



FEBRUARY 2005

Zündfolge

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



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ZÜNDFOLGE

February 2005

Volume 35
No. 2

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Postal Notice

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

Zündfolge
PO Box 1259
Bellevue, WA 98009

Boilerplate

This magazine is the monthly publication of the BMW CCA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

Zündfolge design and layout by
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KALENDER

February 1

Deadline for the March 2005 Zündfolge.

February 3

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

February 5

Daytona 24 Hour Race Gathering.

See article in this Zündfolge issue for more information.

February 19

Track Safety Gear Class. 10 a.m. to 11 a.m. at Traxx Indoor Kart raceway, 4329 Chennault Beach Road, Mukilteo, WA. RSVP to Jeff Butler at jeff@hauryscollision.com. (See article in this issue).

February 19

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

March 1

Deadline for the April 2005 Zündfolge.

March 3

Board Meeting. Starting time is 7 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

March 5

Vintage Racing Motors Open House.

10 a.m. to 12 noon. VRM is located at 9255 151st Ave. N.E. Redmond, WA. For information contact Bill Spornitz, bimbill@cs.com or call 425-985-9642.

March 26

All Members meeting 10 a.m. to 12 noon at Bison Creek Pizza. See article in this Zündfolge issue for more information. RSVP to de-Anna Martin at de_anna@yahoo.com.

April 30

Spring Rally. See article in this Zündfolge issue for more information or contact Jeffery Schlimmer at jeffsch2@hotmail.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.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwclub@aol.com.
- The Zündfolge staff is always looking for volunteers. If you want to help contact the editor.

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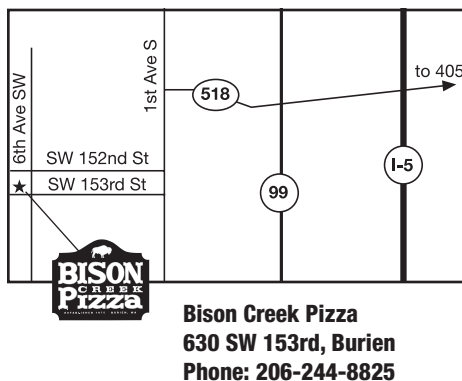
All Members Meeting

March 26

DON'T MISS our All Members Meeting Event, March 26, 2005, at Bison Creek Pizza Restaurant in Burien.

This will give you an opportunity to meet the Club's Board and fellow members. Hear first hand the schedule of events planned with the Club for 2005. There will be brief presentations on how the events will be run, and you will also have the opportunity to let us know if there is an activity you would like to see the Club become involved in. If you are interested in getting involved yourself, then come on out!

The Club strives to offer a well-rounded set of events throughout the year (see our web site, for a list of events for 2005, at www.bmwpugetsound.com).



There will be videos to watch, door prizes (provided by BMW NA), Club T-shirts to buy, and good food to be enjoyed with your fellow Club members.

The event will run from 10 a.m. to 12 noon. After introductions and door prizes, a no-host lunch will be available for those who would like to relax and enjoy some wonderful food offered by Mike Rasmussen, owner of Bison Creek Pizza, including spaghetti, calzones, hot sandwiches and several different salads off the menu or, back by popular demand, the all you can eat special for \$11 per person including pizza, salad, garlic bread and a refillable soda.

For driving instructions see address and map on this page. Bison Creek Pizza is located at 630 SW 153rd Street, #F, Burien, Washington.

Please, RSVP by email (preferred) or phone call 425-722-3615, 8 a.m. to 5 p.m. Also, let us know if you will be staying after the meeting for lunch (Bison Creek Pizza has requested an idea on how many will be eating lunch). There is no cost for the event, but lunch will be at your expense.

de-Anna Martin
de_annaj@yahoo.com

Vintage Racing Motors Open House

March 5



VINTAGE RACING MOTORS will once again welcome our Club members for an open house, scheduled for March 5. The doors will open at 10 a.m., and we will plan to finish by noon. Byron Sanborn, well-know racer and long time BMW enthusiast will be our host for a tour of the facility and a look at some of the extraordinary vintage race cars which he and his staff restore, repair and maintain. Over the years, VRM has become known as one of the finest facilities in the nation

for the expert care of rare and historic race cars.

This event is always very well attended and extremely popular. In the past we have been treated to the sight, and occasionally the sound, of cars that you are lucky to see in historic videos, let alone in person. Names like Lola, Brabham, Scarab, March and Mirage are examples. So bring your cameras, and prepare to be swept away by the beauty and mechanical art that will be on display.

Refreshments will be provided. The event is open to BMW CCA Puget Sound Region members and their guests. Vintage Racing Motors is located at 9255 151st Avenue NE in Redmond. Please don't contact the facility directly with questions. The Club contact for information and RSVP is Bill Spornitz. Call 425-985-9642 or email bimbill@cs.com. See the March issue for further information and directions.



Watch Team Seattle February 5

THIS IS A REMINDER to all track and race fans. Saturday, February 5, we will have an informal gathering to watch the Team Seattle effort at the Daytona 24 Hour Race benefiting Children's Hospital. We will gather at GT's Sports Bar, 1144 N 175th Street in Shoreline. It will be an informal "open house" style event starting with the green flag at 9 a.m., Seattle time. The Speed Channel coverage will be available all day and between 2 and 4 p.m. We'll have a phone hook up with a trackside report from the team. Questions will be encouraged.

So stop by if you have a chance, and if you're feeling generous, make a pledge. You can donate a fixed amount or per lap pledge. Remember, the drivers pay their own way so the proceeds go to Children's Hospital.

