

MAY 2005



Zündfolge

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



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Zündfolge design and layout by
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KALENDER

May 3
Deadline for the June 2005 Zündfolge.

May 5
Board Meeting. Starting time is 7 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

May 19-22
4th Annual Pacific Sharkfest 2005. A gathering of owners and aficionados of the venerable E24, six series autobahn cruiser. San Luis Obispo, California. Contact Paul DiMauro at 831-595-5194 or pdpaintspaul@netscape.net.

May 21
Woman's Vehicle Maintenance Tech Event. 10 a.m. to Noon at Car Tender, 1706 12th Ave Seattle, WA 98122. To RSVP or ask questions contact Miki Haraguchi at mharaguchi@yahoo.com.

May 29
8th Annual Harrison Fun Run. Lunch is at the Harrison Hotel for approx \$27 CDN per person. The hotel is also offering a special room rate for those who want to make a weekend of it. Contact info@bmwccbc.org for additional information and see article in this Zündfolge issue.

June 2
Board Meeting. Starting time is 7 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

June 7
Deadline for the July 2005 Zündfolge.

July 1-3
SOVREN Historics at Pacific Raceways. The Club will participate in the Car Corral during the SOVREN Historics. See additional information in this Zündfolge issue. The Club contact is Lucetta Lightfoot: lucettalightfoot@msn.com.

July 24
The 25th Annual Concours. The E28 5 Series (1982-1988) is the featured car. The Club contact is Lance Richert: lance@richertnet.com.

July 30th
Dyno Event & BBQ. 10 a.m. at the Carb Connection, 13611 NE 126th Place ST 240, Kirkland, WA 98034. To RSVP or ask questions contact Jeff Butler jeff@hauryscollision.com or call 206-365-1565.

August 14
The E30 Picnic. At the Triple-X Drive In, in Issaquah. The Club contact is Lance Richert: lance@richertnet.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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Drive The North Cascades Highway

May 7



ON MAY 7TH, we're planning a Club drive over the North Cascades Highway (SR 20). We will go to Winthrop (200 miles one way) and return via your choice of three different routes.

One route is to return via the North Cascades Highway (200 miles again). The second return route is to complete the loop via Lake Chelan and then take Highway 2 over Stevens Pass (250 miles to home). The third route is also via Lake Chelan and then over Snoqualmie Pass (250 miles to home).

The North Cascades Highway has had a record early opening this year and, assuming it doesn't close again from these spring snowstorms, it should be even more spectacular than usual.

We will gather at 8:15 a.m. at two collection points in the Seattle area. Totem Lake CompUSA parking lot off of I-405 and Northgate Nordstrom parking lot off

of I-5. Both groups will leave promptly at 8:30 a.m. and converge thirty minutes later at 9 a.m., just off Interstate 5 at the Smoky Point rest stop. We will have a quick driver's meeting and then drive via Darrington over the North Cascades Highway.

We will lunch in Winthrop, then some will return by retracing the gorgeous North Cascades link while the rest continue on to Lake Chelan and then return home over Stevens Pass or Snoqualmie Pass.

Whichever route you choose, we will be driving from 8:30 a.m. until approximately 6 p.m. or later. The North Cascades alone are worth the trip: bring cameras because the mountains may be quite spectacular. We may just be early enough to avoid the procession of slow RVs but we will enjoy the drive in any case.

Please email your RSVP's and questions to Martin Hovenkotter at mhoven@comcast.net.

Griot's Garage Car Care Tech Session

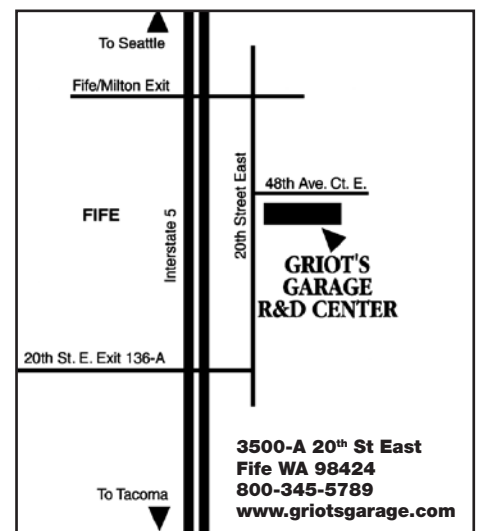
June 25

GRIOT'S
GARAGE
Products for your garage

JOIN YOUR FELLOW BMW CLUB MEMBERS at a pre-Concours car care tech session at Griot's Garage from 10 a.m. to noon on Saturday, June 25. This is always one of the more popular events of the year; please join us! For those planning to enter their BMWs in the judged category at the Concours d'Elegance in July, Griot's Garage will present tips and tricks to help you score maximum points!

Griot's Garage recently completed construction on a new Car Care School and R&D garage. Our Club will be the first group to use the space. They have also enlarged their retail store and now carry all their car care products. Everything is now located at their corporate headquarters in Fife, a half a mile west of BMW Northwest. Griot's Garage will provide a free Car Care Product sample to all those attending plus breakfast eats and coffee. Don't miss this fun and informative tech session. *NOTE: Products may be purchased from their retail store between 9 a.m. and 2 p.m.*

This event is free to attend, but for planning purposes, please RSVP by email to me at Lance@Richertnet.com. Guests are welcome. *Lance Richert*



FROM SEATTLE

- Motor south on I-5. Take the Fife/Milton exit.
- Turn left at the light, and go over the freeway. Turn right at the next light onto 20th Street E.
- Continue west about 3/4-mile, and turn left into their parking lot.

FROM OLYMPIA

- Motor north on I-5 to the 20th Street E. exit, number 136-A. The off ramp will take you right.
- At T-Intersection, turn left on to 20th Street E.
- Continue East about 1/4 mile, and turn right into their parking lot.



This month's cover features an E30 race car. Club members Tom Olsson and Bill Spornitz drive this orange Jägermeister car in Conference races here in the Pacific Northwest. This photo was taken during a Club driving event at Pacific Raceways.

The cover photo was taken by the official SOVERN photographer Cleve Collinsworth using a Canon 1DMKII camera and a Canon 70-200 mm f/2.8 lens.

Women's Tech Session



May 21

Hosted at Car Tender
10:00 a.m. to Noon

THE BMW CLUB will be hosting the third Annual Women's Tech Session on Saturday morning (10 a.m.), May 21st at Car Tender. Club members Miki Haraguchi and Carrie Bishop will be your guides. We'll teach you automotive maintenance, fluid changes, the basics of your BMW, and just make you feel comfortable with that big useful hunk of metal in the driveway. It's free and fun! Coffee, juice and snacks will be served. When you RSVP for this event, please let us know what you want to learn at the session. We want to cover topics you are interested in. To RSVP or ask questions contact Miki Haraguchi at mharaguchi@yahoo.com We look forward to seeing you.

Car Tender

SRJ Enterprises, Inc.

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www.car-tender.com 206.324-0345

Upcoming Club Runs and Drives for 2005



Members starting out on a Club tour.

WE ARE PLANNING on rerunning two of our popular runs from the 2004 drive season.

The Mountain Twisties Run will be rerun on August 27th. Experienced drivers will know that this run includes the fun side of Mt. St. Helens and has even more volcanic activity to look at Windy Ridge.

We have the option of making the Run a two day event with a stay-over at the beautiful Skamania Lodge. This would more than double our time

spent on the twisting back roads of the Mt. St. Helens area, and I would appreciate hearing the level of interest, so when replying please indicate if you prefer a two day max tour or the same one day event.

