



NOVEMBER/DECEMBER 2005

Zündfolge

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



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November/December 2005

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KALENDER

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. Event 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.

January 3

Deadline for the February 2006 *Zündfolge*.

January 21, 2006

Don't miss the banquet January 21, 2006 at the Seattle Design Center. Auction proceeds will benefit the NW Arthritis Foundation. For more information see the banquet article in this *Zündfolge* issue. To volunteer please contact Zena Bartusch at zbartusch@comcast.net or 206-605-8390 (email preferred).

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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Don't Miss the Chance to "Jingle for the Cure" Down the Streets of Seattle

December 11

JOIN THE OFFICIAL BMW CCA PSR Team that will Jingle down the streets in the 2005 Arthritis Foundations 5K Jingle Bell Run/Walk December 11, 2005 in Seattle. Let's start building momentum and excitement around our 2006 banquet and auction benefactor! You don't have to run and it isn't a competition, so participate and jingle with me for a good cause.

Want to know what the perk is for joining the BMW team by the November 14th deadline? Drum rolls please ... there will be a custom event shirt with the Club name/logo on the back. *Catch—The Club is paying for the first fifty shirts (event shirt with our logo on the back/\$10 value).*

DEADLINE

To participate on the BMW CCA PSR team and receive a shirt entries must be received prior to November 14th, when shirt sizes are due. Please register online with the link below. If you miss the deadline you still receive an event shirt, but without the Club name/logo.

My goal is to have as many event shirts with our Club logo on the back as possible and each member with at least \$100 in donations. It's easy to build your fundraising page on the registration site.

SNEAK PEAK

I just attended the Team Captain Kick-Off and they announced that there will be a fleece headband with the event logo for those that raise at least \$150. Now, this is something that you could use at the event.

A FINAL NOTE

Most of you know somebody who has arthritis. This event is the largest fundraiser for the NW Chapter and if you don't want to run/walk, you can always volunteer. *The Foundation needs at least 300 volunteers* to work both inside and outside to support the largest Jingle Bell Run in the US.

Get your friends and family involved, kick off the winter season with a jingle and become part of the BMW CCA PSR team! The form for registration, t-shirt size and additional details can be found at http://www.seattlejinglebellrun.org/site/TR?team_id=1740&pg=team&fr_id=1010.

Please RSVP with de-Anna Martin, team captain, via e-mail at de_annaj@yahoo.com or by phone at 425-820-5068.

Portland ACA Christmas Toy Drive

December 10
8:30 a.m.



THE PORTLAND ACA BMW CLUB ANNUAL CHRISTMAS TOY DRIVE is just around the corner. We heartily invite all members and driving enthusiasts to come out for our Annual Drive Event. There is fun to be had by all.

Last year, Cam Scott, and his friend Sherry Larson, surprised the Club by participating in the driving event as "Mr. and Mrs. Santa Claus" not only decked out in full holiday costumes, but with cars that were decorated for the event as well. A showing of not only Club spirit, but holiday spirit as well. For pictures from last year's event, log onto the Portland BMW website at: http://www.bmwacaportland.com/gallery/2004_12_11/index.html,

With that in mind and borrowing upon this idea, it is our goal to have as many decorated cars as possible. Let your imagination run wild and have FUN!

For decorating purposes, we found the "static cling"

window stick-ons you can buy at any party supply store will not only stay on the cars, but are *paint friendly*. We will supply window signs that identify us as BMW Club charity participants. By decorating our vehicles, it makes for a noticeable and fun way to get into the spirit of the season while donating to the children who are less fortunate and otherwise might have a somewhat glum Christmas season.

Last year we had over twenty cars. The challenge is to double that number this year. So, don't wait. Contact Brian Cone or Cam Scott and reserve your slot now. The more, the merrier. Let's all rally together and show our community that we are the "Club with a heart."

Ho Ho Ho! Merry Christmas!

Brian Cone:

briancone2@comcast.net

Cam Scott:

camtscott@earthlink.net
or 503-624-9555



This month's cover features the Engraved M Power Pen (Item #: 80 24 0 395 581--582). Brass, twist-action ballpoint pen is trimmed in silver with black lines. BMW MPower logo engraved on side. For more great holiday gift ideas, see the center spread.

Photo by BMW Press.



Banquet Program

January 21, 2006



FOR THIS YEAR'S BANQUET PROGRAM we've got something really special for you. The theme is "BMW in Paradise." On the banquet floor, we plan to have a variety of open bimmers. These will be modern BMWs; like the 3 Series, the Z model and the new 6 Series cabrio. Expect tropical decorations and drinks with little umbrellas. What better way to celebrate in the dead of winter? We're going to bring a little bit of the tropics to us. Hawaiian shirts, (BMW) tops down, flowers in the hair, mai tais and we're there. Temperature is a state of mind.

Our after-auction speakers are going to be Ken and

Wes Hill. The famous Hill Brothers, long-time Club members, will be racing in the 24 Hours of Daytona for Team Seattle. Qualifying for the race is one week before the banquet and the race is the weekend after the banquet. We'll have a chance to ask them all about driving at Daytona and get the up-to-the-minute report on the Team Seattle effort just days before they head back to Florida for the big event.

Oh yeah, there will also be a special souvenir of the evening commemorating the BMWs in Paradise theme. You won't find these on eBay so you better plan on joining us!

Announcement

The Club is excited to welcome BMW Northwest as the sponsor of the 2006 Annual Banquet.

Banquet Logistics

DATE AND TIME

The banquet will be January 21st, 2006, Saturday night.

SCHEDULE

- 5:30 Silent Auction Begins
- 6:00 First Auction Closing
- 6:15 Second Auction Closing
- 6:30 Final Auction Closing
- 6:45 Dinner
- 7:45 Announcements
- 8:00 Live Auction
- 9:00 Program
- 9:30 We're Done

PLACE

The location for the banquet will be the Seattle Design Center 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, 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.

DINNERS & SOUVENIR

This year we have another commemorative glass! The dinner choices include Macadamia Nut Crusted Halibut, Lemon Chicken Breast, or 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 1/3/06 and \$50 per person postmarked after 1/3/06. Despite the very reasonable price, this is not a buffet; this is for table service.

DRESS CODE

You don't need to wear a suit and tie to this year's banquet, we're going tropical. We encourage Hawaiian shirts, but if you aren't interested in that, business casual is always the fall back. Don't let the theme scare you away. Have fun with it; however we'd prefer no jeans or athletic shoes if it doesn't fit with the theme. Mostly we just want everyone to be comfortable. And be there! Ladies there is nothing stopping you from dressing up—maybe a flower in the hair... I know the cars are going tropical.

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.

A FINAL WORD

It's no overstatement to say this is the most unique event the Club has ever done. You should be a part of it! 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 14th, 2006. 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. To volunteer please contact Zena Bartusch at zbartusch@comcast.net or 206-605-8390 (email preferred).

Banquet Registration

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

RESERVATION FOR:

Halibut Chicken Veg.

Name _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Name _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Name _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Name _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\$40/pp if postmarked by 1/3/06. **\$50/pp** if postmarked after 1/3/06.

FINAL DEADLINE IS JANUARY 14TH. (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.

CREDIT CARD PAYMENT

Name on card _____

☐ VISA ☐ Mastercard Expires MM/YY ____ / ____

Card Number _____

Signature _____

Total amount enclosed or authorized to charge: _____

What is the main draw for you to attend the banquet? (select one)

☐ Social ☐ Auction/Charity ☐ Program

Mail to de-Anna Martin, 13219 NE 139th Place, Kirkland, WA 98034.