Team Seattle is a local effort headed by Don Kitch. See www.teamseattle.com for full details of this year's team. With their past success and return this year to the Porsche GT3, this has the potential to be a record-setting effort. So stop in and join your fellow Club members for some chat and cheering.

Please RSVP to Bill Spornitz at bimbill@cs.com.



This month's cover photo was taken during the June 2004 Driving School at Pacific Raceways.

The photo was taken by the official SOVREN photographer Cleve Collinsworth.



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Spring Rally

April 30

What is a rally?

An extremely large board game: public streets are the board, and your car is your playing piece. In each car, the driver and navigator(s) carefully follow instructions that direct them along a given course. There is a friendly competition at the finish to see which teams followed the course most accurately.

A timed rally requires you to stay on time. Your score is based on whether you arrive at checkpoints at the correct time, with equal penalties for arriving either early or late. The route and checkpoint locations may be known or unknown, and the route instructions may or may not include traps (gimmicks) that make you early or late if you do them wrong. from www.therallyclub.org

THE FIFTH ANNUAL SPRING RALLY will be held on Saturday, April 30 2005.

Our rally day will start with a briefing of general rules and route instruction format. Morning sections will be followed by a "bring your own" picnic lunch; after-noon sections will bring us to a restaurant where food awaits. Sections will be separated by rest stops, usually at public parks with clean facilities; not only does this allow for breaks from the concentration, but you also get to meet other participants and swap stories. We'll end our day with dinner and awards for the top ten teams.

In its simplest form, a timed rally is a nice drive in the country, but you can make it as complicated as you wish! You will not be required to stress your car—you will not be expected to exceed

any posted speed limits in order to stay on time (as long as you don't lose time being off course!), and—there will be no unpaved roads.

This is something you and your spouse, partner, son, daughter or any combination can enjoy together. Only one member of each team is required to be a BMW CCA Member.

We hope you will join us for this unique way to enjoy the capabilities of your BMW. You will be introduced to some great roads and great people. You will find a new enjoyment of driving with purpose and precision, without the full commitment to "track" style events.

Full details will appear in the April issue of the *Zündfolge*. Questions should be directed to Jeffrey Schlimmer, Rally Master at jeffsch2@hotmail.com.

**Attention! Achtung!
Atencion! Attenzione!**

Update Your Email Address

WE TRY TO KEEP THE EMAIL notices to a minimum, but there are times when an event is just too good to miss! Many of the email addresses from the past are no longer valid, so you may fail to see these important messages.

To receive the most up-to-date information from the Puget Sound Region BMW CCA calendar of events via email, be sure your most current email address is registered with the BMW CCA National Office. If you would like to update your email address, please go to www.bmwcca.org, click on Member Services, and then click Change of Address, email Address, Phone number. If you would prefer, you may call 1-800-878-9292.

If you have any questions, you may contact the local membership chair, Lynne Eskil at lynne.d.eskil@boeing.com.

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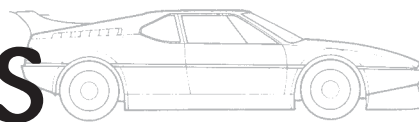
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AFTER A LONG WINTER OF WAITING, our driving season is almost here! We are currently working on two big events, the Instructor Clinic at the end of February and the Novice School in March.

Instructor Clinic

I would really like to see all of our 2005 instructors attend this clinic. For 2005, we are pleased to have a two-day on-track format. The information presented and format of the clinic is designed to help a candidate understand what being an instructor entails as well as improve the skills of those "seasoned" instructors. Starting at Bremerton on Friday, February 25th, we will learn about the art of being a good instructor and how to work best with students. We will also practice car control skills and complete additional teaching exercises. The following day at Pacific Raceways, we will continue to work on instructor skills through in-car role playing with other instructors. Finally all participants will be evaluated on their driving skills as well as their instructing skills. To be eligible for the Instructor Clinic you must have an advanced sign-off or higher in your log book. If you are unsure about your status please contact me. If you haven't already, now's the time to send in your registration! The form is available for download on the website, www.bmwpugetsound.com (preferred) or use the copy in the January *Zündfolge*.

Novice School

So, are you curious why they call your car The Ultimate Driving Machine? If you've never been to a driving school, here's your chance! It wasn't too long ago that I had just bought a new BMW, and the car was a handful. After a few interesting moments on freeway on-ramps, I realized that the car was a heck of a lot faster than I was. I had thought about the Club Driving Schools for years, and that was the thing that finally got me to go. Boy am I happy I did! One thing I realized very quickly is that it doesn't matter what kind of BMW you have. Whether you have a Bavaria, an M3, or an X5, you will take away a completely different view on driving by the end of the school.

We have two major goals:

- 1 **Have fun!** Your face will hurt at the end from the silly grin you've had all day, I promise.
- 2 **Make safer drivers.** We have a proven method to teach you the fundamentals to make you a much more relaxed and safer driver every day. You'll wonder why you didn't take this course years ago!