The Fall Color Run (a.k.a. "The I can't believe I just drove over three mountain passes just for some Mexican food") will be rerun on October 8th. Previous drive attendees can attest to the great vistas we see on White Pass, the kayakers in the Tieton River Canyon, and the good Mexican food in Yakima all of which is just a lead up to our afternoon drive up the basaltic marvel known as the Yakima River Canyon. Think 38 miles with no side roads, few driveways, and incredible scenery.

Email Martin Hovenkotter at mhoven@comcast.net for further details and to RSVP to either of these drives.

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Pacific Northwest Historics

July 1-3

COME OUT AND JOIN your fellow BMW Club members this year at the 17th Annual Pacific Northwest Historics at Pacific Raceways (PR), July 1-3, 2005. The BMW Club will once again participate in the Car Corral.

The Pacific Northwest Historics features many of the world's rarest and most beautiful pre-1970 race cars. This year, more than 250 vintage race cars are expected to enter. Favorites include Ferrari, Lotus, Cobra, Corvette, Porsches, Austin Healey and some less recognizable names like Elva, Ginetta, and McLaren. Most are in mint condition through extensive restoration, and many attain speeds in excess of 150 miles per hour. Some of the cars are valued at over \$1 million, and many have impressive racing histories. Competitors come from all over the West Coast and Canada. The wheel-to-wheel competition on the challenging 2 1/4-mile road course includes

nine turns, 250 foot elevation change and a 3/4-mile straightaway.

All proceeds from the Historics benefit the uncompensated care program at Children's Hospital and Regional Medical Center in Seattle.

To allow for more members to participate in the corral, the Club is limiting members to one day. Each car club is limited to twenty cars each day. To participate in our corral, you must register and pay \$25 per day in advance. This \$25 covers the car, driver and a program. Each additional passenger will be charged \$25 at the gate. Children will cost less. The BMW corral has always had a waiting list in the past, so sign up early to secure a place for your BMW.

(Friday is a practice day for racers; no formal car corral activities are scheduled.)

Again this year there will be judging of the cars in the corral. Corral cars must be parked in the corral between 8 a.m. and 10 a.m. each day. Corral participants are invited to take part in a parade lap of PR during lunch each day. We will have a tent in the BMW corral to answer questions about the Club. We are looking for volunteers to help for an hour or so in the BMW tent; if you are interested, please indicate this on the registration form. To register, fill in the registration form and send it with a check. If you have any questions, please contact Lucetta Lightfoot at 206-282-2641 or lucettalightfoot@msn.com.

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Pacific Northwest Historics July 2 and 3, 2005 (choose one day only)

Name _____

Address _____

City/State/Zip _____

Phone Home (____) _____ Work (____) _____

Email _____

Year/Model/Color of BMW you will be driving _____

Volunteer at the BMW tent? Yes No

Saturday, July 2nd at \$25 **OR** Sunday, July 3rd at \$25 (*one day only*) \$_____

Please make checks payable to BMW CCA Puget Sound Region. Send registration and checks to Lucetta Lightfoot, PO Box 99391, Seattle, WA 98139.

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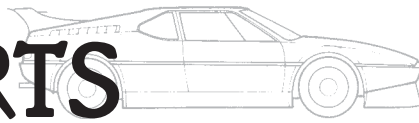
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MOTOR SPORTS



EVERY SPRING brings our annual Novice driving school. Our intrepid students braved early morning wake-up calls and some interesting weather to come have some fun and learn a bit more about what makes their BMWs, Ultimate Driving Machines. We spent the first Saturday at Bremerton learning car control. Bremerton is a great place to learn what your car feels like in unusual situations in a safe and approachable environment. I think everyone left

—a huge advantage. By the end of the day, the entire class was driving like they'd been doing this for years. I want to thank all of the instructors, corner workers, and volunteers who stood out in the rain all day so that we could have fun. Thanks everyone, we can't do it without you! Hopefully we've created some new track junkies!

All of those new novices received their first sign-off, and they are now qualified

Registration for Sunday, July 10th will open soon. This is one of our regular driving schools, so there are a few criteria you need to meet to drive with us. Please take a look at the requirements section for more details, and contact me if you have questions. Registration should be open now, so send in those applications! The form is available on the Driving Schools' page of the website. If you don't have internet access, just give me a call, and I'll be happy to mail you the form.

*Tom Olsson
olssons@seanet.com
206-890-8616*

Prerequisites: You must have completed both parts of our novice program and have a level I sign off. We will consider, on a case-by-case basis, applicants with comparable previous experience. Please contact the committee chairman if you have questions.

Helmets: You must wear a helmet with at least a **Snell 95** rating at all times on the track. Visit the **Driving Schools** section of the club web site for further information.

Technical Inspections: All cars must have a technical inspection performed by a professional shop within thirty days of the event. Any certified shop can do this. For a list of businesses that have agreed to perform this inspection for a standard fee (currently \$35) visit the **Driving Schools** section of the Club web site. You can also download and print the tech inspection form in pdf format.

Convertibles: Rollover protection and 5-point harnesses are required. Either fixed factory roll hoops or a properly installed and inspected roll bar must be installed. If you're not sure, please contact the committee chairman.

We take a normal track day, and slow it down so that people who've never been to the track before can learn at their own pace.

with a big smile. Then we had to wait a week to go to Pacific Raceways. Our novice day at Pacific Raceways is very special. We take a normal track day, and slow it down so that people who've never been to the track before can learn at their own pace. A person will get more out of the experience in this less-stressful environment. By making sure that everyone who signs up for the Novice School is at the same skill level, students won't have to worry so much about traffic

to come to our very popular summer driving schools at Pacific Raceways. We have three schools this year in June, July, and August. We take eighty students per day, and divide them by experience and what they're driving. Whether you're a Novice or an Advanced driver, we have a group you'll feel comfortable in. Our Instructor Corps is one of the best in the region, so I'm confident we have something to offer you, no matter what your skill level.

SCHOOL REQUIREMENTS

Membership: You must be an active BMW CCA member or associate member. Make sure your membership is current and put your member number on the registration. Remember that spouses and other family members are not automatically associate members. They must register with BMW CCA.

Driver Qualifications: You must be at least 18 years of age and hold a valid driver's license.

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Turn Workers Needed

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.

Our first two driving events of the season at Pacific Raceways have resulted in rave reviews. The positive comments from instructors and students have been greatly appreciated and well deserved. We've had excellent attendance for turn workers, and they have done an amazing job keeping an eye on the track and communicating with one another to keep our drivers safe. *But more help is needed!*

The Puget Sound BMW CCA will donate \$75 per turn worker, up to \$750 for each of the five lapping days, to Children's Hospital and Regional Medical Center. This money will go to the hospital for the Kami R. Sutton Cardiac ICU and uncompensated care through the Team Seattle Guild. One hundred percent of the money goes to the hospital!

- You will be able to see a lot of the action up close and personal
- Earn 25 BMW Bucks* toward future lapping events
- Have a chance to win a Team Seattle 24 Hours of Daytona sweatshirt
- Receive a delicious lunch free
- *AND, raise money for Children's Hospital and Regional Medical Center*

The dates we need your help are:

Sunday, June 5 8 a.m. to 5 p.m.
 Sunday, July 10 8 a.m. to 5 p.m.
 Sunday, August 28 8 a.m. to 5 p.m.

If you have experience, great . . . but if you don't, we'll show you how to work the turns, flag, use the radio, etc. There are usually two people at each position, so bring a friend. You must be 18 years of age or older.

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.