Auction to Benefit the Arthritis Foundation

AT THIS YEAR'S BANQUET, proceeds from the auction are earmarked to benefit the work and efforts of the Washington Chapter of the Arthritis Foundation. Their mission is to improve lives through leadership in prevention, control, and cure of arthritis, through research, programs and services, advocacy, and public and professional education.

What is Arthritis?

Chances are you or someone you know has arthritis. It causes pain, stiffness and sometimes swelling in or around joints. This can make it hard to do the movements you rely on every day for work or taking care of your family. But you can take steps now to avoid arthritis or to reduce pain and keep moving.

While often referred to as if it were a single disease, arthritis refers to more than 100 different diseases called rheumatic diseases, which affect the joints



and tissues around the joints, such as muscles and tendons. Over 66 million people including 300,000 children in America have arthritis. 1.6 million have arthritic conditions in Washington and Alaska. While the most common form of arthritis—osteoarthritis (OA)—is most prevalent in people over sixty, arthritis in its various forms can start as early as infancy. Some forms affect people in their young-adult years as they are beginning careers and families, and still others are diagnosed during their peak career and child-rearing years.

Arthritis affects the musculoskeletal system and specifically the joints—where two or more bones meet. Arthritis-related joint problems include pain, stiffness, inflammation and damage to joint cartilage (the tough, smooth tissue that covers the ends of the bones, enabling them to glide against one another) and surrounding structures. Such damage can lead to joint weakness, instability and visible deformities that, depending on the location of joint involvement, can interfere with the most basic daily tasks such as walking, climbing stairs, using a computer keyboard, cutting your food or brushing your teeth.

For many people with arthritis, however, joint involvement is not the extent of the problem. Many forms of arthritis are classified as systemic, meaning they can affect the whole body. In these diseases, arthritis can cause damage to virtually any bodily organ or system, including the heart, lungs, kidneys,

blood vessels and skin. Arthritis-related conditions primarily affect the muscles and the bones.

Arthritis is the number one cause of disability in the United States, costing the U.S. economy more than \$124 billion per year in medical care and indirect expenses such as lost wages and production—and costing millions of individuals their health, their physical abilities and, in many cases, their independence. Currently, there is no cure for arthritis. Until cures are found, and as the population ages, the number of people with arthritis and their pain will continue to grow.

Donate a Good or Service to the Auction!

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. 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 ENCOURAGE YOU TO ATTEND BMWs in Paradise and enjoy bidding on a wide range of fun and useful items donated by local businesses and Club members. So far we have received donations from the following contributors and we thank them wholeheartedly for their support!

Bellevue BMW	R & K Photo
BMW Seattle	Ray's Boathouse
BMW Northwest	Wes Hill: <i>Drive an</i>
Griot's Garage	<i>E30 Race Car</i>
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Calling all Event Planners!

THE CLUB IS LOOKING FOR A VOLUNTEER to coordinate the 2007 banquet. Why the pitch now? The hope is this person will work with the 2006 banquet event coordinator for a smooth transition. The wheels are turning and the momentum is there. Participate in the planning of the 2006 event and get your feet wet. For more information, please contact de-Anna Martin, Banquet Coordinator at 425-820-5068 (H) or de_annaj@yahoo.com.



MOTOR SPORTS



2005 Year in Review

ANOTHER SEASON HAS PASSED, and we had yet another great one. Every year we try to do a little better than the year before and hopefully we accomplished that. Thank you to all who came out this year and ran with us—I hope you had a good time and learned a little bit more about what it means to drive your car well.

Our season started way back in February with the annual Instructor Clinic. Once again, we had a great crop of enthusiastic new recruits who wanted to learn how to give their knowledge to the next generation of drivers. We spent two days teaching the theory and practicing it with role-play. Mostly I remember that it was pouring.



Photo by Brian Horne.

March brought our annual Novice school. Eighty people found out there was a whole new side to driving. I know I say it a lot, but this school is very special. Here's a chance to learn the fundamentals at an easy pace over three full days. Everyone in the school is in the same boat, so there's no pressure to perform and a person can learn at his or her own pace. One of the reasons we have such a talented group of drivers is because we concentrate so hard on the

basic stuff at the beginning. All I seem to remember is being really wet.

June brought a whole new experiment. We've always wanted to have a two-day school for our seasoned drivers, and this year we figured out how to do it. The Porsche Club got the day right before us, so we agreed to combine the two and see how things went. The turn-out was overwhelming! I have to admit that there were all sorts of teething problems behind the scenes, but we all pulled through, and the experiment was a huge success! I hope we have an opportunity to do it again. Porsche's day on Saturday was beautiful and sunny. Our day, well, ummmm, it rained.

By July we were getting pretty good at driving in the wet, which is good, because we got dumped on again. Hey, we live in Seattle, so it's probably good to know how the car's going to act in the rain, right? Seriously, I've got to figure out who I talk to to get the NON-rain days! But I can't complain about August. The weather was perfect, and a great way to end our season at Pacific Raceways. Whew!

Please don't forget that it takes a whole cast of actors to make the experience as seamless as it is. Yes, I get the credit, but I can't do it without a huge amount of help. I can't thank everyone by name, but there are a couple of folks who need to be singled out. The number one guy behind the scenes is Walt Conley. As our Chief Driving Instructor, he's truly the heart and soul of the program. He has a passion for driving and teaching that is rare, and there's no way there could be a driving school



Photo by Stanley Bean.



Photo by Stanley Bean.

program without him! Thanks Walt, it's a privilege to work with you. Two people who made a huge difference this year were Karl Seeger and Lynne Eskill. You may not know them, but they are the two who keep you safe out there. Karl is our Steward, and in charge of track safety. Thanks Karl for all the hard calls! I couldn't think of a better person to be keeping me honest. Lynne has single-handedly taken a problem and made it something amazing. She has turned the turn-worker program into something to be proud of. The SOVREN Guild helps at our flag stations, and, in return, we donate money to Children's Hospital. It's been a great relationship, and I thank every one of you who spent a day out in the previously mentioned weather so that the rest of us could have fun. And I can't forget Bill Spornitz, the guy who has the job of doing everything else someone hasn't done. He was up late doing a huge amount of work before every school, even the ones right before a race weekend! Lastly, of course, thanks to all of the Instructors. You're truly a talented bunch of people that make our program one of the best in the region. I hope you found the season as rewarding as I did!

Tom Olsson



Photo by Ron Stanley.

A Big Thank You to Turn Workers

I WANT TO THANK THE DEDICATED TURN WORKERS who did an astounding job this season at the five driving schools at Pacific Raceways. BMW CCA Puget Sound Region agreed to donate \$3,750 to the Kami Renee Sutton Pediatric ICU Endowment at Children's Hospital through the Team Seattle Guild if we could have ten people work the turns at each event. Twelve to fifteen turn workers came out to participate each time, despite the rain and cool weather. Because of their hard work and devotion to the Club and the hospital, the track committee is donating an extra \$750 to the endowment for a total of \$4,500.

A special thanks goes out to Rich Weixler, who worked control and kept the schedule right on course. Rich didn't have the luxury of any shelter from the

elements as many of us did, but never let that deter his sense of humor. Greg Williams also made it out to the track all five days. Rod Mueller helped out last year and this spring but was unable to finish the season because of medical reasons. We wish him well for a full recovery. Their professionalism out there is a tribute to all those who volunteer to work turns during races and other Club activities with just a boxed lunch for compensation.

Over thirty folks worked the turns throughout the season. Their efforts and commitment are truly appreciated by the drivers and instructors they so diligently monitored. Skilled radio communication and quick response allowed all the participants to stay safe and spend as much time on the track as possible.

Compliments were flowing at the end of each day.

I hope to see all of you in 2006 and we'll do it all again for Kami, Elaina, and all the other kids at Children's Hospital who need our help. *Lynne Eskil*



Elaina Bosler, Dr. Cohen, and Kami Sutton in Daytona 2005.