THE DETAILS

Our school is divided into three parts—an evening ground school, one day at Bremerton learning car control, and one day at Pacific Raceways to put all the pieces together. We start on a Thursday evening to introduce everyone to the concepts we will be talking about out at the track. After that sinks in for a few days, we go Bremerton the next Saturday. This is a retired airfield, so we've got lots of pavement. The idea is that we can set up exercises with cones that will teach one particular lesson. We have six exercises that everyone will get to participate in. The idea is to gradually build your skills as the day progresses. We don't drive fast, and you won't be abusing your car, I promise. On to Pacific Raceways! Now it is time for the novice driver to fully utilize their new skills on a road course. This is our most popular event! This program is specifically devoted to showing the beginning drivers the *why and how* of driving a road course. An early morning track walk and an intense breakdown of Pacific Raceways corner by corner starts the program. This is a rare activity for a club school, but we deem this very important to a driver's education. Following the track walk, students will be involved in a series of driving sessions, classroom sessions, and observation sessions to ensure a well-rounded learning experience. The Novice school is limited to drivers who have never been to the track before, so there's no pressure to go fast. You are encouraged to learn at your own pace.

REQUIREMENTS

- You must be a Club member. We also honor PCA, BMW ACA, BMW CCBC, and NWARC memberships.
- You must be 18 years old with a valid driver's license.
- Bremerton is a prerequisite for the Pacific Raceway School. If you have already attended a Bremerton skills day in the past, it is OK to sign up for Pacific Raceways only.

EQUIPMENT

- Tech inspections are required and must be dated within thirty days of the event. A tech inspection form will be included with your confirmation packet. The form can also be downloaded from the Club web site. A certified technician must perform these inspections. You may use your usual shop, or see the Club bulletin board for a list of shops that have agreed to perform tech inspection 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. I highly recommend you attend the upcoming safety gear seminar if you are currently shopping for a helmet.
- Convertibles are allowed only if they have rollover protection (i.e. a roll bar) or factory fixed roll hoops and 5-point harnesses.

Addresses and directions for each location will be provided in your confirmation packet. 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 do to get the ball rolling is to fill out the registration form and mail it in with a check.

Tom Olsson
olssons@seanet.com

BMW Novice Driver's School March 12 & 19, 2005

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

Check the date requested:

- ☐ Bremerton, March 12 Cost is \$75
☐ Pacific Raceways, March 19 Cost is \$150

For two drivers sharing a car in the same run group ad \$25 per day.

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

Entries must be received by February 28, 2005.

Cancellations received within seven days of the event will result in forfeiture of your entry fee.

Total Amount Enclosed \$ _____

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

NOTE: Each driver is required to submit a completed and signed form. You will be notified when you are registered via email.

Name _____ CCA Member # _____

Address _____ Apt # _____

City _____ State _____ Zip _____

Phone (message capable) _____ Email _____

Car year/model _____

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

Name & Phone of emergency contact: _____

Allergies or other special medical information: _____

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

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

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

Signature: _____ Date: _____

Check and make sure you have **legibly** filled in all the required information.

2005 Driving Events Calendar

BMW CCA PSR Events:

February

19 Safety Gear Seminar at Traxx

March

12 Novice Skills Training, Bremerton

19 Novice School, Pacific Raceways

June

5 Driving School, Pacific Raceways

July

10 Driving School, Pacific Raceways

August

28 Driving School, Pacific Raceways

November

19 Novice Skills Training, Bremerton

Other Events open to CCA Drivers:

February

12 NW ALFA Club Driving School at Bremerton

26 NW ALFA Club Performance School at Bremerton

March

6 BMW CCBC Car Control Clinic

18 BMW ACA School at PIR

18 NW ALFA Club Lapping Day at Bremerton

19 PCA PNWR Skills Day at Bremerton

26-27 BMW CCA IEC School at SRP

April

16 PCA PNWR Skills Day at Bremerton

17 NW ALFA Club School at PR

29 BMW ACA School at PIR

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Turn Worker Volunteers

IF YOU WOULD like to help raise money for Children's Hospital and assist at upcoming driving schools at Pacific Raceways, please consider being a turn worker. The Puget Sound Region BMW Car Club of America will donate \$75 per turn worker, up to \$750 for each driving school, to Children's Hospital and Regional Medical Center. This money will go to the hospital for cardiac research and uncompensated care through the Team Seattle Guild. One hundred percent of the money goes to the hospital!

- See a lot of the action up close and personal
- Earn "25 BMW Bucks" toward future driving schools
- Chance to win a Team Seattle 24 Hours of Daytona sweatshirt
- Receive a delicious complimentary lunch
- AND raise money for Children's Hospital and Regional Medical Center

THE DATES WE NEED YOUR HELP ARE:

Saturday, February 26, 8 a.m. to 4 p.m. Sunday, July 10, 8 a.m. to 5 p.m.

Saturday, March 19, 8 a.m. to 4 p.m. Sunday, August 28, 8 a.m. to 5 p.m.

Sunday, June 5, 8 a.m. to 5 p.m.

If you have experience, great. If you don't, we'll show you how to work the turns, flags, use the radio, etc. There are usually two people at each position so bring a friend. Please contact Lynne Eskil at lynne.d.eskil@boeing.com or call 206-406-1521. Thanks for your consideration in helping BMW CCA Puget Sound Region and Children's Hospital. Be sure to watch Team Seattle compete on Speed Channel February 5 and 6! Check out www.TeamSeattle.com for more details.



2004 Driving Schools, The Year in Review

by Bill Spornitz

THE 2004 DRIVING SCHOOL SEASON is a memory. For some, it's a memory of their first experience driving beyond the normal daily driving envelope. For others, a memory of honing their skills learned in previous seasons. Still others experienced for the first time the joy of instructing and seeing their student make that inevitable breakthrough. For the driving events committee it is mostly a memory of goals accomplished and lessons learned.