*BMW Bucks are redeemable as a credit toward your entry fee for any BMW CCA PSR driving school.

2005 Driving Events Calendar

BMW CCA PSR Events:

- June**
4, 5 Driving School with PCA, 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:

- May**
9 BMW CCBC School at Mission, CA
25 PCA PNWR School at Pacific Raceways
26 BMW ACA School at Portland International Raceway
- June**
11 PCA PNWR Day at Bremerton
15 NW ALFA Club School at Pacific Raceways
24 Tri-Club School at Portland International Raceways
25-26 BMW CCA IEC School at Spokane Raceway Park
- July**
22 BMW ACA School at Portland International Raceway
29 NW ALFA Club School at Pacific Raceways

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All Club Members Welcome



How do you want to drive ?

Yahoo! Group

I THINK WE ALL AGREE that the raised awareness on SPAM is actually a good thing, but unfortunately, it's shut down the email system that we have for the Club. If we continued to do it the old way, there was a real threat that the Club would be labeled a spammer and get black listed on the web. Two complaints have been lodged, so we need to pull the plug on the whole thing.

So we've set up a new way to communicate with news on events that we need to get out faster than the *Zündfolge*.

Please go to <http://autos.groups.yahoo.com/group/bmwccapsr/> and join our new group if you'd like to receive email updates about coming events. I have hidden the member list, so your email address will be kept private. Only moderators can send email, so it won't turn into five emails a day from this new Group. We really rely on email to get the word out to the membership, so please consider joining. *Tom Olsson*

Dyno Event & BBQ

July 30

or Maybe Gear Head Get-together, Bench Racing Session With Proof, or Just All Around Good Time at the Carb Connection

IT'S TIME WE GET TOGETHER and see what happens when the rubber meets the rollers. How much power does that software, air intake, exhaust system really add? What about bigger upgrades? I can think of a turbo M Coupe, a blown M Roadster and a hard charg'n yellow M3 with cams that would be fun to see. (That would be a hint Darieo, Jim and Rick.)

Alex and the guys at the Carb Connection in Kirkland are hosting a dyno tech session for our Club at a discounted rate starting at 10 a.m. on Saturday, July 30. We will pay only \$75 (normally \$145) to run our cars on their Dyno Jet 248C. Make up to three runs and get a print-out (\$10 to burn a CD) of your car's

actual horse power at the wheels as well as air fuel ratio.

The Club will be providing the BBQ and refreshments around noon. There is plenty of parking on the back side of the building by the dyno room, so whether you're going to run your car or not, join fellow gear heads in having a great time.

To RSVP or ask questions please contact Jeff Butler at 206-365-1565 or email jeff@hauryscollision.com.

Jeff Butler
Tech Events Chair



13611 NE 126th Place ST 240
Kirkland, WA 98034
www.carbconn.com

Attendance Raffle Complete Detail from Exeter Detail

EVERY TIME YOU ATTEND a BMW Club event, you are automatically entered in our annual attendance raffle. We will have sign-in sheets at our events for you to register, so be sure your name is written down.

The winner will receive a Complete Standard Detail valued at \$299 from *Exeter Detail* in Seattle. The work must be performed on a BMW.

Here are the particulars: For every time you attended a Club event, your name will go into a hat. At the summer Concours in July, we will draw a name from the previous twelve months worth of BMW Club events. The more events you attend, the more chances you have to win! The winner must be present to win and must be a current BMW CCA member or associate member.

Lance Richert, Concours Chair



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VRM Open House Recap

OVER 125 PUGET SOUND MEMBERS enjoyed an open house and tour of Vintage Racing Motors on March 5. Our hosts Byron Sanborn and Thor Thorson put on display nearly two dozen race cars ranging from a thirties vintage supercharged 4.5 liter "Blower" Bentley to several sixties vintage sports racers. Many were new additions including an Elva Mk VIII, powered by a BMW M10 engine. Byron reports that the little four-banger two valve motor is producing over 215 HP at over 8000 RPM.

As always, Byron took time to walk the group through most of the cars, giving history and anecdotes for most. His knowledge and insights regarding these cars is impressive, to say the least. And his enthusiasm makes it obvious that this is more than a job for him. In fact, more than one person was heard to ask, "How do I get a job like this?"

The theme of the day seemed to be sports racing cars of the fifties and sixties. Many of the cars on display have run in some of the world's most important races, including the Carrera Panamericana and the Le Mans 24 hour. It's

hard to pick a favorite and to be sure, the BMW powered Elva with its fresh restoration was a jewel. In particular, though, an early sixties Ferrari 250P mid engine prototype was spectacular both in its condition and rarity.

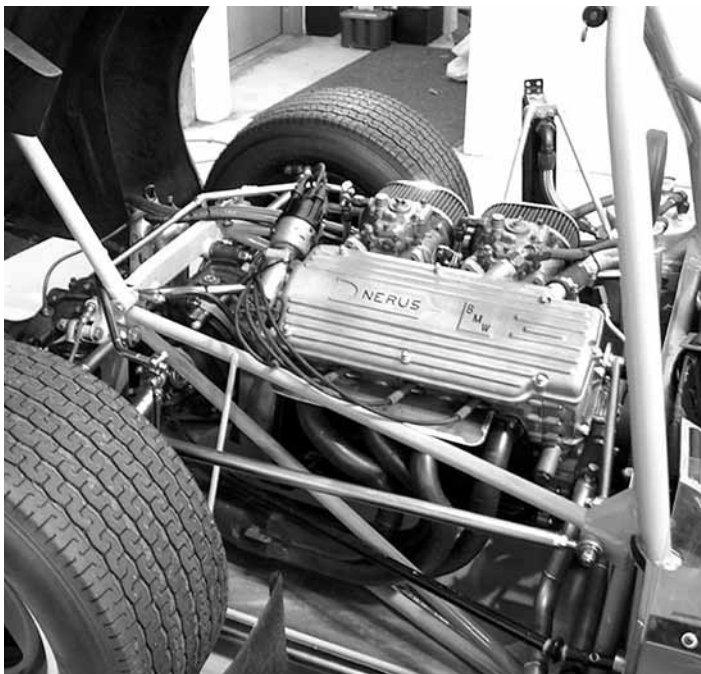
The Club wishes to express our sincerest thanks to Byron, Thor, and the entire VRM staff for their hospitality. We will have our annual car corral at the Northwest Historics over the Fourth of July weekend. When you attend, be sure to stop by the VRM trailer and say a personal "thank you" to the folks there.



Byron Sanborn making introductions. (Steve Larimer, left)



Lots to see at Vintage Racing Motors.



An Elva BMW.



A V-12 engine.

Everything's Coming Up Roses . . . in Portland

June 4-5

THE CCA NATIONAL BOARD must have an affinity for the Northwest. A few years ago they held a quarterly meeting in Seattle, and now they're back with a June 4-5 meeting scheduled in the Puget Sound Chapter's "south branch," Portland, Oregon.

The CCA Board would like to meet and hear from more BMW Club members—CCA and ACA—so we're all welcome at the Saturday meeting, and we hope to get together for dinner afterwards. Come to the meeting at the Portland Marriott City Center to see how the Board does its work. You can pop in for an hour or so or stay for the day. It's a great way to learn more about what's going on, as well as meet these Board volunteers who dedicate so much of their time working on Club matters. (To make sure we have enough chairs and beverages, RSVP if you plan

to sit in. If you have an item for the agenda, contact Eddy Funahashi, your Regional VP, (at his number on the contacts page) at least three weeks before the meeting.