Team Seattle



I WOULD WAGER if you spoke to just a few of your neighbors or coworkers, you would quickly find someone whose life has been directly touched by the work and research provided by Children's Hospital and Regional Medical Center. Here's an opportunity for you to get involved and give back to one of the great facilities that makes living in the Northwest so worthwhile. Join Wes and me and the other drivers, Microsoft, Nokia Networks, and all the volunteers that are part of Team Seattle, in our attempt to bring home \$500,000 in support of Children's Cardiac Intensive Care program.

We're not asking you to commit to making a huge contribution. For as

little as a nickel per lap (less than you would spend on a tank of gas used in a lapping day!) you could be helping the Team reach its goal for the 2006 endurance event. Certainly with recent events worldwide, we recognize there are several worthwhile causes on which to spend your charitable dollars. With your contribution to Team Seattle, you will be making a significant difference in the local community, and perhaps assisting those very neighbors and coworkers around you.

Get involved. Make a difference. Be part of the Team! On page fourteen you will find a pledge form—take a minute and consider filling it out. And then watch for your Team as we run the Rolex 24 Hours at Daytona, January 28th and 29th.

Sincerely,
Ken Hill
Proud Contributing Driver
2006 Team Seattle

P.S. If you want to watch the race in style or contribute on a larger scale, advertising and travel packages are available in support of the cars and the Team. For more information please contact me at 425-785-4080.

MARK ISRAEL

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RTC Offers Auto Detail Class

THIS WINTER RENTON TECHNICAL COLLEGE will be offering a comprehensive course designed for the serious hobbyist covering all aspects of auto detailing. The course includes classroom instruction and hands-on training covering professional level auto detailing tools and techniques.

Topics include proper washing/prep techniques, understanding paint technology and problem paints, color sanding, paint touchup, scratch and swirl removal/repair, buffing tools and techniques, polishing tools and techniques, paint protection, paint overspray removal, exterior trim and wheel care, interior cleaning and protection including vinyl, leather, and carpets. Students completing this course will be able to perform a high level of auto detailing.

Dennis Noland, who is the instructor, has over thirty years of professional auto detailing experience. For twenty-seven years he was the owner and operator of the Exeter Garage Service Center in downtown Seattle. Part of his suite of automotive services included Exeter Auto Detailing, recognized as "Seattle's Best." Some of you may remember attending detail clinics that Dennis conducted for Club members.

The class provides forty hours of instruction over ten weeks and is held on Wednesdays from 4:30 p.m. to 8:30 p.m. Registration begins in mid-December and continues until the first class which starts in early January. Call Renton Technical College at 425-235-2352 to register or to get more information. The class fee is \$193.90 which includes supplies and tools.

Car Collections Meeting

IF YOU HAVE PREVIOUSLY ENJOYED Club meetings held at VRM and Hart Racing; we have another event for you. In fact, this meeting will feature the most spectacular cars of any collection the Club has ever visited. There won't be any BMWs and the collections are a bit heavy on Ferrari, but you'll just have to cope.

This meeting will feature the most spectacular cars of any collection the Club has ever visited.

We will be visiting the collections of Jon Shirley and Greg Witten. Jon Shirley has one of the largest collections of Ferraris in the world. Besides the Ferraris, the collection includes the first customer Ford GT sold, a stunning Alfa Romeo, a Mercedes Gullwing and a few others. There is also a huge miniatures collection and other automobilia, all housed in exquisite display cases. Then there is the automotive art on the walls.

Greg Witten's collection is more modest but still amazing. He has a Ferrari F40, F50 and Enzo. Why not collect the whole set? He also has an original Ford GT40; a nice contrast to Jon Shirley's newer car, and a couple of Alfa Romeo race cars—one pre-war and one post-war.

We'll have more information in the January and February *Zündfolge*s. For now you need to save the date: February 11, 2006 from 10:00 a.m. until noon. You will want to be there.

David Lightfoot, d.lightfoot@comcast.net

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Automobilia Meeting



BACK BY POPULAR DEMAND, it's the Automobilia meeting! We tried this for the first time in 2001 and again in 2003. Each time it was a hit. Keeping with our tradition of holding this meeting in December of odd-numbered years, we're going to do it again.

This meeting is for collectors of automobilia, preferably BMW automobilia, to share with others part of their cherished collection. No parts that actually go on cars, but just about everything else is fair game. This includes models, artwork, clothing, accessories, posters, pins, badges, toys, photos, driving suits and whatever else you can think of.

Yes, grown men (and women) are passionate about miniature cars, literature, and other automobile memorabilia.

You'll be astounded to learn what some of this stuff is worth. Call your mom and see if she kept any of that stuff from your childhood!

We'll also have collectors bringing some serious stuff, stuff that was never intended as a child's toy. Would you believe 1/43 scale car models that retail for over \$200? With the quality you'll understand why they cost what they do.

While we prefer BMW memorabilia, we're not limited to that. In 2003, Ken Hill brought part of his collection of Jeep memorabilia. Very cool stuff! Maybe you have something rare or weird related to vehicles. Bring it for all of us to see!

If you're not a collector, you're still welcome. Maybe you'll find some gift ideas for the holidays. Maybe you'll get hooked on collecting. Maybe you'll be

glad everybody else has all this stuff and you don't!

It is likely that we will be privileged to see the most recent acquisitions to the vast and extensive Lance Racing Collection; the world's largest of its kind. Behind every collection there's a story and an interesting person. That's part of the fun of this event.

If you're planning on bringing a collection to share, I need to plan on display space for you. Please send me an email to let me know what you're bringing. If you're coming simply to watch, you do not need to reserve. But you should plan to be there.

The event will be December 10, 2005, Saturday from 1:30 p.m. until 3:30 p.m. at the Bellevue Regional Library. We've got the big meeting room, so bring all the stuff you want to show. Kids of all ages are encouraged to attend.

There is parking under the building and an elevator to make it easy to get items into the meeting room. The room will be available starting at 12:30 p.m. for set up.

David Lightfoot, d.lightfoot@comcast.net
425-881-6800 x103

Bellevue Regional Library
1111 110th Avenue Northeast
Bellevue, Washington 98004
425-450-1765

DRIVING DIRECTIONS

From 520 East

Exit at Bellevue Way (the first exit after the bridge). Travel south on Bellevue Way two miles to NE 12th Street. Turn left and travel three blocks, under a pedestrian overpass. Turn right into the library parking lot. The library is on the corner of NE 12th and 110th NE.

From I-90 East

Take 405 North. Exit at NE 8th Street West, looping under the freeway. Travel through the light at 112th Ave NE to 110th Ave. NE. Turn right on 110th Ave. NE and past NE 10th Street. Parking is on the left, just past the building, before NE 12th Street.

From 405 South

Exit at NE 8th Street; turn right onto NE 8th Street (not hard right onto 112th Ave. NE.). Turn right onto 110th Ave. NE and go through NE 10th Street. Parking is on the left, just past the building, before NE 12th Street.

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Recap of October 8-9 Tour

World Peace, Devil Worship, Hill Climbs, Gorgeous Gorges, Hairpins, old Porsches, new Bimmers and just us kids at the Hop Fest

WORLD PEACE GETS INTO OUR STORY because Sam Hill (the millionaire who built the Maryhill Museum and the Maryhill Loops Road) also built the Stonehenge replica at the end of World War I as a Quaker's request for world peace and to recognize those Klickitat County Soldiers who died in battle.