The season began with a committee made up of a combination of driving school veterans and a few fresh faces. We set about identifying goals and planning strategies to implement them. One primary goal was to delegate and specialize in the many separate but integral facets of our schools. We were very fortunate to have some outstanding

people take on the areas of instructor recruiting and management, registration and track safety/corner workers. Others stood by to help when and where needed. As Committee Chairman, I looked at what had been done in the past and what I thought could, and more importantly, should be done going forward.

One area that needed attention was our compliance with the national track standards as laid out in the CCA bylaws. The transition from ACA to CCA required some changes to our policies, and the last of those were put in place this past year. Some changes were not popular and for that we apologize. They were, however, necessary to keep our Club and its volunteers safe from liability. Another important change was the use of more electronic communication for our



registration processes. I can't say enough about the huge effort put forth by Louis Hessel van Dinter and Jane Otway in this area. Registration is a complex and sometimes trying exercise that happens mostly behind the scenes. When it's done well, our members see our events as smooth and organized. That doesn't just happen, though, and we all need to say thanks to Louis and Jane when we get the chance.

The season began as it always does with our annual instructor training program. The position of chief instructor

became formalized this season, and Walt Conley, assisted by David Lightfoot, took on that responsibility with gusto. They organized a two-part classroom / track program on consecutive Saturdays in February. Walt put together an exceptional multimedia presentation for the classroom, and the following week we went to Pacific Raceways for on-track training. This involved a variety of exercises. Blind man's bluff was a new one, and it was good for a few laughs but also some real insights regarding verbal communication. Next

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we went on track with senior instructors role-playing in the left seat and instructor trainees in the right. It's hard for most of us to play the "student-from-hell," but I heard that a few took on the role with relish.

Now armed with a staff of skilled and motivated instructors we moved on to our annual two-part novice program in March. Day one was skills training around the cones at Bremerton. This is always a fun day for instructors and students with the "I-had-no-idea" comment heard often, usually combined with a big grin. A week later was a day at the "big track," Pacific Raceways. This is an extremely important day for our program. It is the novice member's first exposure to real high performance driving. Every student gets an instructor for all sessions, so it puts a tremendous strain on the instructor corps. The ability of your track committee to make this day a success has a direct effect on our program and its future. Drivers need to come away thrilled, confident and above all, happy. It seems we came pretty close to our goal.

The year then moved to our warm weather driving schools held in June (two events) and August. These were, as usual, sold out and very successful. We tried a new system of vinyl numbers and letters to organize the groups and make it easier for students and instructors to get together and be ready when their group was called. That, combined with our favorite drill sergeant, Louis Hesselt van Dinter and his bullhorn, kept the groups on time and helped us make maximum use of our track time. These events also marked the first time the Sovren Guild of Children's Hospital provided our turn workers. Lynne Eskil organized these folks, and with the help of Skip Russell, they

provided us with a huge leap in organization and quality in this very important area.

As we moved into fall we had a very busy end-of-the-year schedule. First came a mid-October novice skills day at Bremerton followed two weeks later by a driving school at Portland International Raceway. Two weeks after that we had a new event, an advanced skills training day at Bremerton. This last event allowed our experienced drivers to hone their low speed driving skills and experiment with autocross style exercises.

Looking back now on the season as a whole, it's good to know that we put on safe and generally fun events for our members. As I mentioned in the first paragraph, there are bound to be lessons learned in this process. For example, we noticed a trend toward lower turnouts for the last couple of events, especially the novice skills day in October. It's hard to know why that happened. One possibility is that we (I) set a tone that was just a bit too serious. These schools can and should be a great deal of fun. In the end, this is a sport that is meant to be entertaining and fulfilling. So, your track committee needs feedback from you to tell us what you want and how you perceive our program. We want to make sure you feel welcome and that you have a truly good time at each and every event. As always, if you have ideas or suggestions please feel free to contact us.

Last, I can't end without saying a special thank you to my assistant chairman, Tom Olsson. He has been there to help, give advice and keep me focused, always with good cheer and enthusiasm. He is taking over as committee chairman for 2005, and I can only try to be as much help to him. I feel sure the program is in good hands and will continue to improve and flourish this year.



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Putting the latest M3 through its paces.

Photo by Cleve Collinsworth.



"Touring" the track at Portland.



Stephanie says "two more times and I think we've got it."



Instructor rides are a popular end to the day.



Rich takes his pristine Euro Cabrio around the cones at Bremerton.



Big smiles at the end of the day. Our ultimate goal!



Hit that apex! Yes!

Photo by Cleve Collinsworth.



Vinyl numbers made car identification much easier.

Photo by Cleve Collinsworth.



An impromptu retirement party.



John puts his Concours winner to work at the advanced skills day.

Two Tech Events, One Location February 19

TRACK SAFETY GEAR CLASS AND INTRO TO CLUB RACING SEMINAR

Traxx indoor Kart Raceway in Mukilteo
4329 Chennault Beach RD Mukilteo, WA 98275

Track Safety Gear Class

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

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

Kart Racing

11:00 a.m. to noon

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

Amateur Racing Q&A Seminar

12:00 pm to 2:00 pm

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

Topics will include advantages of owning a race car versus renting a race car, safety gear requirements, and required safety modifications to a race car. Racing organizations will be explained (SCCA versus ICSCC versus NASA) as well as the differences among local special classes in ICSCC frequented by BMWs. The ICSCC novice program will be explained. RSVP to Wes Hill at wes.hill@earthlink.net.

See the January 2005 Zündfolge for additional information.

