of sustainable energy and energy awareness, with a particular interest in hydrogen as a potential future energy-source. This is within the

context of my current work that engages with the whole complex of the individual's relation towards mobility, time and space."

After the transportation of the BMW H2R to Eliasson's studio in August of this year, the artist will be occupied until March 2006 with the design of the new Art Car. The new BMW H2R Art Car will then be presented to the public as a work of art at museums throughout the world.

THE BMW ART CAR COLLECTION

Outstanding male and female artists from around the world began to work on BMW automobiles of their time as early as 1975. The 15 exhibits that make up the BMW Art Car Collection include works by Frank Stella, Roy Lichtenstein, Andy Warhol, A.R. Penck, David Hockney and Jenny Holzer, among others. The Art Cars reflect the cultural-historical development of art, design and technology and have been exhibited at museums around the world, including the Louvre in Paris, the Royal Academy in London, the Whitney Museum of Modern Art in New York, the Palazzo Grassi in Venice, the Powerhouse Museum in Sydney and at the Guggenheim museums in New York and Bilbao. BMW Art Cars will also continue to document the fascinating symbiosis of art and technology at future international exhibitions. The entire BMW Art Car Collection will be shown at various museums worldwide within the framework of the 2005/2006 "Auto-nom" exhibition.

The initial idea for the collection, which was to have an automobile redesigned by an artist, was introduced by Hervé Poulain, an auctioneer and ardent racing driver from France. It was upon his initiative that his American friend, renowned artist Alexander Calder, transformed his BMW racing car—a BMW 3.0 CSL—in 1975. The first vehicle to establish a symbiosis between the world of art and the world of motorsport later participated in the 24-hour race at Le Mans. Prompted by enormous enthusiasm for this work of art on wheels, BMW then decided to put its brilliant idea of establishing the Art Car Collection into practice. In the early years, only racing cars that had taken part in the renowned 24-hour race at Le Mans were included. Later, production cars were added to the spectrum. The final work of the series to date was completed by the American concept artist Jenny Holzer, who covered the surface of a BMW V12 Le Mans racing car with her word art known as "truisms."

The BMW H2R hydrogen-powered record holder With the hydrogen-powered BMW H2R as their latest Art Car, the BMW Group is continuing in the true tradition of the BMW Art Car Collection. The BMW H2R research vehicle has established nine records for hydrogen-powered vehicles featuring a combustion engine.

BMW Press

SPECIAL RACING PROGRAM

Motorsports enthusiasts: hold on to your helmets. The BMW Performance Center is offering a special racing program this October with its Advanced M Experience at Virginia International Raceway (VIR) along with admission to the Grand American Rolex Sports Car Series race. Participants can enjoy watching BMW Team PTG (Prototype Technology Group) compete on VIR's challenging circuit and then train on the same track for two days with BMW's high-performance M brand vehicles.

Last year, BMW Team PTG scored its eighth Rolex Sports Car Series GT-class victory and third 1-2 BMW finish in the VIR 400. This year marks BMW Team PTG's 10th season of competition with the BMW M3. The BMW Team PTG M3s will compete again in this year's VIR 400, which takes place on October 9. Participants who attend the race will have paddock passes, which get them into the race team arena. Tuition includes a ticket to the October 9 race with either the October 10 and 11, or October 12 and 13 Advanced M Experience.

"This racing immersion experience combines two heart-pounding motorsports activities into one exhilarat-

ing adventure," said Diane Nevelle, driving school manager of the BMW Performance Center. "We designed this program for BMW racing enthusiasts who want to combine the BMW experience with the excitement of the racing competition."

Participants will test their skills on the 3.27 mile VIR race circuit, tackling the highest performance driving possible with street legal vehicles during the Advanced M Experience. They will take on curves at varying speeds while they learn to increase their steering, shifting and high speed braking techniques. For example, participants will handle a corner at a quick speed, and then keep the vehicle on course as they brake heavily for the second turn, while easing off the throttle and transferring the weight of the vehicle.

BMW instructors give instant feedback on a two-way radio system, so participants can find out how to improve or correct their driving as they prepare to go back around the course.

Other exercises include heel-toe downshifting, autocross driving maneuvers on the banked track and car control lessons on the skip pad. The VIR circuit features 17 challenging turns and 130 feet of elevation change on which participants will drive the 400-horsepower M5 and the 333-horsepower M3 Competition Package.

