



JULY 2005

Zündfolge

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



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July 2005

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www.bmwpugetsound.com

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KALENDER

July 1-3

SOVREN Historics at Pacific Raceways.

The Club will participate in the Car Corral during the SOVREN Historics. See the additional information in the June *Zündfolge* issue. Contact Lucetta Lightfoot at lucettalightfoot@msn.com.

July 7

Board Meeting.

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

July 16

Lemay Museum Tour.

See this month's *Zündfolge* for details. To RSVP contact alan.
james@comcast.net.

July 24

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

July 30th

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

August 2

Deadline for the September 2005 *Zündfolge*.

August 4

Board Meeting.

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

August 14

The E30 Picnic. At the Triple-X Drive In, Issaquah. The Club contact is Lance Richert at lance@richertnet.com.

September 6

Deadline for the October 2005 *Zündfolge*.

FROM THE
EDITOR

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

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

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Dyno Event & BBQ

July 30

THIS IS THE LAST REMINDER for the Dyno Event & BBQ at the Carb Connection on Saturday July 30th starting at 10 a.m. Carb Connection is located at 13611 NE 126th Place, Suite 240, Kirkland, WA 98034. (www.carbconn.com)

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 contact Jeff Butler at 206-365-1565 or email jeff@hauryscollision.com.

Jeff Butler, Tech Events Chair



BMW Night at the Drags!

June 29 & July 6

WEATHER PERMITTING, Rob Dunn and Glenn Brown will soon collect their winnings—a drive Doug Mill's '57 Chevy down the quarter-mile at Pacific Raceways. Rob and Glenn were the very generous winning bidders at this year's banquet to experience the thrill of driving Doug's high-11 second (capable) Chevy. Rob's date will be Wednesday, June 29, and Glenn's a week later, on July 6. So, come on out and watch 'em go!

Or better yet, let's make it a "BMW Night at the Drags!" Get your fellow Club members to come out either date and see what your cars can do. Gates open at 5 p.m. and the cost is \$25, plus a one-time \$10 competition number fee. Also, a helmet is required if you think your car is quicker than fourteen seconds through the quarter-mile. For more info, go to www.pacificraceways.com.

This will be a weather permitting event. We have all summer for Rob and Glenn to collect. Hope to see you there!



Cascade Circle Tour

October 8 & 9



CASCADE CIRCLE DRIVE with overnight in Hood River and on to the Maryhill Loops SOVREN Hillclimb and Stonehenge Replica tour set for October 8th and 9th.

We will be having a run via Mt. St. Helens backroads to Carson in the Columbia River gorge with an overnight in Hood River. This day of wonderful backroad driving will be followed the next morning by a run to Maryhill, near Goldendale, to visit the Stonehenge Replica. We may also watch SOVREN's Maryhill Loops Road Hillclimb race. Our return will be through Yakima and Chinook Pass. If you know your Washington roads and viewpoints you

know I just described some of the best of Washington. Mark your calendars!

Email mhoven@comcast.net for more information.



This month's cover shows Evan LeSure's, Arctic blue with pearlbeige interior, 1985 E28 535i. Some features are: 535iS/M5 front spoiler, Hartge rear spoiler, Mille Miglia MM11 wheels, Saab moonroof conversion, 850Ci front brakes/540i rear brakes, Split Second piggyback fuel

management, TCD cold-air intake system, Mustang injectors, adjustable fuel pressure regulator, Euro headlights and Euro rear headrests.

The photo was taken by Club member and Zündfolge Photographer Duane Montagne.



North Cascades Drive May 7th, 2005

To wrap up our trip over the North Cascades, we were reluctant participants in a parade in Winthrop and had a wonderful lunch at Sun Mountain Lodge in Winthrop. These three photographs show the views the participants enjoyed.

Photos by Lucetta Lightfoot.