• TERRY FORLAND

• MARK ISRAEL

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Grand Prix

WHEN LINDA HEINRICH'S RED PASEO went sideways in the Turn 1 braking zone while surrounded by a pack of yapping RX7s, I knew it was going to end badly. I dove to the inside and slipped past the mayhem and tire smoke. As I passed her, I heard the solid crunch of opportunity as one of the RX7s took a bite out of the side of her car. I knew I could win the G-P race. Scott Morton's yellow 510 was close behind, but I had beat him at Mission, and I could beat him at PIR. The next lap, moments too late, I saw the dark sheen of oil in the braking zone of Turn 1. I knew that Linda had hit it and I was going to do the same. My car wiggled sideways, over-rotating into the corner, and suddenly I was sliding sideways over the red and white FIA curbing, two wheels on dirt, perpendicular to the corner, watching the fleeting chance of victory dart past me in the guise of yellow Datsun 510 #34. The 510's lead was large, and there were only a few laps left.

This was, in a few moments, the story of my weekend in Portland: a glimpse of previously-unattained victory, immediately snatched away. That's racing: defeat snatched from the jaws of victory.

Girlchief, Racerdog and I towed down to Portland Friday. Racerdog snored contentedly behind the seats. Racerdog was a little nervous Saturday morning around the noisy race cars, but she quickly acclimatized; by noon she barely even pricked her ears when a race car started. Being a former racer herself, she fit right in.

I wish I could say the same for myself—not having driven Portland for two years, I was having trouble remembering where to turn and brake. I was crawling around the track and avoiding spinning cars. Running with no chicane meant that the track was going to be much faster with a greater emphasis on high(er)-horsepower cars. This meant I was out of the running to place decently before the race even started—my blocky, underpowered car was at too big of a disadvantage on the straightaway.

I wasn't making up any speed in the corners, either. My driving was erratic—I was often missing the apex by several

feet. Twice I tracked out too far and touched the alligator teeth on the outside of the track. The alligator teeth felt like they were going to tear the car apart with the intense vibration. My teeth were still rattling as I came in and contemplated the odds.

Of my competitors, Linda Heinrich was the fastest. I had beaten her before at Pacific Raceways. Despite this being her home track, maybe I could beat her? It seemed almost, barely, theoretically possible. Saturday afternoon qualifying was not auspicious. Make that terrible.

I drove hard, but wasn't fast. The car had no power below about 6000 rpm. I'd step on the gas, and ... nothing. Considering my 6200 rpm redline, this didn't leave me a lot to work with. Linda drove past me on the straight like I was standing still. With luck, I could make up one car length in the corners on a good lap, but I can't make up ten! I drove harder. I was going faster; on the corner complex just before the back straight I was shifting earlier. I was starting to shift before the car was straight. Several laps in a row I noticed that the shifter was stiff before it would click into 4th gear.

The fourth lap, when the shifter snicked into 4th, it wasn't 4th. It was 2nd. This was not good. Going from redline in 3rd gear to waaaay past the redline in 2nd gear is commonly known as "the big dollar down shift." The rear wheels accelerated the engine to 8000 rpm. The car made loud, unhealthy noises. I whimpered in fear and disgust. I waved a train of cars by as I put-putted down the back straight and pulled into the paddock, red dollar signs hovering in front of my eyes.

So much for my season. The M10 motor is not a zero interference motor. This means that the valves and pistons can contact each other. Spin it fast enough and valves and pistons touch, or rather, smash into each other. That's bad and it often means a complete engine rebuild.

I borrowed a compression tester from Jeff Peneck and checked all four cylinders. Astoundingly, compression was good across the board. Essentially, I was



looking for a cylinder with a significantly lower compression than the others, but all were around 155, +/- 5 psi. So, the engine would probably still run, assuming I hadn't torn up a rod bearing.

But if I didn't figure out why I was so down on power below 5500 rpm, there wouldn't be any real point in my racing. It would also have the possibility of damaging the engine, depending on what the problem was. There wasn't going to be an opportunity to troubleshoot the problem properly, so I decided to do everything I could think of.

First I checked the spark plugs. They looked good, although they had a minor white deposit. This can indicate lean (not enough gas) combustion, but it was minor. I replaced them. I checked and cleaned the distributor cap and rotor. They were fine. I disconnected and reconnected the distributor vacuum advance hoses. Next up, I checked both fuel pumps by putting a screwdriver against each pump and listening, ala stethoscope. Both made healthy buzzing noises. On the premise that I might be having trouble with the intake fuel pump pulling enough fuel, I also added some gas to the tank, and made sure I was running with more than a few gallons. I didn't need the extra weight, but it was worth a try. Throughout all of this, Girlchief was a constant help.

The weekend did not look good. The idea that I could somehow win was a distant memory. I had qualified 4th of five cars, several seconds behind the 3rd GP qualifier. I was going to have to find two seconds to qualify any better.

Sunday morning, I convinced the race steward to give me a hardship lap.

Continued on Page 14



This meant that I got to take one very quick lap to ascertain whether I had fixed the fuel problem. It wasn't easy to tell with a single lap, but it seemed better. I kept my fingers crossed and waited for qualifying. I spent quiet time in the truck rubbing Racerdog's ears for luck and visualizing smooth, perfect laps.

When I went out for qualifying, the car felt right. I concentrated on bringing my speed up in corners, and being smooth. I had several hundred more rpm at the end of the front and back straights. That may not sound like much, but carrying more speed over the whole straight can knock seconds off of a time.