After the meeting, you all are cordially invited to a casual BYO (buy your own) dinner with the board at the Rock Bottom Brewery (*Please let us know if you want to join us so we can reserve enough space!*) As you know, anytime you get a bunch of gearheads together, a great party ensues! And we've added a special treat—Portland racing icon Cindi Lux—fresh from a day of testing at Portland International Raceway—will be our guest speaker at the dinner.

You may have read Cindi's profile in *Roundel* in 1999. A long-time BMW fanatic—and great fun to hang out with—the 2004 NorPac T1 Champion is one



Cindi Lux

of the most dominant women in sports-car racing history. In 1999 alone, she was the champion of the inaugural American Le Mans Series (ALMS) Women's Global GT Series, and ran as part of the first all-female ALMS squad at Petit Le Mans. While accumulating a list of track records, Lux has earned ten championships, 70 victories, 138 podium finishes, and 41 pole positions so far! Bench racing, anyone?!

It should be a great night of camaraderie and story-telling, so make sure to reserve June 4 for your date with the CCA board.

SCHEDULE

- 8 a.m. Meeting start
- 12-1 p.m. lunch break
- 5 p.m. meeting ends (approximate)
- 6:30 p.m. Dinner at Rock Bottom Brewery

LOCATIONS

Meeting: Portland Marriott City Center, 520 SW Broadway, Portland, OR 97205

Dinner: Rock Bottom Brewery, 206 SW Morrison, Portland, (*walking distance from the Marriott*) 503-796-0723
www.rockbottom.com

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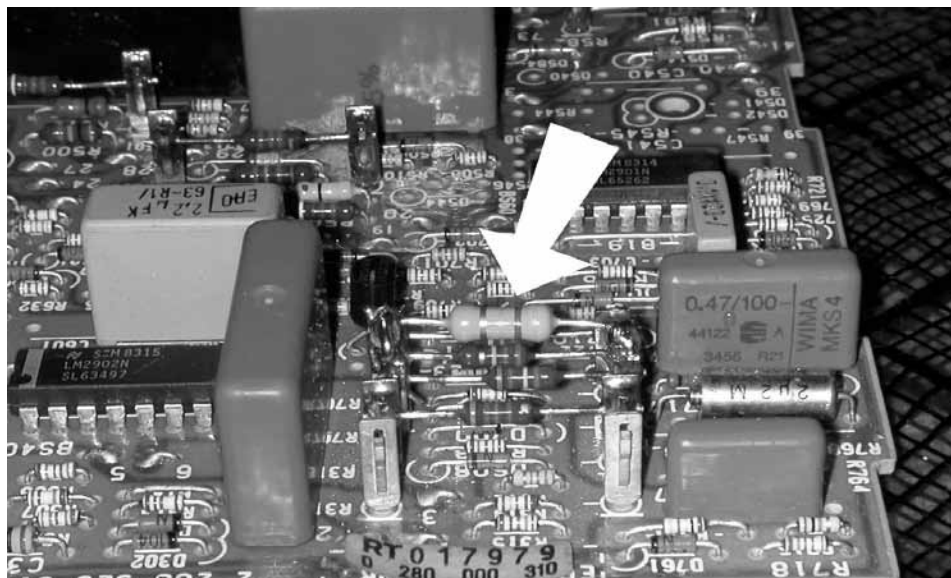


Danke Sehr, Herr Doktor Ohm!

MY THIRD RACE of 2004 was at Pacific Raceways at the end of May. I hadn't placed well. It was clear I needed to find ways to make the car faster. There weren't a lot of obvious options left. However, a project that I had considered for a very long time was to modify my engine management system to increase the RPM-limit. This was a big limitation of my car—I often found myself running out of revs in mid-corner. Bouncing off the engine rev limit isn't great for the mechanicals, as it works by reducing/removing gasoline flow to the engine. This causes it to combust very lean, i.e., hot. More importantly, suddenly being robbed of go-juice mid-corner can significantly slow lap times (duh). Before I began racing, I asked the race steward at the time whether this modification would be Production C class legal and received an affirmative response. The steward told me that what I wanted to do was the same as modifying the air/fuel mixture on a modern, CPU controlled car at high RPMs.

My car's engine management system is Bosch L-Jetronic. This is a mid-60s designed analog circuit system. The circuit board has small capacitors, resistors etc... which control the fuel injection. There is no software, firmware or CPU anywhere on the board. In theory, it's a very simple system. In practice, it's very complicated and difficult to troubleshoot, much less modify. Cars in my class with pure mechanical systems, such as carburetors, are able to tune their cars by modifying the carburetor. Cars in my class with modern fuel injection can simply install a new ROM chip that provides new fuel mapping or a greater redline—whatever is necessary.

Although I was only intending to race one more year with this engine and drive train before upgrading to the more modern Bosch Motronic controlled 6-cylinder motor, I decided to dive in. My previous race had really rubbed in the fact that I needed more speed. If I was going to remain competitive for the championship, I had to find a few more tenths per lap. A higher redline meant



more flexibility in which gear I chose. I'd be able to choose a lower gear for some corners. I was in the lead for G-P class, but I wasn't going to remain there if I couldn't keep up.

First, I did some online research. I found a very blurry picture of a two-part PCB circuit board labeled as Bosch L-Jetronic. The minimal accompanying documentation indicated that one of the resistors controlled the fuel injector signal responsible for the RPM limit. Theoretically, shorting that resistor would make the RPM limit go away.

I chatted with Craig McLuckie, a co-worker who had helped me with my freeze plug issue two years previously by pointing out that the co-efficient of thermal expansion of brass is much higher than iron, thereby saving me enormous frustration. Craig is a multi-talented fellow with a degree in Electrical Engineering. He knows this stuff inside and out. I explained what I was doing.

"You don't want to short the resistor," he told me. "That's not a good idea—it can fry something downstream."

"OK, so what do I do?"

"You can just wire a second resistor in parallel to decrease the circuit resistance."

I think I said something sharp, like, "Whazzahuh? English please."

Craig gave me two key pieces of information. First, how to read the little color bands around the resistors. This would tell me how much resistance the circuit had. Second, he explained the equation $R_{tot} = R_1 \times R_2 / R_1 + R_2$. This essentially says that the Total Resistance (R_{tot}) decreases as you add parallel resistors to the circuit. Electricity does not take the path of least resistance. He suggested calculating out the resistance of the circuit in question and adding a resistor that was a few times greater. This would only lower the resistance slightly—but should be enough to tell whether it had worked or not without burning up anything important on the circuit.

I stopped by Radio Shack and picked up some copper alligator clips and a big pack of resistors.

This was going to be easy! This was awesome!

I took the ECU out of the car, and with some vigorous bending and prying, I was able to remove it from the circuit board from the aluminum case. Immediately, I saw a problem. There was only one board, not two as my research had indicated. The circuit board that I had looked nothing like the picture, and it was crowded with resistors. It looked like there were about 400 total on the board. I had absolutely no idea where to

start. The numbered resistor in my picture corresponded with two open holes on my fuel injection board. Not useful.

This was hard! This sucked!

I offered to buy Craig a cup of coffee if he could spare the time to look over the circuit board with me. He peered at it suspiciously. "Wow," he said, "that's pretty complicated." Not a good start. "Uhhhm... this probably won't be easy." Thanks, but... yeah. "Well..." Craig pointed out that a likely candidate was going to be one of the fifty-odd raised resistors on the circuit board. The raised resistors are designed to be easily swapped in and out during the manufacturing process. There was also a good chance that it was a resistor of the same magnitude as the one in the picture, i.e. about 100k ohms.