The Maryhill Hill Climb is in the gorgeous Columbia River gorge with an awesome setting between the two high Columbia Plateaus, the Oregon side and the Washington side. High on the Washington side is the Maryhill Loops Road, a 3.5 mile uphill climb of 25 corners which was holding the annual Hill Climb event for SOVREN vintage racers (cars older than 1974 models). The Loops Road was impressive with its purposely snake-like swirling, whipping tale. The driving is much harder than it looks, with most competitors climbing 3.5 miles in 2 min 25 seconds. Remember, these are pre-1974 vintage cars attacking a constant uphill of 5% with skinny period tires. Several of us spectators wondered what a modern four-wheel-drive rally car would do in comparison.

Mishaps/Stumbles and Such

Dr. Macpherson had a flat on his Audi support vehicle, a new member with an E46 M3 lost the bottom rear shock mount but found a suitable spare in Morton, Washington (what are those odds?).

Longtime members Jim and Gloria Millet, in their black M Coupe, and Dane and de-Anna Martin, in their Z4, stepped in and saved my bacon (if not my pride) as I missed the Highway 142 exit twice.

Being no stranger to embarrassment, luckily I had lunch waiting on an outdoor deck at a the gorgeous and scenic Silver Lake Winery. The barbequed salmon lunch and the Silver Lake wines served on a trademark Yakima sunny day were excellent enough to dull the necessity for a run-leader recall movement. We completed the group run



The overlook at Rowena Crest on the Historic Columbia River Highway.



M3s at play on the way down from Rowena Crest.

Photo by Mike Pei.

Photos by David Birkbeck.

and independently returned home by multiple routes.

Notable photos are posted on the Club website by Mark J. Baker, silver 540, whose video clip of all the Bimmers streaming into Toppenish is awesome, and the Oregon overlook shot by Dr. Macpherson. Additional shots by Oregon photographer extraordinaire David Birkbeck, black M coupe, including the Hwy 30 Ice Cream store and used Porsche 356 car lot on Oregon's Highway 30 are also incredible.

Unless recalled by the angry mob from this week's run, I intend to lead four major runs next year. These will include our continuing "class and culture" efforts by exploring the Washington State Roadside Geology story. I'm

seeking a suitable expert to meet us at Dry Falls to explain the Great Missoula Flood scientific theory of how the scablands of Eastern Washington were created. The tour would include Grand Coulee and Lake Chelan. Other cultural opportunities may include the 77 miles of twisties at Lolo Pass in Idaho, or our own day on the course at either the Maryhill Loops hill climb or a day of full lap touring at Spokane Raceway Park (not full speed however).

Tours are the effort of Martin Hovenkotter, gorgeous jet-black E46 M3 driver, and are routinely assisted by various board member enthusiasts. For more information on this or upcoming runs please read either the Club website or the Zündfolge or email mhoven@comcast.net.



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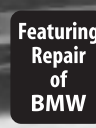
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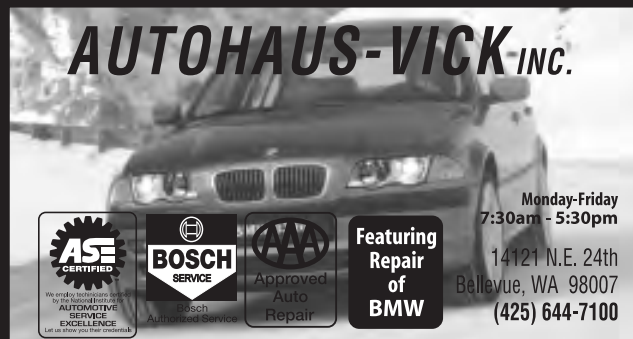
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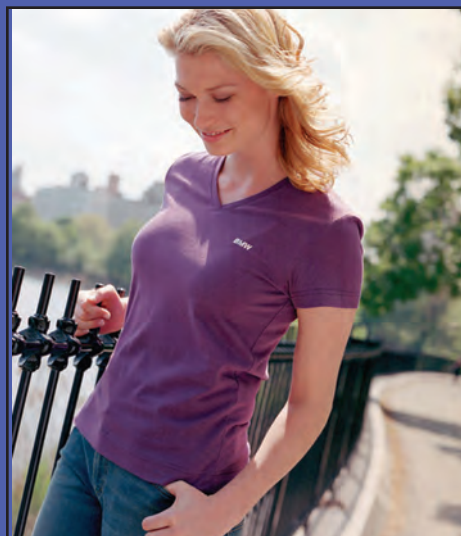
holiday gifts



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Key Fob with BMW Emblem (Item #80 56 0 307 811-a)



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Hospital & Regional Medical Center

TEAM SEATTLE PLEDGE FORM 2006

Team Seattle and Children's Hospital and Regional Medical Center have teamed up for the tenth year in a row for the 2006 *Rolex 24 Hours at Daytona*, the most famous sports car endurance race in America. In 2005, Team Seattle raised over \$370,000 for Children's. The 2006 goal is \$500,000.

Be on the winning team January 28 & 29, 2006 by pledging your donation for each lap Team Seattle completes. Team Seattle will field two Porsche 911 GT3 Cup Cars.

Please support Team Seattle's effort and help reach the goal for the kids at Children's!

Team Seattle Drivers 2006

Team captain and founder Don Kitch, Jr., Dave Gaylord, Chris Pallis, Ken Hill, Wes Hill, Chris Pennington, and Will Diefenbach.

Children's Hospital and Regional Medical Center

Proceeds benefit the *Team Seattle Endowment for Excellence in Cardiac Intensive Care* at Children's Hospital. The Endowment supports Children's Cardiac Intensive Care program and will advance cardiac intensive care nationally and internationally. Funds will integrate state-of-the-art technology, patient imaging and monitoring, making Children's Cardiac Intensive Care Unit the model for pediatric cardiac ICU's of the future.

How to Pledge

Please select one of the following pledge categories and complete the information below.

(Pledge donations are tax deductible and corporate matching gift eligible.)

☐ **Get us Through the Night Club -- I pledge \$ [] per lap***

Support Team Seattle through the tough part, the darkness. *Pledge based upon total laps accomplished by both Team Seattle cars, not to exceed 700 laps*, (usually accomplished by 5:00 a.m. Sunday morning).

☐ **The Breakfast Club -- I pledge \$ [] per lap***

Early to mid-morning stretch, Team Seattle's wake up call and race for position. Live television coverage of Team Seattle's fundraising continues. *Pledge based upon total laps accomplished by both Team Seattle cars, not to exceed 850 laps*.

☐ **The Finish Line Club -- I pledge \$ [] per lap***

Go all the way to the checkered flag. Live television continues to follow the Team Seattle story in the closing hours of the race. *Pledge based on total laps accomplished by both Team Seattle cars, not to exceed 1,000 laps*.

☐ **Flat Pledge Option -- I pledge a total amount of \$ []**

**Pledge \$1 a lap or more and receive a Team Seattle monogrammed shirt.*

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☐ I have pledged \$1 a lap or made a flat donation of \$700 or more. Please send me a shirt (select size and type):

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☐ My donation is eligible for a company match ☐ I am interested in the VIP travel package

Please mail, fax, or email completed form to: Barbara Koler, Children's Hospital Guild Association, PO Box 50020, Mail Stop S-200, Seattle, WA 98145 Fax: (206) 987-4845, email: barbara.koler@seattlechildrens.org.

THANK YOU FOR YOUR SUPPORT!

Pledge solicitor: Ken & Wes Hill

For additional information, please visit Team Seattle online at www.teamseattle.com or call (425) 271-7098.

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How do you want to drive ?

A Fun E46 Tech Session



IT ALL STARTED WHEN Eric Schuler asked Nicolas Hostein (who has lots of experience) about how difficult it would be to change the pads and rotors on his E46 330i. Somehow I got involved and we all decided to take the opportunity to make a tech session experience on October 1st.