My qualifying results were much better: I had qualified third of the G-P cars. Scott Morton's yellow Datsun 510 was right in front of me. Linda Heinrich's red Toyota Paseo was a few cars up. She had been about 1.5 seconds faster than me. I decided that my goal was to beat Scott and finish within sight of Linda. Long shot, but worth a try.

The afternoon's races passed slowly. I stayed hydrated, relaxed, and visualized fast laps. Although it had been raining on and off through the weekend, the weather had begun to clear. There were fast moving, low clouds and blue sky. It was good racing weather: sunny, but not too warm. Girlchief wished me luck at the one minute warning and walked down to the west end of the track to watch.

After our warm up lap behind the pace car, the green waved, and we took off. Somehow I managed to get a good start and work my way through the swarm of cars, entering Turn 1 in front of the rest of the G-P class. I knew it wouldn't last, as Linda was right behind me. I led for two laps until Linda passed me on the front straight. Close behind me now were Scott's 510, and the blue MINI

of Dave Rinker. I stayed close to Linda, and managed to pass her again at Turn 7, the very fast left hander at the end of the back straight. This didn't last long—she was able to get past me a second time a lap later.

Slowly, lap after lap, Linda began to pull away. Scott and Dave were having a close race of their own. I messed up the entrance to a corner with a bit of sloppy driving and Scott slipped past. Half-a-lap later I was able to squeeze past him. Linda was still within sight, just at the back of a pack of RX7s. Scott and Dave were tangled up behind me.

Then Linda's Paseo was sideways in Turn 1, and hit, and I was leading G-P for the 3rd time. Just as quickly, I had my own rotational moment and Scott was well past me, and the gap was increasing. Dave's blue MINI was close behind me. A green Rabbit was just in front me. Things looked bad.

I was about three feet off of the Rabbit's bumper as we entered the turn 4-5-6 complex right before the back straight. I saw a splash of gas from the Rabbit's overflow canister. Gas is slick, and with no time to react, my front tires were locked and I slid into the back of the Rabbit, firmly. We both wiggled, waggled and as I recovered, I saw the green car fly off the outside of the corner then pull back on just behind me. I felt bad, but there was nothing I could have done about it. Scott's yellow 510 was a few seconds in front of me. He was going to be tough to catch.

As we came off the back straight, one of the swarm of RX7s ahead of Scott got very loose in Turn 7, and the whole pack slowed. I brushed the brakes and got a hot but controllable entry to 7 and 8. Scott, stuck behind the slow RX7s, was suddenly only about thirty feet in front of me through Turn 9. As we accelerated down the front straight, I drafted off him.

Our cars were closely matched, but I was able to accelerate through the dead air punched by his blocky car. When I was about twelve inches off his bumper, but about two miles per hour faster, I pulled out into the air stream. I could feel my car stagger as the wind hit it. The front of my car crept up his door. We both waited as late as possible as the brake markers flashed by: 300 ... 200 ... 100 ... He waited a little longer than I did, and I thought I hadn't made the pass ... but he had waited too long and was going too fast, and out of the corner of my eye I saw him sliding sideways, then dropping two wheels off the pavement. He was back on the track in a cloud of dust, but now he was behind me and two corners later, I saw him go very sideways. Suddenly he wasn't even in sight, and I was racing by myself in clean air with no one who could take my victory away except myself.

All I had to do now was drive a few clean laps. I backed off ever-so slightly and tried to remember to breathe. After a nervous penultimate lap, start-finish tower displayed the LL board; my last lap was clean and when I crossed the start-finish line I felt the tension drain. I had just won my first race against stiff competition and despite car trouble during the weekend. I came off the track and Girlchief and Racerdog were there to give me water and congratulate me on my first win. I was hot, sweaty and happy. I didn't know it, but both Linda and Scott had posted significantly quicker fastest-lap times than I had. It took good traffic management, luck and consistent driving for my win.

I received a plain, purple glass with "1st Place" engraved in it; you'd expect to get something like that for knocking down two of three clowns at the fair. It sits on the middle of our mantelpiece.

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E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net
E24	6 series	76-89	Erik Brannfors	206-356-5620	erik@brannfors.com erik.brannfors@t-mobile.com
E28	528e/533i/ 535i/524td 535is/M535i/M5	82-88	Louie Lindenmayer	425-742-0500	louielouie@northwest.net
E30	3 series	84-91	Mike Ellis	253-230-2719	ss337@comcast.net
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E38	7 series	95-01	Matthew Mar	206-760-9612	info@seattle7s.com
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NW 02 Drive

JOIN THE LOCAL NW 02 SIG 02/02/02 "cubed" drive on Saturday, February 5th at 9:30 a.m. for a drive per the 02/02/02 tradition. Meet at Alki Boat launch (Don Armeni boat launch). Any vintage BMWs are welcome. Contact Brian Capp, NW 02 SIG Chairman, at b2002c@comcast.net or 425-888-4002 for additional information.

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BMW Car Club of America Puget Sound Region Club Discount List

DISCOUNTS CAN BE ONE OF THE MOST VALUABLE BENEFITS of membership, as most members save many times their annual club membership fee. You must let any participating business know that you are going to use your club discount when first talking to them, and be prepared to show your BMW CCA membership card. This will help them in preparing the paperwork and save you the possibility of having your discount denied. Please do not negotiate your own discount then expect the business to add the club discount in as well. Please note that some of the participating businesses listed may be part of a chain operation. The discount is only good at the location listed below.

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Mformation

THE NEW BMW M6



The M6 is on schedule to come to the U.S. two years after the introduction of the 645Ci. It has been fifteen years since the M6 last graced these shores. With the new M6, which is based on the new 6 Series, the engineers from BMW M GmbH have created a truly awe inspiring sports coupe.