Of course, this was also assuming that the rev-limit was still controlled by a resistor! Along with the new circuit board, Bosch had likely changed the way in which the rev limit was controlled. They probably did it just to annoy me and waste my time. Teutonic sadists.

That evening, I tried my first raised resistor. First, I calculated the resistance via the color bands. In my Radio Shack multipack, I found a resistor that was

They probably did it just to annoy me and waste my time. Teutonic sadists.

about two times as large, as this would only marginally reduce the circuit's resistance, and hopefully not fry anything. Second, I used the alligator clips to wire it in parallel. Third, I plugged the ECU back into the car and rev'd it up. It hit 6200 RPMs and stopped, as always. I repeated the process twice more. I had now tried all three of the raised resistors that were of the same magnitude as the one labeled "RPMs" in the crappy, blurry photo I had. So much for easy possibilities.

I put the project down until the weekend. That weekend, I decided to try a few more resistors. The first circuit I tried was a very odd one. It already had two resistors in parallel. I calculated the resistance at 172k ohms, threw a resistor on the circuit, reassembled and rev'd the motor—right past 6200 rpm. Hot diggity! That wasn't so hard. I immediately wondered whether I could find a resistor that would allow me to boost my engine redline, but keep the rev limit. That was

optimum, as it would keep me from accidentally overrevving my motor. The second resistor I tried was 1M ohms. It allowed me to rev to about 6400 RPMs. This proved that my theory was possible. The next one I tried was 470k ohms. When I rev'd the motor it stopped at 7000 RPMs—exactly what I was aiming for.

I whipped out a soldering iron, soldered the new resistor into place, reassembled the ECU case and went to start the car... and nothing. Chuga-chuga—nada. What the heck? Disassembled, the car would start fine. With the case assembled, it wouldn't start. With some troubleshooting, I identified that the problem was having the ECU grounded. For some reason, with the ECU grounded now, the car wouldn't start. If I grounded the ECU while the car was running, it continued to run just fine. Weird. Since the car was a race car, I just degrounded the ECU on the premise that it only had to last the rest of the season.

My fourth race of the year, back at Portland International Raceway, was coming up soon. I couldn't wait for the chance to see whether my times would be improved by the new modification.

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Bimmerfest Calgary Tour

June 24-29

THE SECOND ANNUAL BIMMERFEST IN CANADA has been announced. This event is to be held on Sunday June 26th, 2005 at Tunerworks in Calgary, Alberta Canada.

Last year we assembled a group of six BMWs in Mill Creek on a Friday morning and arrived in Calgary that night. On the way, we picked up a seventh car from Vancouver at the border and two more cars further along the route.

The inaugural all-day event, including some 140 cars, was held on Saturday June 26th, 2004 at Tunerworks Performance, Inc. The weather was great in spite of the traces of fresh snow we encountered the previous day about one hour out of Calgary. There were lots of people we knew from the Internet that we were able to meet in person for the first time, and we enjoyed hanging out with them before, during, and after the event. Bimmerfest concluded with a caravan of some fifty cars driving about one hour to Canmore.

This year, we are expecting to do the 1,400-mile round trip at a more leisurely pace over two to three days each way, adding some interesting detours which will bring the total round-trip to over 2,000 miles through four states and two provinces.

At this point our plans are to start in the Seattle area and head over the North Cascades Highway. We will continue east to Pend Oreille, then into Canada over Kootenay Pass, through Lake Louise and on to Calgary for the Bimmerfest event.

Leaving Calgary, we will head south, cross Crowsnest Pass, reenter the U.S. into Montana, drive along Lake Kocanusa, through the Cabinet



Photo by Matt Atkins.

Mountains, to Missoula. We will then cross Lolo Pass, go through Grangeville, Lewiston, Elgin, Tollgate, and Pendleton on the way home to Seattle.

If you would like to join us for all or part of this tour, please contact Steve Larimer at larimersteven@yahoo.com. For more information about Bimmerfest please visit www.Bimmerfest.com.

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2005 CCA SIG (Special Interest Group) Karting Challenge

May 15

Sykart, 17450 W Valley Hwy, Tukwila
www.sykart.com

DON'T FORGET TO GATHER AND REGISTER YOUR TEAM for the SIG go-kart enduro this month.

There will be a maximum of ten teams. The teams will be comprised of up to four people with one person as SIG team leader.

The entry fee is \$50 per person or \$200 per team. The team captain should submit the full amount with the entry form. Trophies will be awarded to all four members of the top three teams.

Doors will open at 11 a.m. for check-in and registration. Drivers' meeting will take place at 11:30 a.m. sharp. Karts will be on-track by 12 noon.

David Clary, d.clary@verizon.net

BMW CCA PSR SIG Karting Challenge Sunday, May 15th, 2005 Sykart Indoor Racing Center, Tukwila, WA

Deadline for mailing registration is May 7, 2005.

Team Captains: Put your name on top, the SIG group you represent and teammates on spaces below. When submitting your registration, please include one check in the amount of \$200, payable to BMW CCA.

Name _____ CCA# _____

Address _____

City/State/Zip _____

Email Address _____

Team Info: SIG _____

Other Team Members/CCA#

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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
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E31	8 series	91-97	Dave Clary	425-489-4556	d.clary@verizon.net www.nw8s.com
E36	3 series	92-99	Martin Hovenkotter	425-301-4936	mhoven@comcast.net
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All Members Meeting Recap

THANK YOU TO ALL WHO ATTENDED the All Members Meeting, March 26, 2005 at Bison Creek Pizza in Burien, WA. The weather was rainy, but, you managed to get some of those fair weather convertibles out of the garage. There were about sixty people in attendance to hear various board members presenting this year's activities and duties. In passing, I heard several new members mention that they enjoyed the opportunity to meet the board.

Entertainment was brought by Lance Richert including an interesting piece on the Nurburgring, featuring Hans Stuck. "Good show with Hans giving running commentary as only Hans Stuck can," stated Lance Richert. The BMW Motorsport DVD that Erik Wensburg played during his talk at the Annual Banquet captivated the audience for twenty-one minutes of M Power History.

A plethora of goodies were raffled off courtesy of BMW North America. A big thanks to Mike Rasmussen and the crew of Bison Creek Pizza for hosting

the meeting and providing a tasty no-host lunch and to BMW North America for supporting the BMW CCA Puget Sound Region chapter.

de-Anna Martin
All Members Meeting Coordinator



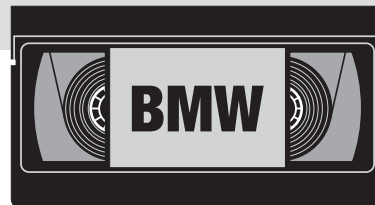
Photos by Mike Ellis.

BMW Videos Available for Free Rental from BMW CCA

THE NATIONAL OFFICE has a large variety of videos available for Club members to check out free of charge. Many of the videos are BMW-related or racing-related. They will pay postage to send you the video tape, you pay to return it. You must put up a deposit to ensure the tape is returned. You can do this with either a check or give them a credit card number to hold.

There are around 300 videos in the collection, and it continues to grow. Most of the material is in VHS format. A few things are DVD format. There are lots of E30 M3 related DVD's. A list is available on the National website, www.bmwcca.org/services.

Contact the BMW CCA Video Librarian Mike Mitchell at mmitchell@roundel.org or 864-250-0022.