RTC Offers Auto Detail Class

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

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

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

The auto detail class provides forty hours of instruction over ten weeks. Class is held on Wednesdays from 4:30 p.m. to 8:30 p.m. Registration will begin in mid-July and will continue until the first class which will be held the second week of September. Call Renton Technical College at 425-235-2352 to register or to get more information. The fee for the class is \$184 and includes supplies and tools.

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AMERICA'S CAR MUSEUM

JOIN FELLOW CLUB MEMBERS for a drive, picnic and tour of the LeMay Car Museum. The museum is located at the park-like eighty acre former Marymount Military Academy in Tacoma at 423 East 152nd. There are nice areas for picnicing, so pack your picnic basket.

- 9:00 a.m. Group drive to the museum, starting at the Krispy Kreme, Issaquah
- 10:00 a.m. Lattes and treats at Black Diamond Bakery
- 1:00 p.m. Arrive at the Museum to enjoy socializing and your picnic lunch
- 2:00 p.m. Museum tour

The tour is lead by docents and the Club has obtained a discounted rate of \$10 per person, which will be collected at the museum. The following is from the museum web site:

Harold E. LeMay amassed the largest privately owned collection of automobiles, motorcycles, trucks, other vehicles and related memorabilia in the world. At its peak, the LeMay Collection numbered in excess of 3,000 vehicles and thousands of artifacts. The Collection, recognized by many as a national treasure, represents the American experience with the automobile as it spans the 20th century and features virtually every American make as well as numerous foreign cars.

You can go to www.lemaymuseum.org to view more about the museum.

Please email me at [alan.james@comcast.net](mailto:james@comcast.net) to reserve a spot so I can let the museum know how many will be attending. Also, indicate your interest in joining the organized drive to the museum. Those not wanting to join the drive can meet directly at the museum.

If you haven't yet, join the new Club Yahoo group, <http://autos.groups.yahoo.com/groups/bmwccapsr/> to get on the Club email list and to view the latest information. See the "Lets Yahoo" article in this issue of the *Zündfolge*.

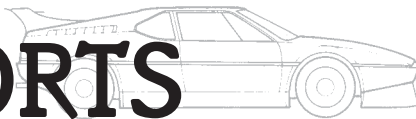
Tours in the planning stages include a tour of Whidbey Island in August and a tour to Leavenworth in September. Contact Alan James at alan.james@comcast.net for more information on Club tours.

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It's NOW JULY, and we're halfway through the season. As I write this, we've just finished our June collaboration with the Porsche Club. Considering this is the first time we've tried it, things went surprisingly well. Although we had some hurdles to get over, I think the effort was worth it. We had a heck of a lot of fun, and several Club members had the opportunity to drive PR two days in a row. The two-day format leads to some great learning opportunities! We had a great time. Let's see if we can do it again next year.

Since I'm doing registration as well this year, I've noticed a weakness in our system that I'd like your help with. Good or bad, we've created a whole bunch of track junkies! This has led to some real challenges assigning you to the proper run group. I made quite a few mistakes on the June assignments, because all I have is the BMW Club database. If you have the addiction bad, and have participated in six schools since your last BMW school, I want to know. Please send me a list with your application so that I can make a better decision which run group to put you in. On that note, if you find yourself in the wrong group, be it too slow or too fast, please don't hesitate to talk to your instructor, me, or Walt, and we will do our best to get you in the right group.

Registration for Sunday, August 28th will open July 9th. 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. The form will be available on the Driving Schools page of the website. If you don't have internet access, it's not a problem. Just give me a call, and I'll be happy to mail you the form.

Tom Olsson
olssons@seanet.com
206.890.8616

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.

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 ASE 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.