The new M6 shares its drivetrain with the recently introduced M5. The new V10 produces 507 horsepower and 383 lb-ft of torque by European measure. This new engine is mated to a seven-speed SMG transmission. In the tradition of BMW M, the chassis has been engineered to keep up with the power while the exterior treatment is subtle, yet distinctive. In the interest of improved responsiveness, the M6 takes the lightweight technology of the 645Ci to an even higher level.

BMW Press



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BMW WINS TWO AUTOMOBILE MAGAZINE ALL-STAR AWARDS

**The BMW M3 Deemed All-Star Coupe
New 6 Series Wins All-Star Design**

BMW received two *Automobile Magazine* All-Stars awards for 2005. A perennial winner, the BMW M3, was chosen as All-Star Coupe. The all-new BMW 6 Series received the All-Star Design award. These two awards push BMW's total of *Automobile Magazine* All-Stars awards, including editors' and readers' choice, to nearly sixty. The 2005 awards mark the fourteenth consecutive year that BMW has made the All-Stars list.

"This year was tougher than ever," noted *Automobile Magazine* editor-in-chief Jean Jennings. "We have reduced the number of All-Stars cars from fourteen to nine, making the field much more competitive and every win that much sweeter."

This year's award as All-Star Coupe marks the ninth appearance for the BMW M3 on an *Automobile Magazine* All-Stars list. Of the M3, the editors of *Automobile Magazine* wrote, "But the

M3 is worth every penny, because it rewards every bit of skill a driver puts into it. In nasty weather, good snow tires and a second-gear start will keep the M3 moving with assurance and safety. And when the weather is fine and the roads are clear, any goal can be reached with a smile on your face, a song in your heart, and satisfaction in ownership." The new for 2005 M3 Competition Package will give the driving enthusiast even more to cheer about.

The All-Star Design award for the 645Ci is the third design award bestowed on BMW by the editors of *Automobile Magazine*. Selecting the new 645Ci the editors noted, "... once you really look at the 6 Series, what you see is a dramatic, functional, and exciting automobile that stands out like a swan in a gaggle of geese... Let the troglodytes complain. Let them worship the past. We don't care about tradition; we love this car."

"We are grateful for these awards, both of which are significant," said Tom Purves, Chairman and CEO of BMW (US) Holding Corp. "The appearance again of the M3 proves that the editors of *Automobile Magazine* appreciate great driving cars. The design award for the 6 Series shows, as BMW's previous two design awards showed, that the editors also appreciate bold and innovative design."

BMW Group Shatters All Past Annual Sales Records

The BMW Group (BMW and MINI brands combined) reported robust sales for 2004, breaking past annual sales records for both brands, to record a total of 296,111 vehicles, an increase of 7 percent over the 276,869 in 2003. The Group also reported record December sales of 29,292 vehicles, up 18 percent over the 24,915 vehicles sold in the same month in 2003, for an all-time monthly sales record.

BMW BRAND SALES: BMW reported sales of 25,482 automobiles and Sports Activity Vehicles, up 22 percent compared to the 20,910 vehicles reported the same month last year, making it the best month ever in retail sales history. Annual sales of BMW brand vehicles were up 8 percent, to 260,079 vehicles compared to 240,859 vehicles sold last year.

BMW AUTOMOBILE SALES: BMW's monthly automobile sales were up 17 percent, to 18,762 versus 16,054 in December 2003. Year-to-date, sales were down 5 percent, to 190,250 automobiles compared to 200,144 sold in the same period in 2003.

BMW SPORTS ACTIVITY VEHICLE SALES: Sales of BMW's Sports Activity Vehicles increased 38 percent in December, with sales of 6,720 vehicles compared to 4,856 vehicles sold in the final month of 2003. Year-to-date, sales of BMW's SAV models were up 72 percent, to 69,829 vehicles compared to 40,715 for 2003.

CERTIFIED PRE-OWNED: BMW also reported monthly sales of 6,083 Certified Pre-owned vehicles up 10 percent compared to 5,526 vehicles in December 2003. Annual BMW CPO sales were up 8 percent, to 71,112 vehicles compared to the 65,693 sold last calendar year.

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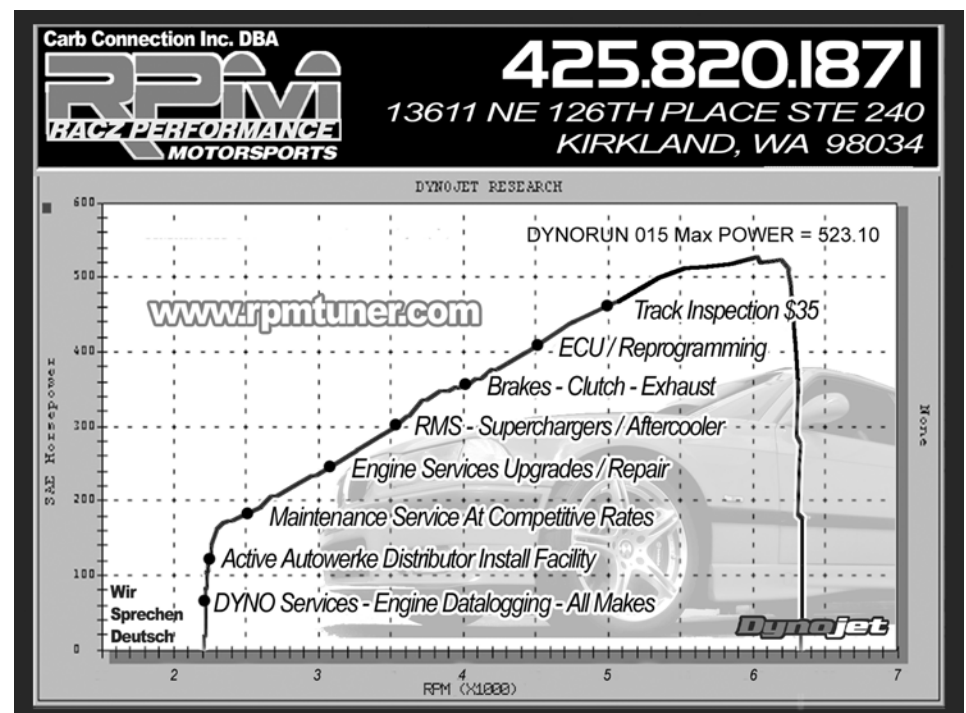
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BMW's for Sale