BMW CCA, Puget Sound Region Raises \$15,000 for Northwest Parkinson's Foundation

THE BMW CAR CLUB OF AMERICA, Puget Sound Region, raised \$15,000 for the Northwest Parkinson's Foundation (NWPf) at its recent annual banquet and auction January 26th, 2005. This topped the amount raised for charity the previous year by fifty percent. Auction bidders were inspired to be generous by the story of one of their own members. Martin Hovenkotter, a Sammamish, WA resident an active member and currently holds the office of Treasurer. Martin told us about the disease and his personal experience with it. It was moving and certainly helped people get in the spirit to benefit this worthy cause.

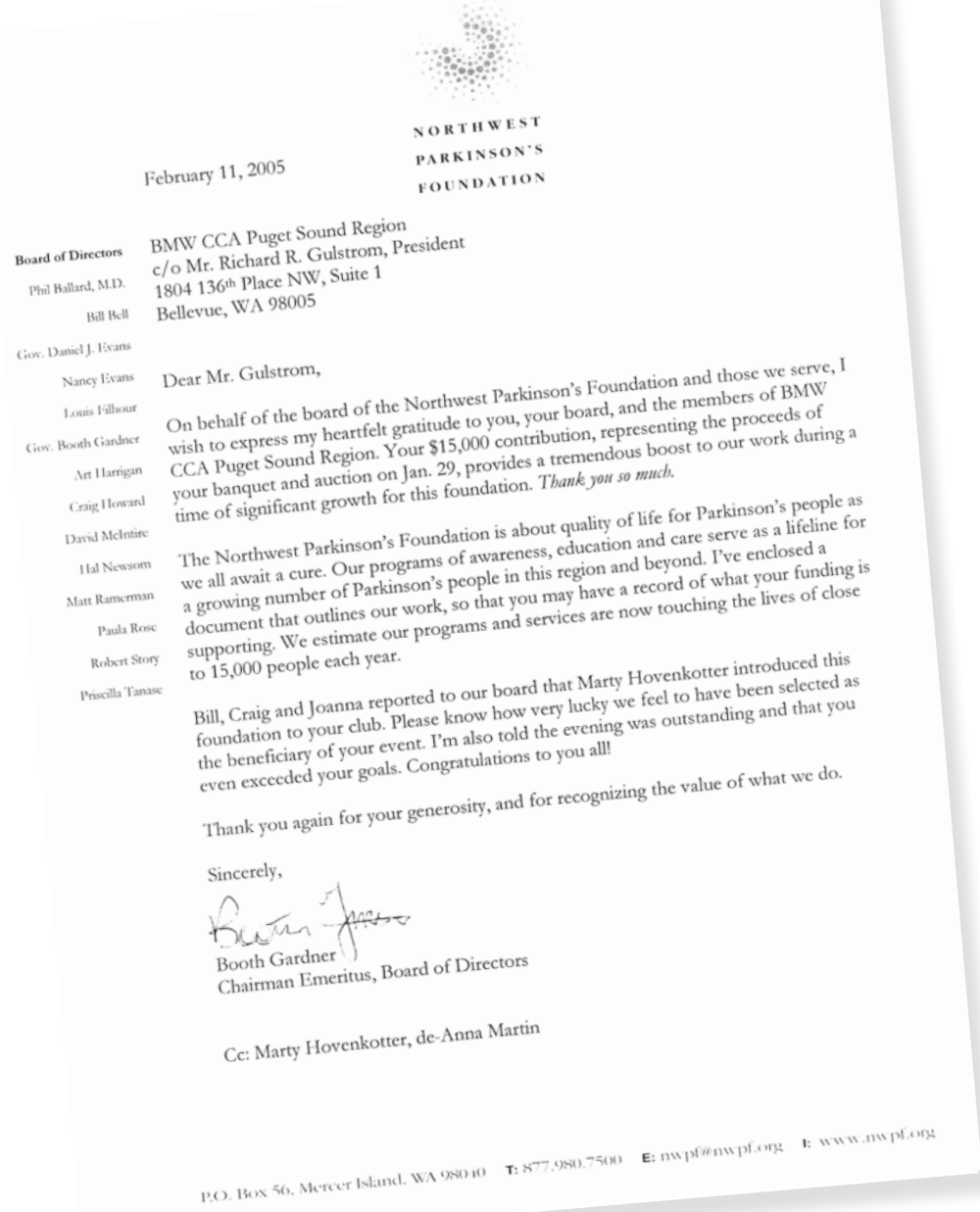
Further inspiration came from the auction items donated by local business supporters of the Club and Club members. These included services from the businesses, a handmade quilt from a member, and the donation of the opportunity to drive the race cars owned by two members, the chance to be a passenger in an acrobatic plan and the topper to drive a Club member's 1957 Chevy in a drag race!

Spirited bidding resulted in auction proceeds of a little over \$15,000. The Club's board of directors decided to donate \$15,000. A check was presented to the Northwest Parkinson's Foundation representatives Bill Bell, Executive Director, Craig Howard, Co-Founder and Board Chairman and Joanna Glickler, Development Director on February 9th, 2005 by BMW CCA PSR representatives Rick Gulstrom, President, Martin Hovenkotter, Treasurer and de-Anna Martin, Banquet Chair.

Over 250 members were in attendance at the event. The evening's program was M Night and featured on the floor nearly every M Car produced by BMW. The cars were presented by local Club members. Former M Brand Manager of BMW NA, Erik Wensburg, was on hand and spoke to those in attendance about his involvement with BMW. Also on the banquet floor was one stunning BMW race car featured in the auction.



de-Anna Martin, Craig Howard, Martin Hovenkotter, Bill Bell, Rick Gulstrom, and Joanna Glickler.



BMW Car Club of BC Invites You to Help Us Celebrate the Start of Our 8th Year

THE ANNUAL HARRISON FUN RUN is the event we use to celebrate the founding of our Club back in 1998. Normally on the last weekend in May, it consists of a fun drive to lunch and social meeting destination at Harrison Hot Springs, hence the name Harrison Fun Run. This year's event will be on Sunday May 29th, 2005.

We meet and greet between 10 a.m. and 10:20 a.m. in the North parking lot at Guildford Mall in Surrey at 105 Ave and 152 St next to the Chevron station. Following a short Driver's meeting where we hand out route instructions, review our safe driving rules and plans for the day, we will head out for the trip to Harrison.

WHAT YOU NEED TO KNOW ABOUT THIS EVENT:

Participation is open to all Club members, BMW owners and enthusiasts. However, registration via our Karelo registration system, or RSVP by email or phone is requested so we can advise the hotel of the expected head count for lunch.

There is no cost for the event, or to go along for the drive, but the buffet lunch at the hotel is at your own expense.

The cost of the buffet lunch option has been set at \$21.95 CDN plus GST and gratuity, which comes to \$27.01 CDN per person. A reduced rate is available for young children. The hotel will

accept cash or credit card to pay for your lunch.

In addition, as in previous years, the Harrison Hotel is offering a weekend room rate special for those that want to make a special weekend of this event.

SPECIAL ROOM RATES ARE AS FOLLOWS:

Group Room Rates:

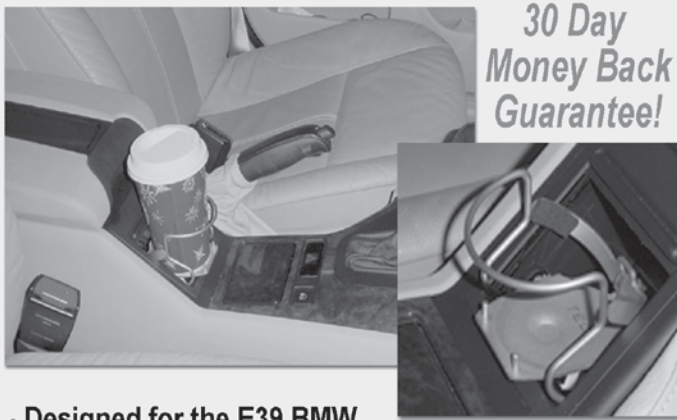
A two night minimum stay required for the group rate.