BMW CCA PSR Events:

July 10 Driving School, Pacific Raceways

August 28 Driving School, Pacific Raceways

November 19 Novice Skills Training, Bremerton

Other Events open to CCA Drivers:

July 22 BMW ACA School at Portland International Raceway

29 NW ALFA Club School at Pacific Raceways

August 26 PCA PNWR Skills Day at Bremerton

September 13 BMW CCBC School at Mission
15 NW ALFA Club School at Pacific Raceways
24 PCA PNWR Skills Day at Bremerton

October 13 BMW CCBC School at Portland International Raceway
16 BMW CCBC Car Control Clinic at Boundary Bay, BC
22-23 BMW CCA IEC School at SRP (Spokane)
23 PCA PNWR School at Pacific Raceways

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Pat Hillyer: DriverEd@pnwr.org

Audi Club NW
www.audiclubnw.org
Paul Rerucha: prerucha@yahoo.com

www.bmwpugetsound.com

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 three driving events of the season at Pacific Raceways have 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, 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.*



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Club Expands Clothing Line

THE CLUB now has an expanded their clothing line and offers the following shirts by mail or at select Club events:

\$15 Short Sleeve T-shirt in white or grey

\$20 Long Sleeve T-shirt in white

\$25 Sweatshirt in grey

T-Shirts are 100% cotton and sweatshirts are the highest quality 95% cotton. Sweatshirts in particular shrink a lot, so order your size accordingly. Sizes available for all shirts are adult Small to XXL. Contact Lance Richert if you would like to coordinate ordering a shirt by mail. Or pick one up at a Club event!

Lance Richert, 425-644-8009

Lance@Richertnet.com

Club Bulletin Board is Busy!

THE BULLETIN BOARD on the Club's web site continues to be very popular. Over 1,300 people are now registered and the BB stays busy with 2,500 hits per day! Because of the greater activity, the BB has recently been upgraded with a special section added for Club Events to complement the General Discussion and For Sale sections already in use. Club members are asking and answering technical questions, coordinating informal gatherings and are sharing digital camera images after BMW events. You'll also find last minute announcements about upcoming BMW Club events in the newly created section.

Of special note is a very popular Photography Thread where members with digital cameras are sharing their favorite shots. Some are car related, some are not. All are great viewing though.

If you have some knowledge (or not), we invite you to visit the Bulletin Board from time to time and join in the discussions. There is a simple registration process to post messages, please don't be intimidated by it, it takes less than a minute! See you in BMW cyberspace! www.bmwpugetsound.com.

Zündfolge Mailing

IF YOU HAVE BEEN having problems receiving your *Zündfolge*, please note that no single line of your address can have more than 32 characters. Many of our mailing problems are members who live on Lake Sammamish Parkway. All address changes need to be made with CCA. They will then send us your updated address. This standard applies only to the *Zündfolge*. The Roundel uses a different mailing label service.

Louis Hesselt-van-Dinter

BMW CCA Web Site

PLEASE NOTE the new web site addresses for CCA National.

Join the BMW CCA

<http://www.bmwcca.org/join/>

Renew your membership

<http://www.bmwcca.org/renew/>

Change of Address

<http://www.bmwcca.org/address-change/>

Contact the BMW CCA

<http://www.bmwcca.org/contact/>

Let's Yahoo! Receive Club Event Updates

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

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All Club Members Welcome



How do you want to drive ?



Concours d'Elegance and BMW Heritage Picnic

Sunday, July 24th
Cedar River Park, Renton
Sponsored by BMW Seattle

JOIN US for the Silver Anniversary Concours d'Elegance and Heritage Picnic at Cedar River Park in Renton. This year we are pleased to be included again as part of the 22nd Annual Renton River Days community celebration coordinated by the City of Renton. Our big show will be part of the many activities for the public to enjoy. Nearby will be music on two stages, arts and crafts booths, food vendors, an art exhibit, and other activities for the whole family. Mark your calendar for Sunday, July 24th. We are pleased to have our show back on Sunday! This will allow you to spend Saturday giving your BMW the spa treatment before rolling out to the Concours on Sunday!