Despite the short notice (about a week and was only announced on the E46 SIG mailing list and PSR CCA's forum), we had eleven BMWs (surprisingly more than half were awesome M3s) and thirteen people attended this event. It was a great turn out! Nicolas showed us step-by-step how to do it and Eric had the chance to practice on the other side. All together, they changed the pads and rotors in less than four hours. Meanwhile, Eric fired up his BBQ and we all had yummy pulled pork sandwiches and beer. All in all, we had a successful event. Everyone walked away having learned something and had a fun Saturday afternoon.

Thanks, Nicolas for showing us the steps and thanks, Eric for letting us use his garage.

If you are interested to join the E46 SIG, please send me an e-mail at Blackchrome77@hotmail.com. We plan to have lunch/dinner and get together on a regular basis. Looking forward to meeting new members.

Mike Pei

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
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E9	2800cs/3.0cs/ 3.0csi/csl	68-75	Ken Olsen	425-898-8544	kenolsen@nwlink.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net www.2002sig.com
E24	6 series	76-89	Erik Brannfors	206-356-5620	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
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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

Rudow Book Meeting



IT WAS A SMALL BUT ENTHUSIASTIC GROUP that heard from local author Martin Rudow on September 17th. Martin talked about his recently published book, *Long Straights and Hairpin Turns, The History of Northwest Sports Car Racing, 1950-1961*. This is the story of the early days of sports car racing in our area; full of larger-than-life figures and fascinating cars. Martin's father was active during this era, allowing the young Martin to meet those involved in the sport. Our meeting had only eight people in attendance plus Martin. But this made the gathering all the more intimate. Second and third volumes are planned for the years ahead. For more on the topic visit: www.rspubs.com/lis.htm.

David Lightfoot

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IT'S BEEN SAID that we are judged by the company we keep. If that's true and I believe it is, then I hang with some pretty strange Roundel-loving people. Several Club members that race BMWs have banded together, calling themselves DCR, "Dirt Cheap Racing." They help and show support for each other off the track, while competing against each other on the track. This is the gang that I'm now helping.

I was once the younger kid, hanging out with the older guys and their cars. I tried to look cool and learn whatever I could from them. It seems like that's what I do now. I go to the local races and help out wherever I can be useful. Sometimes it is swapping brake pads, tires, or doing some small mechanical adjustment that there never seems to be time for. I've helped some of them build their racecars, putting those years of turning my own wrenches to good purpose. I've learned a lot more about E30 BMWs from this.

The majority of the DCR cars compete in the PRO3 class. These E30 325 racecars are production-based with stock motors; race suspension and "R" compound racing tires are the biggest change. They perform very similar to their street brothers except the limits are higher as the cornering speeds are greater. Most of the PRO3 crowd are Club members, so that explains my involvement. Sometimes I can bring an idea to the project and sometimes I learn from the younger guys. I sure know the tricks to installing a differential in a 325 and it's all about the angle of the subframe. The rear subframe can be removed with the trailing arms and brakes attached to save time. It pays to watch and ask questions, as there is certainly someone who has done it before and "let's not try to reinvent the wheel" each time.

Mechanics are the unsung heroes behind every victory. I've always enjoyed the mechanical skill sets that racing requires at every level. Watching the crew complete some masterful part swap or having another tell you that you did a good job under pressure is very rewarding. The friendships that this activity

brings are so very typical of Club-level competition. Helping Eric Branfors change tires on his M6 racecar, talking about needing more grip and not more horsepower, isn't any different than wiring up a broken E30 muffler mount to finish the day's racing. It's like being a part of the game without the monetary commitment needed to play the game your self.

In years past I've been more involved than at present but it's always been fun. With this year's PRO3 championship on the line, part of the excitement is cheering for points-leader Bill Spornitz, and then wondering how Lance Richert suddenly passed him. Bill spun out right in front of Lance in the last race of the year, to everyone's shock, but still won the title.

There are now enough local PRO3 E30 racecars to support race weekend rentals to novice drivers wanting to take their driving experience to another level. My long time Club friend David Lightfoot did the novice thing at the last race of the year. His long experience in instructing and driving at the limit made the transition look easy. I enjoyed watching him practice and race in Ken Hill's car. I've been invited to do the same thing, and after watching the joy in David's eye, I can't put it off much longer. I've been helping Wes Hill build another E30 racecar for the Portland Enduro this October. I see first hand how well built an E30 is and how safe they are. I can see myself behind the wheel next year, rather than putting the tires on it. It been a long time since I competed actively in the local autocross scene; going the novice route into road racing seems natural as the years of driving, instructing and interest give me a chance to do it, with the support of certain Club members.

The 2002Ti again awaits the time and money to get inspected by the WSP for a new title. The car is complete again; it sits patiently waiting to again drive the local streets. The winter will probably mean trying to finish some rust repair and getting some paint preparation done also. The Red Baron is going to need some new tires to replace its

all-but-used-up Bridgestone S03s. The control arms still need to be replaced so the car can be tracked next year. I still need to find one set of 15 x 7 wheels for the 2002 and the 325 that they can share amongst themselves with some track tires. It is just some more research to do.

Dirt Cheap Racing is composed of many people and I'm not going to try and name them all, as I'm sure I'll leave some out. Some of those I'm proud to wrench with are: Ken and Wes Hill, Bill Spornitz, Lance Richert and wife Stephanie, Eric Brannfors, Greg Miller, Tom Olsson, Dale Beuning and many others. You folks are the reason so many Club members watch sports car races and give thoughts to building another E30 to run around the track. Good luck over the winter and guess which car is going to finish the highest at Portland's enduro?

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Board Nominations

THE NOMINATIONS COMMITTEE has completed its work and we have a full slate of candidates for the 2006 Board of Directors. As is the usual practice, the Board has been filled (except for Secretary) but none of the positions are contested. For that reason, you will not find a ballot in this issue of *Zündfolge*. Generally, if we have qualified volunteers who are willing to devote time to Club administration, we try to find a job for them to do.

For those that would like to get involved with Club administration, there are several opportunities. First, if you're interested in how the Club works, please feel free to attend board meetings. Second, many of the director positions are actually the board representative of a

committee working on a particular aspect of the Club. Many of these committees are looking for capable people who would like to help. These include Driving Events, *Zündfolge*, Banquet, Tours and Concours. If you would like to help, contact the responsible board member.

If you would like to be Secretary, contact the nominating committee. The duties include taking the minutes of the monthly board meetings, maintaining the Club's calendar of events and keeping a roster of board members' contact information.

Finally, another great way to get involved is to chair an event. This may sound intimidating, but board members will give you lots of help and guidance. We welcome your involvement and help!

The candidates for the 2006 elected positions are:

President	Rick Gulstrom
Vice President	Alan James
Secretary	Open
Treasurer	David Lightfoot
Banquet Coordinator	de-Anna Martin
Concours Coordinator	Lance Richert
Membership Coordinator	Lynne Eskil
Past President	Tom Cox
Roster Manager	Louis Hesselt-van-Dinter
SIG Coordinator	Mike Ellis
Tech Events Coordinator	Jeff Butler
Tour Coordinator	Martin Hovenkotter

The candidates selected for the 2006 appointed positions are:

Risk Management	Richard Milham
Track Events Coordinator	Tom Olsson
Web Site Coordinator	Dale Beuning
Zündfolge Editor-in-Chief	Lucetta Lightfoot
Zündfolge Advertising Coordinator	Jim Millet

Nominating Committee

Zena Bartusch, zbartusch@hotmail.com, 206-605-8390

Louis Hesselt-van-Dinter, muman@eskimo.com, 425-487-0909

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The Unsoge Mechanic

J. Sage Schreiner

The Last Good Race

THE END OF THE YEAR WAS IN SIGHT, and although I had won the previous race at Mission, I had to win the second-to-last race to have a chance at the G Production championship. Qualifying first would also net a few extra points—and the class was close enough that a few points would likely define the winner from the losers. I had yet to both win a race and qualify first, but I was going to try. The little green guy from Dagobah said: “There is no try. Do or do not.” He had obviously not tried amateur racing. Budget racing, in my limited experience, can be a lot of try, but not always a lot of do.