Room	Single/Double Rate
East tower	179.00
West tower	159.00
Main hotel	139.00

These rates are quoted in Canadian Funds, are net, "non-commissionable," and are subject to the 8% Hotel Tax and 7% GST. The block of rooms will be held until thirty days prior to arrival then released. (www.harrisonresort.com)

Join us for our 8th Annual Harrison Run and lunch to celebrate the founding of our Club in 1998. Registration via Karelo, or RSVP by email or phone appreciated to so we can plan for hotel requirements. Karelo registration link: www.karelo.com/enter_res.

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Team Seattle Charity Event Recap



AN ENTHUSIASTIC GROUP of Puget Sound members gathered at GT's Sports Bar in North Seattle on February 5 to follow Team Seattle's progress at the

2005 Daytona 24 Hour race. Speed channel coverage began with the green flag a little after 9 a.m. Seattle time and many of our members stayed until coverage ended at 4 p.m. A total of \$550 was gathered, adding to the \$368,900 total that was raised by this annual event. This was an all-time record for Team Seattle and will be added to the permanent Team Seattle Endowment benefiting Children's Hospital and Regional Medical Center.

The event included a live track-side phone conversation with team manager Doc Doolittle, allowing folks to ask questions and hear the answers over speakerphone. Doc gave us some interesting insights regarding the team's

progress. Any 24-hour race requires tremendous preparation and a large dose of luck. This year the luck seemed to be lacking as several incidents caused lost time and a respectable, but less-than-hoped-for, finish. But finish they did, with a photo-op checkered flag for both cars. As team principal and lead driver Don Kitch said, "This year was about the kids and about the hospital; we really needed to hit a home run and we did."

This was our Club's first effort at what we hope will be an annual event that grows in popularity. Of special note for next year, CCA Puget Sound Region Club member, senior driving instructor and Conference racer Ken Hill is planning to join Team Seattle as a driver for the 2006 race. Watch for upcoming *Zündfolge* articles detailing his plans. And plan to join us next year to cheer Ken and his teammates as they try for yet another record.

- TERRY FORLAND
- MARK ISRAEL

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THE DUKE OF YORK FINDS OUT ABOUT HYDROGEN TECHNOLOGY

A V.I.P. has visited the BMW Group in Munich: His Royal Highness Prince Andrew, Duke of York, found out the facts about hydrogen technology as part of his visit to Germany. Immediately after his arrival from Hamburg, the first stop in his schedule was the hydrogen filling station at Munich Airport, before the Duke visited MAN Commercial Vehicles, the BMW Group Research and Innovation Centre and Siemens AG. These three companies are amongst the largest investors in the United Kingdom.

His Royal Highness was visiting Munich in his capacity as the United Kingdom's Special Representative for International Trade and Investment. His visit centred on the maintenance of the excellent economic relationship between Bavaria and the UK. The Duke is particularly interested in the in-depth Bavarian-British cooperation in the area of research and development.

The hydrogen filling station in Munich was the first filling station of its type to be opened in the world, over five years ago. It is used not only by MAN buses and forklift trucks but also by BMW vehicles powered by hydrogen, the cleanest of all the energies available. Professor Raymond Freymann, Director of BMW Forschung und Technik GmbH, explained the BMW Clean Energy Technology Concept to the Duke and demonstrated the filling process using liquid hydrogen and filling robots. Combustion engines that drive on hydrogen provide the driving experience, dynamism and comfort that is expected of BMW, combined with absolute environmental compatibility. BMW presented the first fleet of hydrogen vehicles in May 2000 in Berlin. Since then, the BMW 750hL vehicles have driven over 170,000 km worldwide with total reliability as part of the CleanEnergy World Tour.

The hydrogen vehicle is currently in series development at the Munich plant. The BMW Group will be able to hand a hydrogen model over to customers in just three years. At the airport filling station, Professor Freymann showed the Duke a demonstration vehicle using this seminal technology: a BMW 7 Series with a tank capacity of over 140 litres of hydrogen. This means that it has a range of 300 kilometres, or around 600 km with petrol. The record-breaking BMW H2R had already attracted attention back in 2004, when the BMW Group set nine international speed records. The maximum speed reached was 300.175 km/h.

BMW Press



Royal visitor at the BMW Group: His Royal Highness, the Duke of York, Prince Andrew, signing the visitor's book and Prof. Burkhard Göschel, Member of the Board of Management of BMW AG, and His Royal Highness Prince Leopold von Bayern (right).



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MARKETPLACE

BMW's for Sale

1996 M3 E36 Coupe: WBSBG9321TEY73066. Estoril Blue with immaculate black leather interior. Always garaged. Original owner. BMW dealer maintained. Non-smoker. Never driven in snow. No accidents or any damage. No track time. Pre-wired for Valentine One. Excellent condition, photos available. 64,000 miles. \$18,000. Contact Steve at 503-709-6632 or email res012yq@verizon.net.

1988 M5 E28: The Ultimate Driving Machine. If you've never had the chance to drive an E28, now's the perfect time. Excellent condition, black with tan leather interior, five-speed, power windows, cruise control, am/fm stereo, air conditioning, sunroof. 142,000 miles. Accident free. \$10,500. Call 425-260-9806. VIN:WBSDC9305J2791858.

1988 M5: WBSDC9304J2791141. Black/tan; 120,000 miles. Local 3-owner car in very nice mechanical and cosmetic condition. Upgrades include Dinan Stage 1 suspension with Bilstein shocks, Dinan performance chip, Tri-Flo stainless steel exhaust, slotted front rotors, Clarion CD player with detachable control panel. Meticulously maintained. Recent new parts include brake rotors and pads, clutch and slave cylinder, drive line flex disc, rear frame sub-mounts, transmission mounts and linkage. No track days on this one. \$12,500; serious inquiries only, please. See the For Sale board on the Club website for pictures; other pictures available on request. Contact Keith Fournier at 206-232-2152 or kfournie@fhcrc.org.

1987 535is: (WBADC7403H0964127) 168,100 miles. Cinnabar red. Black interior in excellent condition, saddle soaped regularly. Adult owned since 1992. Always garaged. Non-smoker. No accidents or rust. TRXs replaced with BMW Style F wheels. K&N air filter. Hard-wired for Whistler. 3.25 LSD. BMW alarm. ATE power discs. All books and tools. Bentley manual and two-volume BMW factory shop manual. Considering mileage and condition, I'm asking \$5,000. For more details contact Bill or Chris at 253-859-5620 or bclinder@aol.com.

DEADLINES

June 2005 Issue **May 3**
July 2005 Issue **June 7**
August 2005 Issue **July 5**

Classified Advertising Policy: Classified ads are free to current members. *Zündfolge* staff reserves the right to edit all classified ads. Ads must be typed and emailed to Lucetta Lightfoot at lucettalightfoot@msn.com or sent to *Zündfolge*, c/o Lucetta Lightfoot, P.O.Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**

1987 BMW M6: Red/tan, 148,000 miles, immaculate inside and out. Runs strong, all recent service, needs nothing. Recent M3 acquisition forces sale. Dinan springs/shocks/chip, otherwise stock. \$12,995 obo. Call Greg at 206-909-2462.