Class size for BMW's Advanced M Experience is limited to fifteen participants and features eight instructors. Tuition is \$3,950 per person, which includes a dinner and reception the first night of the program. The prerequisite for the BMW Advanced M Experience is the BMW M Experience or another advanced driving program, and all participants must bring their own helmet. For more information on BMW Performance driving schools, call 888-345-4BMW (4269).

BMW Press

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2001 540ia sport: Black/black, non-nav car in exceptional condition. Always garaged. Total recent service including: all fluids, filters, new tires, and new front brakes. 38,000 miles. \$32,750. Contact Kurt at 206-232-1202 or 206-786-9909.

1993 740i: 172,000 miles, Black w/black leather, AT, A/C, AM/FM, sunroof, dark tinted windows, power everything, rebuilt transmission, and new tires. If you like speed, you'll love this car! \$6,900obo. VIN: WBAGD4324PDE63849. Call Tony at 425-260-9806.

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1987 635CSi: L6, WBAEC8403H3266089. Alpine white/beige leather. 70,000 miles. Automatic transmission. New floor mats. Car cover. No accidents or rust. No winter driving. Maintained by BMW NW. \$13,000. Ask for Ron Hansen at BMW NW 1-800-225-2022 or owner 360-413-0706.

1957 Isetta 300: With sunroof. Ground up 2001 restoration; matching engine/body/chassis VINs, professional body repair and painting, professional engine rebuild, new parts throughout, driven rarely; wonderful and unique addition to any BMW collection. Pictures available. Contact Dave Ager at 425-483-5956 or Roger at RWMetriLab@msn.com.

CLASSIFIED MARKETPLACE

Parts for Sale

M6 heated tan leather sport seats: Everything works, drivers side leather in good condition, passenger side has worn spot where seatbelt rubs. \$250 for the set. Contact Jon Ackermann at 425-829-4175 or ccoloridesign@aol.com.

Front bumper cover for '02-'05 M3: New E46 M3 OEM front bumper cover, never installed or painted. \$150 (\$390 list). Contact Greg Williams at greg.a.williams@comcast.net or 503-222-1917 (Portland) weekday.

E46 Nose Mask: Two piece mask—upper and lower. Part # 82 11 0 143 235. Fits on 3 Series with the standard round fog lights. Used on my 2003 325i sedan for a trip from Washington to Iowa and back. \$40. Call Kim at 253-538-4992 or email sanjae33@comcast.net.

Wheels/Tires: Four 18" replica parallel spoke wheels shod with 255/55 R18 Michelin MXV4 Plus tires. The set has about 10,000 miles total. The wheels have been used on a 2004 530i as well as my X5; fits both. \$600/offer for set. Contact Rich at 425-836-8117.

Tires: Four 18" 235/40 R18 "91V" Michelin Pilot ALPIN tires (winter) with about 1,000 miles on them. \$400/offer for set. Contact Rich at 425-836-8117.

1995 (E36) M3 Parts: The following items are all best offer: Limited-slip differential (valued at \$400), rear axles, stock M3 springs front and rear. Also available—well used Hamann muffler \$50. Contact Ron Runyan at runyancats@msn.com or call 360-848-9839.

E36 M3 Parts: Eibach sway bar kit, NIB, \$300. JT Designs RSM, NIB, \$75/pair. Removed from 1999 E36 M3 at 9K miles in excellent condition: factory F/R rotors and pads \$75, factory cat back exhaust system \$200 (should fit 6 cyl E36 3s). Seattle pick up. Contact Bill at bmar@washington.edu or 206-685-3771.

Wanted

E30: I am looking for an E30 3 series coupe for my son's first car. Prefer a 1991 318is, but will consider all five-speed coupes. Contact Bill Chellis at chelvis@camano.net or 360-387-0425.

DEADLINES

Nov/Dec 2005 Issue/October 11

January 2006 Issue/November 29

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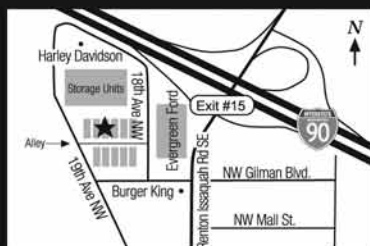
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