This is a special day for Club members to come together and enjoy each other's company as well as display their BMWs at their very best. There will be two classes you can choose from for your BMW. A Judged class, with our famous etched glass trophies awarded to the winners. There is also a non-competitive Display class, where you can roll your BMW out without being judged. Plus, the Doritos Challenge is back!

Come see the history and beauty that make up BMW's heritage. This event always is very popular with 300-400 people in attendance. We anticipate close to 200 BMWs on display, spanning seven decades. Be sure to be part of this exciting day. This year we are pleased to welcome the local BMW Motorcycle club. Motorcycle club members will be displaying their BMW motorcycles with us. Expect five decades of motorcycles!

Judged Class

Not sure if you are up for having your BMW judged? We judge only on cleanliness, and not on originality. Review judge forms on the Club's web site. You must be a member of the BMW CCA, BMW ACA or Canadian BMWCCBC to participate in the judged classes.

Cars are judged in three major areas: Exterior, Interior (including trunk) and Engine Bay. The underside of the car is not judged. Each class is judged by a three-member team whose independent results are then totaled to determine a score. This process is designed to be as fair and objective as possible. For class competition we have re-instituted bonus points for mileage, which evens out the competition for high versus low mileage cars. Best in Show is determined by taking the top BMW from each class, and lining them up for a final review by a 3-judge team. Previous scores are not considered as the judges choose the cleanest, most dazzling BMW on the lawn.

Display Class

The Display Class is a terrific way to take part in the event for those who don't wish to compete but want to come and show off their car. Just wash it, clean the wheels, and you'll be good to go! You'll be parked with the judged cars in your class. All participants will receive a Griot's Garage sample kit, commemorative 11x17 poster, cool refrigerator magnet and chance to win raffle prizes during the day.

Doritos Challenge is Back!

First made famous by the Z3'ers when the Z3 was the featured car in 2001. This special award of a bag of Doritos and a special beverage (plus whatever else I can come up with) will be awarded to the judged car that ends up with the median score of all judged BMWs. Yep, this is the prize coveted by those that want to have their BMW judged, but don't want to spend more than ninety minutes cleaning it up.

Schedule

- 9:30 a.m.** Begin check in and parking of Judged and Display BMWs
- 11 a.m.** All Judged and Display BMWs checked in
- 11:30 a.m.** Judging Begins, all hands off Judged BMWs
Activities for children
Griot's Garage detailing demonstrations
- 2-3 p.m.** Awards and Door Prizes (time approximate)

25th Annual BMW CCA Concours d'Elegance

Name: _____ BMW CCA #: _____

Address: _____

City/State/Zip: _____

Phone: (____) _____ Email: _____

BMW Year/Model: _____ License #: _____

Volunteer at the BMW tent? ☐ Yes ☐ No

Comments: _____

☐ Judged Class \$30 (\$40 after 7/18) ☐ Display Class \$20 (\$30 after 7/18)

☐ Display Class, nonmember \$30 (\$40 after 7/18)

Credit Card: ☐ Visa ☐ MC Card Number: _____ Exp (MM/YY): _____

Name on Card: _____

Signature: _____

TOTAL _____

If paying by check make checks payable to BMW CCA Puget Sound Region. Send registration to Lance Richert, Concours, 6240 127th Avenue SE, Bellevue, WA 98006.

Thanks to our Sponsors!

Our event this year is once again being sponsored by a generous donation from BMW Seattle. Next time you are at their dealership, be sure and thank them. BMW Seattle is providing the beautiful glass trophies as well as nice raffle prizes. Griot's Garage will also be in attendance as the official Car Care Sponsor of our event. Griot's Garage will be providing gifts for participants, raffle prizes, and will have representatives on hand demonstrating how to use their products. Griot's Garage will present a special Preservation Award for the BMW that is best preserved without a restoration.

Children's Activities

We will have a special tent with activities for kids including a coloring activity, and pony rides will be near by. Renton River Days will have many other activities for kids nearby.