The little green guy from Dagobah said: “There is no try. Do or do not.” He had obviously not tried amateur racing.

Girlchief, Racerdog and myself were back at PIR. The racing year was coming to an end as autumn began. The sun was setting earlier and did not rise as high in the blue fall sky. The air was cooling. It had been a long, exhausting year, but there would be time to breathe and sleep during the long winter months. We drove down to Portland early Saturday morning, Racerdog sleeping comfortably behind the seats in preparation for a weekend of sleeping comfortably behind the seats.

I pulled out on track for a misty morning practice session, and from the first instant on track, I felt fast. I was comfortable, although I could tell that my tires were not as fresh as they had been six weeks before. The car fit like a tailored glove. Dave Karraker’s violently yellow ’02 was fast as well. A month previously, we had been within a tenth of a second of each other, and after a very close race and my last lap, desperate pass, he had pulled past me on the straight and beaten me handily.

In afternoon qualifying, however, I beat him—mostly because he had mechanical difficulties and only did two laps. The extra points for qualifying looked in hand.

Although, naturally, they were not. Sunday morning, it began to sprinkle as we started the qualifying session. My qualifying time from the day before had been good. I decided that it was unlikely that I would be faster, and it was entirely likely that a “moment” on the damp track could jeopardize my weekend. What was the chance that Dave would beat me on a damp track?

So, naturally, he did. By a full second.

Which meant that I started Sunday’s race three rows behind him. Racing with Dave had taught me that his much greater experience would mean that he would only gain places on me in heavy traffic. Call it the fogey effect, but I had noticed it in other more “experienced” drivers: they found places to put a car that were not immediately obvious to the spring chickens such as myself. On the other hand, it appeared that I had licked my high RPM hesitation. While the race would be the acid test, there was no sign of the problem.

Call it the fogey effect, but I had noticed it in other more “experienced” drivers: they found places to put a car that were not immediately obvious to the spring chickens such as myself.

The hesitation had haunted me at the previous PIR race, and had been the difference between defeat and victory. The problem was noticeably worse towards the end of the race. It manifested as a striking hesitation, rather like a suddenly deployed parachute, at about 5000 rpms, and maintained until about 6000—when the car leapt forward.

My theory was that the fuel pump was overheating. The fuel pressure through the hot pump was reduced, but at six grand the car liked lean and would take off. The solution was to add five or six gallons of fuel. This meant racing with another 40 pounds of weight. Not a good thing as I was already 60 lbs. over weight, but with the hesitation cured, I hoped it would be a net positive.

When the green waved, Dave was gone. His four car lead grew to seven cars, then ten cars. I could see him, but he was out of reach. I wasn’t going to give up. People were racing hard in a close championship. Maybe there would be a spin in front of him.

I was focused, and pushing as hard as I could. I was high up on the curbing on the last few corners each lap, and I was passing people, but I was being passed myself. I worked through a swarm of Rabbits and RX-7s. Suddenly, Dave was closer. I couldn’t see why, but now he was only five cars ahead. I pushed harder, staying close on the bumpers of a trio of hard-racing Rabbits. As we slid through turn 10 at close to a hundred miles an hour, they parted suddenly in front of me. A white Honda with a novice sticker was parked in the middle of the corner thirty feet in front of me.

Parked was an exaggeration, but the lapped car was going fifty miles an hour slower than I was. If I went to the

For a single General Lee moment, all I could see was blue sky. I was flying.

outside, I was likely to keep going and end my season in the tirewall. The inside of the corner had a very, very steep curb to offer. I chose the inside, and drove over the curb. For a single General Lee moment, all I could see was blue sky. I was flying. It was terrifying and glorious. There was nothing but dirt under the airborne wheels of my car. Then I was

landing and it was terrifying and violent. The corner workers pointed excitedly at me, and were laughing or possibly swearing. I had other things to worry about: the car was not settled, and the braking zone ended about 13 inches in front of me. I pushed the stop pedal hard and cranked the wheel. The car wiggled, slowed, plowed, and then finally began to answer to the helm. The turn in was desperately late and the pavement far too narrow. But I hadn't stuffed my car. Dave was closer than he had been.

The next lap, on the complex of turns before the back straight, an over-eager Miata slewed sideways in front of me. I was in a tight pack, and there was the thump of contact as I went wide and someone went wider to avoid the spun car. The bug-guts yellow 2002 had pulled ahead of me, but I was suddenly in clean air, and Dave was not. I stayed focused, and concentrated on putting in fast lap after fast lap, wringing everything I could out of my car. There was no sign of the hesitation, and slowly I gained as the race progressed. I wanted to win, I could taste it, but he was driving well.

There were only a few minutes left. Another lapped novice was just ahead of me on the straight, a little too far to pass in the braking zone. I was dead behind entering the chicane, but he slowed much more than I expected and I nailed the brakes and wiggled. I considered getting out to push him around the corner, but decided that putting my belts back on might take too long. As we exited, I prepared to pass him, but was stymied by a yellow. I pulled back in line behind him. And almost tore out my steering wheel in frustration. In his inexperience, he was far slower than he needed to be during the yellow. Better safe than sorry, but 40 miles per hour would have been plenty safe on the empty track—20 was a little too safe for my anxious tastes. Ahead, I could see my hard fought gains evaporating as the plague-yellow '02 pulled ahead even as the yellow flags were pulled in.