1985 735i: 222,000 miles, Engine runs strong, Dark Blue/ blue leather interior, no tears, four speed automatic, A/C, cruise, sun roof, ten CD Changer, power windows, power locks. Well maintained. \$2,600. Call Barbara at 360-458-9459.

1979 H&B 528i: Connoisseur's car, probably by now unique. Drove it to Laguna Seca twice in late 80s, regularly beat M5s. Sophisticated enhancements include IHl turbo, quick steering, custom exhaust manifold, H&B wheels, sunroof, spoiler, Momo wheel, more. Reviewed in *Car & Driver* and *Motor Trend* when new. Never pranged, always garaged. 150,000 miles, still strong. In many ways prefer it to my 540i, but now live on Orcas Island. Two lanes, cars, and bicycles dampen its spirit. \$8,600. Contact owner at 360-376-6440 or ceagle@rockisland.com.

Parts for Sale

2002 E46 M3 set of four 18" wheels: with Conti tires less than 6,000 miles \$750. Front sway bar \$25. Springs and shocks less than 10,000 miles \$80. Brake set less than 24,000 miles \$150. Contact Larry Kangley at 425-378-0561 or jlkangley@aol.com.

E21 320i front sway bar: Stock sway bar in new condition. Taking up valuable storage space. Make offer. Email Lucetta at lucettalightfoot@msn.com or call 206-282-2641.

E21 320i differential: Stock with less than 1,000 miles. Taking up valuable storage space. Make offer. Email Lucetta at lucettalightfoot@msn.com or call 206-282-2641.

Haynes Repair Manual: Owners workshop manual for 1500, 1502, 1600, 1602, 2000 Touring, and 2002. 1976 publishing date. Good condition. Make offer. Contact Lucetta Lightfoot at 206-282-2641 or lucettalightfoot@msn.com.

Wheel & Tire Package: Four (4) Breyton Inspiration Wheels with Bridgestone Potenza Pole Position S-03 tires. Purchased for a BMW 540i—should fit 3, 5 or 7 series. The wheels are made exclusively for BMW by Breyton. Silver wheel with split-spoke center with machine finished lip. Sizes: Front two wheels(2) 18" x 8.5"/Tires 245/45 ZR 18 Rear two wheels(2) 18" x 9.5"/Tires 265/35 ZR 18. Total package—\$1,295. Contact Greg Smith at 425-922-5326 or emailgms@comcast.net.

Lights: Factory tail lights for a 1998 528i that will fit 1995-2000 models. \$100. Contact Matt at ispeak@cablespeed.com.

Wheels: Four original "honeycomb" wheels off my 1990 535i. I bought new wheels so no longer need these. Please make me an offer and take them away! Contact Terry at 360-273-8334 or bh-farm@juno.com.

E36 Parts for 1992 325is: White front bumper cover, very good condition, \$150. Rear Eibach sportline springs never out of box, \$30. Stock cassette head unit, \$20. E30 318is AC compressor, Worked fine until removed one year ago, \$40. Call Allen at 206-484-5378 or email allen91c2@hotmail.com.

Miscellaneous


Free to good home: Two barely used steel wheels (with center caps). Size 6½J x 14 H2 will fit early models of 5, 6, and 7 series. Call Nick at 360-825-0720 or clipper123pa@earthlink.net.

Race Car 95 M3: Set up for Grand Am Specs, ST Class. Includes spares for \$35,000. Or Add trailer for \$45,000 total. Trailer comes with rolling tool cart. Contact JR for info at 253-939-9598.

Wanted

E30 325i muffler: Must be rust free and in good condition. Please email lucettalightfoot@msn.com.

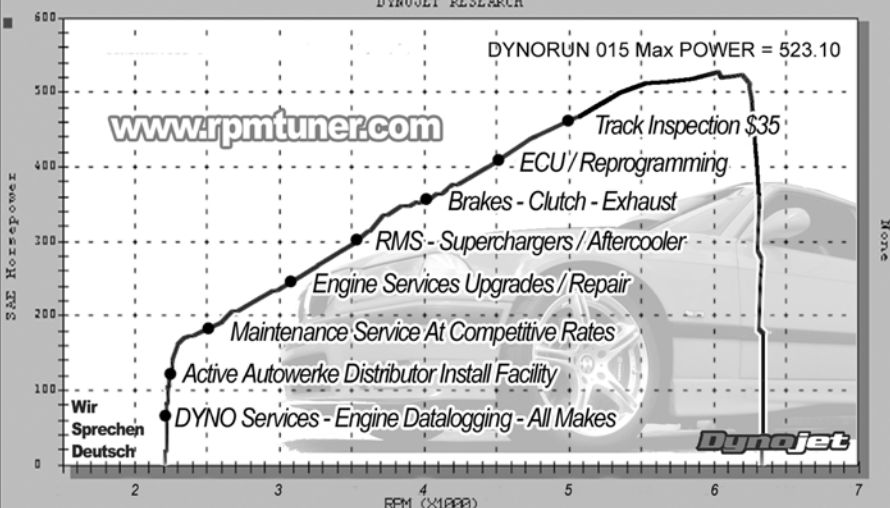
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DYNOJET RESEARCH



RPM (X1000)

ZÜNDFOLGE MAGAZINE 2005 ADVERTISING RATES AND TERMS

AD SIZE	WIDTH	HEIGHT	REGULAR RATE	DISCOUNT RATE
Inside Front Cover	7 1/2"	10"	\$ 389	\$ 350
Inside Back Cover	7 1/2"	10"	294	265
Page 1 (full page only)	7 1/2"	10"	331	298
1/2 Inside Back Cover	7 1/2"	4 3/4"	181	163
2/3 Outside Back Cover (Color)	7 1/2"	7"	448	403
Full Page	7 1/2"	9 5/8"	294	265
2/3 Page	4 7/8"	9 5/8"	236	212
1/2 Page, Vertical	4 7/8"	6 1/2"	181	163
1/2 Page, Horizontal	7 1/2"	4 3/4"	181	163
1/3 Page, Vertical	2 3/8"	9 5/8"	141	127
1/3 Page, Horizontal	7 1/2"	3 1/4"	141	127
1/3 Page	4 7/8"	4 3/4"	141	127
1/4 Page	4 7/8"	3 3/4"	108	97
1/6 Page-Vertical	2 3/8"	4 3/4"	96	86
1/6 Page-Horizontal	4 7/8"	2 3/8"	96	86
Business Card	3 1/2"	2"	70	63

Rates include \$2 per month advertising membership fee. The balance of the rate is for advertising. Only BMW CCA PSR members may advertise in Zündfolge. The frequency discount is approximately 10% and is available to advertisers who commit to an advertisement in every issue for one year.

All copy must be camera ready, sized correctly and received before the first of the month for the following month's issue. We can aid you with ad composition, for a charge, if you do not have an outside agency. Ad files should be 350 dpi tif for photos or 850 dpi tif for text only files. If you have any questions, please call Jim Millet at 206-542-5237.

SEND ADS TO: Zündfolge c/o Lucetta M. Lightfoot PO Box 99391 Seattle, WA 98139



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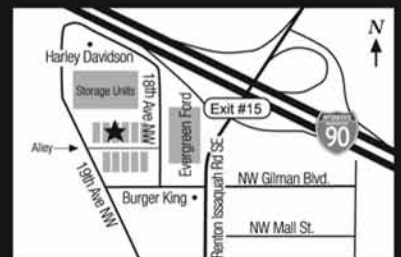
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