Featured Car: E28 5 Series 1982-1988

The featured car this year is the E28 5 Series. There will be a special class for the E28 5 Series. We hope you consider bringing your E28 5 Series out, in whatever condition it is in. The more the merrier! Dozens of 5 Series are anticipated this year.

Attendance Raffle

Exeter Detailing in Seattle has provided a complete standard detail which will be raffled off as part of our ongoing yearly Attendance Raffle.

Volunteers Needed!

This event requires many volunteers to spend part of the day helping make the event a success. We need people to help judge cars, help with check in, coordinate parking the cars, helping in the children's tent, etc. If you would like to help, please contact event chair Lance Richert at 425-644-8009 or Lance@RichertNet.com.

Costs

Costs are the same as last year, see the registration form for specifics. Our Canadian friends may pay 25% less to compensate for the exchange rate. It is our way of saying thanks to them for coming down. Register early to secure your spot!

Lunch and Snacks

There will be a mobile Thai Food trailer serving lunch. There will also be other snacks and drinks available during the day. Bring some extra cash to keep your hunger at bay!

Cedar River Park
Just East of I-405 in Renton
1717 Maple Valley Hwy & House Way

DRIVING DIRECTIONS:

From I-405 South:

- Take Exit 4 (Maple Valley exit). This will take you onto Sunset Boulevard NE.
- Go left at the second signal light (this is Maple Valley Road, Highway 169). Get into the right lane, travel a short distance, and turn right into Cedar River Park.

From I-405 North:

- Take Exit 4A (Renton/Maple Valley exit).
- Turn right at the end of the exit onto Highway 169, Maple Valley Highway. Get into the right lane, travel a short distance, and turn right into Cedar River Park.

2005 BMW Club Concours d'Elegance Classes

Class #	Class	Models	Years
01display only	Pre-War	All	1928-1941
02display only	Post-War	501,502,503,507,3200CS	1952-1965
	Old Range	Isetta, 600, 700	1955-1965
03	Vintage Cars	1502, 1602, 1802, 2002	1966-1976
		1500, 1600, 1800, 2000	1962-1972
		E3 2500,2800,Bavaria, 3.0S, 3.0Si	1968-1977
		E9 2000CS, 2800CS, 3.0CS	1965-1975
04	Early 3 Series	E21 3 Series, 1 st	1977-1983
		E30 3 Series, 2 nd	1983-1991
05	Early Big Cars	E12 5 Series, 1 st	1972-1981
		E28 5 Series, 2 nd (Featured Car)	1982-1988
		E26 M1	1978-1981
		E23 7 Series, 1 st	1977-1987
06	Modern 3 Series	E24 6 Series	1976-1989
		E36 3 Series, 3 rd	1992-1999
07	Current 3 Series	E46 3 Series, 4 th	1999-2005
		E83 X3	2004-current
		E90 3 Series, 5 th	2006-current
08	Modern Big Cars	E34 5 Series, 3 rd	1989-1996
		E32 7 Series, 2 nd	1988-1994
		E31 8 Series	1990-1997
09	Current Big Cars	E39 5 Series,4 th	1997-2003
		E60 5 Series,5 th	2003-current
		E38 7 Series,3 rd	1994-2001
		E65 7 Series, 4 th	2002-current
		E53 X5	2004-current
10	Z Cars	E63 6 Series	
		Z3, Z4, Z8 roadsters and coupes	1995-current
11 display only	Mini		2002-current

Photo by BMW Press.