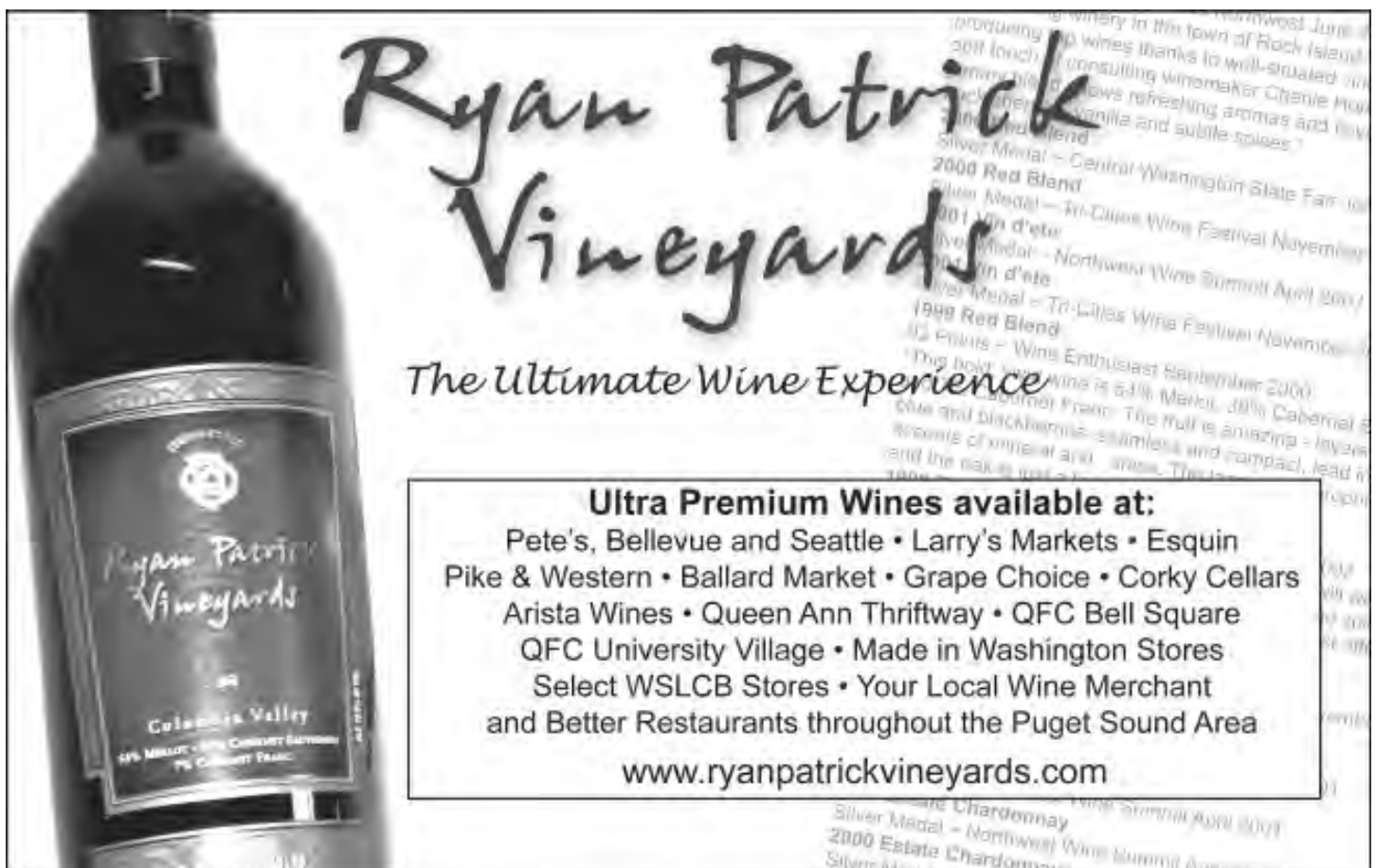
If Dave won the race, I would lose any chance at the championship. I couldn't accept that. My breathing slowed. My hands and shoulders relaxed. It was like I was asleep, dreaming. I wasn't thinking about racing anymore,

or driving, or going fast. I wasn't trying. I was doing. Start/Finish displayed the 5 minute sign, but it didn't matter, I had as much time as I needed.

A lap was dreamed away, and Dave was closer. Another somnambulant lap and the Last Lap sign was out. Dave was still ahead, but much closer than he had been. I didn't try a risky pass. I stayed behind him. As we flew down Portland's long curving back straight, I was just off his bumper. We entered the last set of corners and I could see the white novice Honda parked just off the apex, almost exactly as it been 12 laps earlier. Dave went to the outside and had to pinch his line to avoid the dirt. I went to the inside and saw blue sky. Dave and I entered the last corner side-by-side, but I entered faster, and exited faster and I was ahead of him, and could see Start/Finish waving the checkered flag; my car did not hesitate, and in a few long breaths I had beaten Dave by a crisp blue fall moment.

That was a good race. If I could have foretold the future, I would have ended my season with the checkered.

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- 2000 Estate Chardonnay - Silver Medal - Northwest Wine Summit April 2001
- 2000 Estate Chardonnay - Silver Medal - Northwest Wine Summit April 2001

Recap of the West Coast Group Gathering and Tour Ashland, OR October 1-2, 2005

WITH EXPECTATIONS SET APPROPRIATELY LOW, Meg and I drove to meet Steve Larimer ('02 745iL) and Larry Kangley (E46 SMG M3) at the I-5 weigh station in Fife for the 500 mile drive to Ashland. It was 9:15am Friday, Sept. 30th, and everyone was on time. With walkie-talkie channels synchronized, tanks full, and GPSs programmed, we launched south-bound into a steady rainfall. That pretty much described the drive until south of Portland, not even a token NW "sunbreak" to be had. Following a nice lunch at the Langdon Farms Golf Club near Aurora, OR, the weather suddenly ramped up to a Category 4 downpour for the next 30-40 minutes; not looking good. Mercifully, the weather gods must have felt they'd punished us enough, because from about Salem south the rest of the way to Ashland, roads were dry and the sky was improving! That evening we dined at the Cucina Biazzi restaurant, sitting outside under the stars. During dinner, a phone call was received from Matt Atkins ('98 540i-6) indicating he would be arriving from Seattle sometime after midnight, making the entire trip after his day at work! Day of Arrival complete, All Systems Go.

We had come to Ashland to participate in the West Coast Group Gathering & Tour. This was to be a two-day, 700-mile mountain twisties extravaganza dreamed up by Steve Larimer and Larry Kangley following Bimmerfest back in April. The idea was to have a rendezvous of West Coast Bimmerphiles at a central location, midway between the Bay Area and Puget Sound. The plan was first rate; however, the weather forecast was not, which probably explains why not a soul from the Bay Area showed up! Besides the four cars from the Seattle area, only two other Bimmers participated: an E36 M3 4-door owned by Russ and Carol Johnson arrived from Eagle Point, OR to join us on Saturday, and a 1967 2000 CS coupe (!) owned by Tom McKenzie from Grants Pass, OR joined us on Sunday. We were happy to have them join our merry band! The five cars participating each day were easy to keep together, even when the driving got spirited. A fair

amount of moisture was encountered at times each day, but it didn't seem to dampen the enthusiasm (or speed) of this Northwest group! For sure, the more distant scenery was sometimes obscured, but we could see the roads just fine, and that's what we had come for!

The Saturday loop went on Highway 66 from Ashland to Keno (near Klamath Falls), then on backroads on the west side of Klamath Lake to join Highway 62 up to Crater Lake National Park. I was glad I had a Golden Age Passport to get into the Park for free: we were solidly in the clouds at Crater Lake (7,300 ft), and could just barely see the lake's edge from the Lodge! The seven of us had a great lunch though, and enjoyed getting to know each other a little more. The temperature was right near freezing and a few snow flurries were encountered, making those of us with onboard temperature readouts just a little nervous as we slowly retreated down from the crater area. We concluded our very enjoyable, 282-mile day back in Ashland right at dusk. Dinner that night was at the local brew-pub, the Standing Stone Brewing Co. Samplers of their six types of brew were popular.

Sunday's loop was in Northern California: from Ashland, Larry led us



Meg, Matt, Larry, Russ, Carol, Steve; at Crater lake Lodge.

Photo by Doug Barritt.

up the very entertaining switchbacks of old Highway 99 to the Siskiyou Summit. We paused for pictures at the summit, then hopped onto I-5 for a few miles to Hilt, CA, just over the border, where we pulled into a Texaco gas station. Steve, who HATES the Oregon (mandatory) gas attendant system, had decided to wait until he was in (self-service) California before refueling The Barge (Oops! Sorry! The 745iL...). His "reward" for waiting to fill his 24-gallon tank? Paying \$3.44/gal. for "self-service," instead of \$3.17/gal. for "full-service" in Oregon! Go figure.

After another ten miles down the Interstate, we hopped off onto our "destination highway" California Highway 96, which follows the Klamath

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River west to Happy Camp, then turns south through Hoopa down to Willow Creek. Highway 96 has got to be one of the finest, most enjoyable roads you can drive in a BMW; a full 150 miles of linked sweeping turns! Steve took the lead for this day, and set a brisk pace in his 745iL, taking the curves with aplomb at quite sporting speeds.

In about 65 miles, we arrived in Happy Camp and stopped for a photo op with their local tourist attraction, a huge steel Sasquatch (Bigfoot) about twenty feet tall! After a quick coffee break and potty stop, we were back on the road southbound, unfortunately about to have our first (and only) disaster of the trip.