2003 M3 convertible: WBSBR93453PK03679 Titanium silver with Imola red leather and aluminum trim interior. 8,300 miles, six-speed, cold weather package, Xenons, HK. In service 8/03, warranty until 8/07 +6/100 engine. Non-smoker, perfect, garaged, Griot's products. \$48,500. Contact Scott at 503-636-2070 or scanhinga@comcast.net. (OR)

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

1991 318is: Silver, tan cloth interior, 181,000 miles, recent brakes/tires, runs well, has a few needs (windshield, gauge cluster, fix for the drivers seat-back, radio) but would be a great car for a high school/college student willing to put in some sweat equity, has BAS springs, Racing Dynamics bars, stress bars front and back, Bilsteins, stock basket weave wheels, make me a reasonable offer over \$2,200 and make your young student a happy BMW driver. Denny Organ dorgan@starbucks.com or 425-228-2539 (home) or 206-601-2537 (cell).

1986 535i E28: Five-speed, limited slip, Dinan chip, BBS wheels, orig. radio. Well maintained with records for past nine years. 214,000 miles. Bronzitbeige metallic with tan leather interior. Power sunroof, seats, brakes, steering, and windows. Air conditioning, cruise control. Excellent mechanicals; very good body with very minor damage to left front fender. \$4,200. Contact Mark at 206-937-0130 or johnsonmjohnson@hotmail.com.

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

1980 633CSi: Four-speed, runs well, new tires, a good project/restore car; everything is there, but it does need some cosmetic and minor work here and there. Interior good. Asking \$2,900(obo). Located in Bandon, Oregon. Call George at 541-347-2073 or go to profjazz@earthlink.net.

1979 733i: Project car-fixer upper. Car has strong engine, transmission (4spd. auto). This car runs and drives well, has current tabs until Dec 2005. Needs cosmetic work. Also could be great parts car. \$600 cash. Have title. Call John at 360-321-1485 or email sharont@whidbey.com.

CLASSIFIED MARKETPLACE

Parts for Sale

Factory shop manuals: 1975 vintage BMW 530i and 528i factory shop manuals. In excellent condition with no torn or missing pages. Complete instruction from A to Z on "how to" with nice pictures to accompany the instructions. Two books, Volume 1 and 2. Rare and hard to find in this condition. \$100 for both volumes. Contact John at 360-321-1485.

BMW Alloy Wheels: Set of four 7JX15 from E36 325is. BMW style number is 47. Excellent condition. \$150. Contact David at 206-443-5626 (daytime) or dc@davidcoleman.com.

Wheels: E46 M3 Hartge classic wheels 19 inches. Six months old, perfect, no tires. \$1,700 obo. Contact Colin at 206-353-4413.

New 5 Series wheels and tires: Four 18 x 8 staggered M5 double spoke wheels on new 245/40ZR Nitro Nt SSS tires. \$1,495. Call Dean at 206-669-2144.

E46 Wheels and tires: Seven spoke 16" wheels with Michelin MVX4 205/55 R16 tires with reasonable tread. Minor curb rash, great for a winter set. Removed from my 325xi when it had 29,000 miles. \$250. Contact Steve at 206-799-5824 or sknaup@comcast.net.

E46 Steering wheels: Four spoke steering wheel with airbag, removed from my 325xi with 29,000 miles, complete, \$150. Three spoke used sport steering wheel, no airbag \$100. Contact Steve at 206-799-5824 or sknaup@comcast.net.

Wheels: Four E34 (540) 15" wheels, perfect condition, \$500. Pictures available. Contact F.D. Baldrige at 541-474-7153 or fdb@pharmcomp.com.

Miscellaneous

Free Roundels: 1988-2004 99% complete. Free to the first person who wants them all. Contact Curt Yamamoto at curtyamamoto@yahoo.com.

1997 Porsche C4S: Mint condition and loaded with factory options. Only 9,120 miles. Arctic Silver over black. See and learn more at www.carcraazy.com or email Mark Greene at Griot's Garage mgreene@griotsgarage.com or call 253-922-2400.

DEADLINES

March 2005 Issue **February 1**
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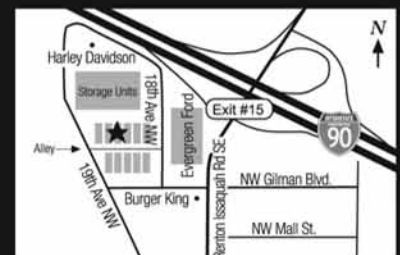
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