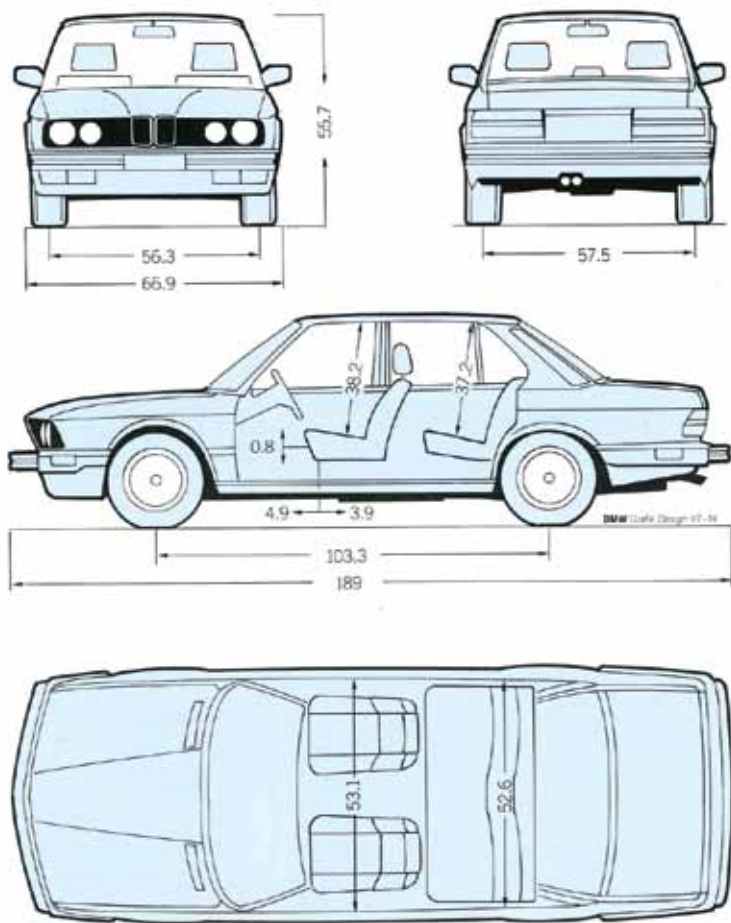


Photo by BMW Press.



E28 kidney grill.

Photo by Cleve Collinsworth.

Photo by Jeff Beaver.



Dave Cook's E28 on left and Eric Dazell's E28 on right.

Photo by Jeff Beaver.



E28 noses.

Photo by Nick Snapp.



Mike Winfrey's 1988 M5.

Photo by Duane Montagne.



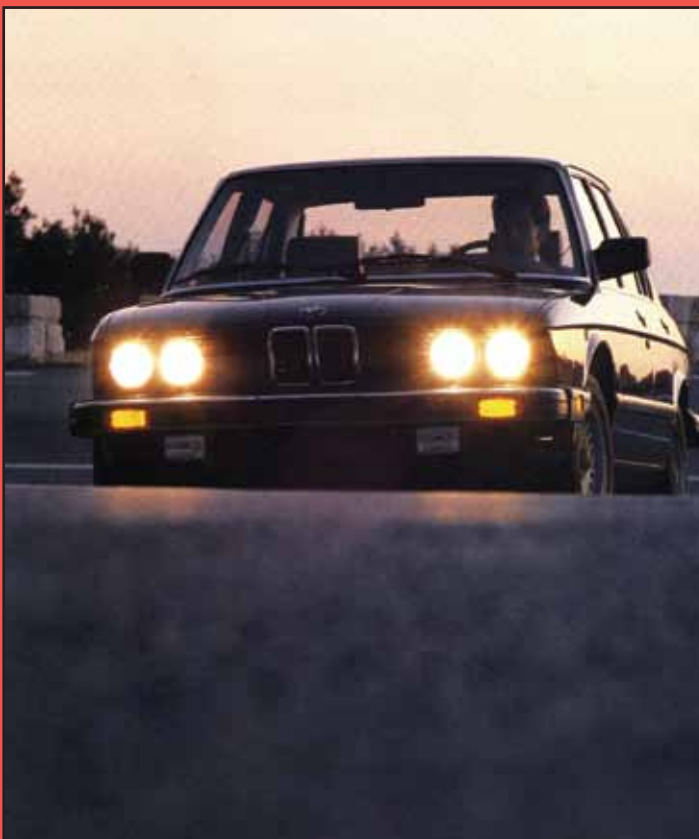
A very wet 535is belonging to Charlie Beeson.