About five miles south of Happy Camp, Matt Atkins' 1998 540i blew a water pump. Fortunately, the ensuing geyser underneath the car was immediately observed by Larry Kangley, who called Matt on the portable radio. A quick exit to a shoulder parking area avoided any damage to the engine, but



M3,540, M5, and '67 CS at Siskiyou Summit (745i out of view).


the coolant was nearly all gone. Steve took Matt back to Happy Camp, where they were lucky to find Bigfoot Towing with a nice big flatbed towtruck. Even being a Sunday, the owner agreed to haul the 540i to the Medford BMW dealer (being a \$380 tow probably had something to do with it). Matt accompanied his car to Medford, and said he planned to meet us afterwards for dinner in Ashland. The remaining four of us proceeded the rest of the way down Highway 96 to Willow Creek for a Mexican lunch. Our route then took us back east on Highway 299 (another delightfully twisty road) to the town of Weaverville. There we turned north on Highway 3 heading up to the Trinity Alps region. The road meanders along past Trinity Lake for 50-60 miles, then gets real exciting going up in tight, climbing, second gear switchbacks to Scott Mountain Summit (5,401 ft). The road is appropriately marked "not maintained in winter." After the summit, the road drops swiftly to Callahan, then

meanders peacefully through the Scott Valley for 50-60 more miles up to Yreka. We jump back on the Interstate northbound, and we're back in Ashland in no time. This 377-mi day ended late, around 7 p.m., but put even bigger smiles on our faces. All of us rejoined for dinner at Beasy's on the Creek for a round or two of martinis, and a fine meal (best of the trip). Matt had rejoined us for dinner, and had a carefully crafted plan for convincing Medford BMW to repair his 540i first thing Monday morning (well, that was the plan anyway).

We had just completed a weekend of about 660 miles of wonderful mountain driving, almost totally on secondary highways or paved Forest Service roads.

I had the honor of setting the course and taking the lead for the trip back to Seattle. Meg and I have ridden our motorcycles extensively in Oregon over the years, and one of the routes we enjoy the most is known as the "Aufderheide," which roughly parallels I-5, but is totally embedded in the Cascades. You have to pick it up on Highway 58 at Oakridge/Westfir, where a forest road takes you to north to McKenzie Bridge, then on to Detroit Lake, Breitenbush, Estacada, and eventually Portland. Steve, Larry and Meg and I stayed together until Portland, where we got on 205 northbound. Traffic and accidents got us separated, but our handheld radios got us back together again in southern Washington in time to coordinate dinner at the Oak Tree in Woodland. Following a nice relaxing dinner together, we split for the final leg home. It was a long 583-mile day. Our total for the entire four day trip was 1739 miles. The M5 averaged 21.5 mpg, including hundreds of miles in 3rd and 4th gear in the mountains. George Bush probably wouldn't have approved of the 81 gallons used, but the trip was sure fun, and worth every gallon!

*Doug and Meg Barritt
(2003 M5, Imola Red)*



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2003 X5: Gorgeous Metallic Gray. This X5 has a 3.0L with automatic transmission. 44,000 miles. It includes: leather, roof rail, sun blinds, sunroof, power everything, wood trim, heated seats, headlight washer system, air conditioning, (front & back), CD player, alarm, cruise control, tilt wheel, keyless entry and full warranty. This X5 won't last long! \$33,999. Call Tony at 425-260-9806.

1997 M3 coupe: WBSBG9323VEY75940, Dakar yellow/black, sunroof, cruise, OBC, full leather, premium audio w/CD, electric/heated seats, 18" Fikse FM/10s w/PS2s, Motorsport rotors w/SS lines, Dinan S3 suspension w/Motorsport x-brace, Dinan S2 engine w/Schrick manifold, Mobil 1+Redline, non smoker, no track, 85,500 miles, immaculate, \$22,500. Contact Chris at 503-712-6535 or chris.rotvik@intel.com. (OR)

1986 528e E28: WBADK7305G9651949, Cosmic blue, 224,000 miles, five-speed, new starter, brakes, clutch. Very good body, runs great. Very well maintained, \$3,800. Contact Showell or Nancy Osborn at 206-241-5569 or nancyshowell@comcast.net.

1985 M635CSi: VIN # WBAEE310601052232. Red/tan leather, 134,000 miles, Style 32 8x17 & 9x17 wheels with Sumitomo HTRZ tires, UUC short shift kit, new exhaust, new control arms with 750i bushings. Second owner. \$12,500. Contact Michael at 503-720-8783 or mhill97034@comcast.net.

1981 528i: VIN WBACJ9709B6795597; Silver/Blue; 213,000 miles; automatic transmission. Car runs and drives, this was my daily driver until 7/04; car has been driven monthly since. May be used for parts car or for transportation. \$500 obo. Call Barron after 5pm 360-779-4992 or email barron756@aol.com.

1980 320is: Limited slip, not wrecked, Engine out, newer Bilstein Sport shocks, good 13 inch tires, Alloys, comes with 1987 1.8 motor with 77,000 miles if wanted, moldy interior, \$500 obo. Call Jim at 425-444-6916.

Parts for Sale

E36 Wheels/TA Tires: Stock BMW ten spoke wheels from 1996 M3 with Goodyear T/A racing tires. Wheels/tires haven't been used for 4+ years, so tires may be hardened or not suitable for the track. \$100 for all four. Email gregk@microsoft.com.

E46 M3 OEM 18" Wheels: Set of four Style #67 (two each 18x8 and 18x9) from 2005 M3. No curb rash, nearly perfect, less than 8,000 miles. Pictures available. Wrapped in 225/45 and 255/40 ContiSportContact rubber. \$1000/offer. Send email to young.darren@comcast.net.

E46 M3 OEM Brake Rotors: Set of four. Rears less than 4,000 miles, Fronts less than 1,000 miles—\$300/offer. Send email to young.darren@comcast.net.

E46 M3 OEM Suspension: Front coilover assemblies, rear shocks and springs all with less than 6,000 miles—\$300/offer. Send email to young.darren@comcast.net.

E46 M3 OEM Floor Mats: Set of four (front and rear), black. Used less than one month. \$30/offer. Send email to young.darren@comcast.net.

E46 M3 WeatherTech Classic Premium Rubber Floor Mats: Set of four (front & rear), black. Used less than 5 months (rears uncut and never installed). \$30/offer. Send email to young.darren@comcast.net.

E46 M3 WeatherTech Cargo Liner: Used five months. \$30/offer. Send email to young.darren@comcast.net.

Schroth Harness Accessories: Two sets each Adjusting Grips and Harness Pads to fit BMW Quick Fit Harness. Pads yellow w/ black letters. Used two days. \$30/offer. Send email to young.darren@comcast.net.

M Roadster/M Coupe Wheels: Factory Roadster wheels from 2000 M Roadster. Includes Dunlop 8080E tires (225 45 17 Front, 245 40 17 Rear). Wheels are in great condition, not perfect, but no curb rash. ~8K miles remaining on Front tires, ~0K on rear tires. \$950 for all four. Contact Scott at Scott.huck@intel.com or 503-643-1952.

1988 635CSi: Parting out. Engine runs strong with an automatic transmission. Body straight except tree damage to roof and hood. Call Tom at 253-630-1486.

From a 1983 533i: Long block w/intake and exhaust manifolds, \$400obo. Five speed transmission, \$300obo. Both were pulled out of a running, daily driven car with around 170k miles. Contact Rand at 360-392-8451.

Limited slip differential: from a 1995 M3 \$350. Also available—axles, springs, Hamann muffler. Contact Ron Runyan at runyancats@msn.com or call 360-848-9839.

Two Dunlop D60 A2 205/60-14 all season tires: Good E30 size. They have approximately 3/16" tread depth. \$30 OBO for the pair. Pickup in Seattle. Contact Gilbert at ghwayne@yahoo.com.



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