E28



E28s owned by Evan Swink—1987 535is, Lucetta Lightfoot—1988 M5 and Charlie Beeson—1988 535is.

Photo by Lucetta Lightfoot.



A photo from an original BMW NA E28 Press brochure .

Photo by BMW Press.

E28 Featured at the 2005 Concours

THE E28 5-SERIES introduced by BMW in 1982 was the second generation mid-size sedan, following the successful nine-year run of the E12. The E12 had shown that a sporty, performance-oriented sedan with a stick-shift could sell in America. While the E28 still bore some resemblance to the Marcello Gandini-designed E12 (this is one very big reason why E12s and E28s continue to congregate at 5er functions), changes in styling cues, suspension hardware and powertrains had taken a cautious move forward: the rear roof and trunk line met at a sharper angle (*note photograph, figure 1*) and the hood did not tip forward anymore (*note photograph, figure 2*);



FIG. 1: Beige E12 trunk behind silver E28



FIG. 2: Blue E12 hood on left wraps over to fenders and tips forward plus reshaped kidney grills and hood line.

new production techniques brought the weight down 135–200 lbs depending on the model; the wheelbase was shortened half an inch, the front struts were now angled with a double-pivot universal joint while the independent rear suspension used a transverse-link with the trailing arms; new electrics and electronics were added which included a service indicator.

At first the 528e (*e* or *eta* for efficiency) was offered to the American market in 1982 with its 2.7L high compression, low rpm small inline 6-cylinder engine. With its high gearing (for economical cruising) and almost 3,000 lb weight it was not seen as a very sporty BMW even though it could be had with a 5-speed stick or a 3-speed automatic.

So the market was ready for the 533i with a 181 hp 3.2L big-block 6 in 1983. The suspension was made a little tauter, had anti-lock brakes but sadly came with the dreaded and much maligned TRX metric wheels (390 mm) with Michelin tires.

The 524td turbo diesel was introduced in 1984 with a 114 hp 2.4L turbo diesel and it's interesting to note that while the 524td was the slowest E28 yet, BMW sold turbo-diesels to Ford to be used in the Lincoln Mk VII and the Continental.

In 1985 the 3.2L 533i was replaced with the 3.4L 535i. The horsepower was still similar at 182 hp but there was more torque. The automatic 4-speed transmission now had a optional selector switch for a *sport*, *economy* or *3-2-1* manual mode; the sport mode has more aggressive shift points, more assertive shifting (“bang” is more like it) and would not shift into fourth gear. A solenoid always brings the transmission back to *e* mode when starting. A new Bosch Motronic ECU was added that was similar to the Porsche ECU. This ECU has a single EPROM that stored the fuel and ignition maps and was socketed for easy upgrades.

In 1987 the turbo diesel was dropped but the 535is was added to the line up with its front and rear spoiler, suspension options like a rear swaybar, increased diameter front bar, M-Tech springs and Bilstein dampeners but was otherwise a 535i. 1988 was the only year that the M5 was offered as a US model even though it had been sold in Europe for four years previously. The Motorsport 24-valve twin cam M88/3 engine that was originally designed for the M1 debuted in the 1984 M5 with 286 hp but was constrained to ~256 hp by the catalytic converter for the American market. The M5 was a significant step up with electrically heated seats, hydraulic self-leveling suspension, fixed 4-pot brake calipers in front, front and rear sway bars all standard equipment. The cars were essentially hand-built by the M-division and were priced accordingly. The E28 came in around 2960 lbs (528e), was shod with 14 in. tires and cost around \$23,985 MSRP for the 528e and \$28,935 for the 533i. Towards the end of production the

weight had grown to 3400 lbs and the prices (as of 5/18/1988) with some options were:

	528e	535i	535is	M5
Base Price (MSRP)	31,950	36,700	37,800	47,500
Automatic trans.	645	795	795	n/a
Leather	1,090	std	std	std
Limited slip	390	390	390	std
Heated front seats	n/a	n/a	n/a	200
Gas guzzler (auto/std)	n/a	500/850	500/850	2,250
Destination/handling	325	325	325	325

Over the years the main weaknesses displayed by these cars is the stock rubber bushings in the upper control arm which are notorious for their weakness. When they fail all kinds of handling problems ensue. The rear sub-frame bushings allow excess movement or steering from the rear when they begin to fail. The performance aftermarket provides many solutions to these problems. The ZF automatic transmission does not tolerate being revved in neutral—like for emissions testing. The one problem I've encountered with the ECU is the solder joints on the circuit board for the power transistor that controls current to the coil will break and your car mysteriously dies. It's a simple re-solder job to do your self but could be costly otherwise. The circuit card behind the speedometer/tachometer has a battery soldered to the board that needs replacing when it expires. Big sway bars pull the mounts loose from the frame. The boost pump in the fuel tank may quit but the car runs, just not quite as well. Some of this may not be peculiar to E28s but shows up on the message boards all the time. The non-US market also had 4-cylinder options (like they do today in the Z4) and the ‘baby’ six engine of the 3-series. There were many *grey market* cars that migrated to the US such as the M535i—the first ‘M’ 5-series but with the 218-hp euro single cam engine—the various Hartge and Alpina *tuner* cars but in America the best known was Steve Dinan who engineered and manufactured the same kind of overall performance packages for E28s that he's produced for most of the other BMW models. While Dinan Engineering no longer produces anything for E28s, there are still others that are producing quality performance enhancements.

LouieLouie

2005 Portland BMW Club Driving & Touring Events

THE PUGET SOUND REGION BMW CLUB members are invited to join us on our driving and touring events. We have selected many excellent and fun roads with wonderful scenery and memorable destinations.

The drives are well organized with detailed directions, run at a good BMW pace, and include rest stops and places to regroup. A good meal at a nice restaurant is part of the drive. To register for an event, send a message to briancone2@comcast.net and include your name, preferred e-mail address, and the number of drivers and guests. The following schedule is subject to change. Check our club website for updates: www.bmwacaportland.com.

August 6th

Goldendale to Maryhill Tour along the Columbia River Gorge.

August 20th

Cannon Beach Drive. Great drive to the coast on back roads and lunch at Dooger's. Hopefully, we will have a sunny and dry day this time.

September 9th to 11th

Wallowa Lake Tour. Club member, Cam Scott, is organizing a touring event to northeast Oregon for the weekend of September 9-11, 2005. He has chosen a route highlighting the most impressive scenery you have ever seen in Oregon! Plus, the event will raise funds for the Doernbecher Children's Hospital.

September 16th to 18th

Sunriver Exotic Car Show. This is one of the most anticipated events of the year! The weekend includes a reception on Friday night, car show starting Saturday morning, a wine and cheese party, buffet banquet and awards Saturday night, and a Sunday drive to a resort for lunch. We have a challenge from the Car Show to have thirty BMWs attend this year! Last year, we had fifteen BMWs, so mark this date and join us!

September 24th

Oktoberfest car show in St Helens, Oregon. Last year, we had a great time with over thirty cars. This year, we hope to have even more participation!

October 8th to 9th

Maryhill Loops Hill Climb by Steve Poland: Watch SOVREN certified drivers race up the hill. Steve has attended this event several times and will arrange for camping and motel accommodations.

October 22nd

Fall run to the McMinnville Aviation Museum. We will drive on fun roads to the museum and then enjoy the opportunity to see the Spruce Goose and many other historic aircraft.

December 10th

Christmas Toy Drive: The Portland Club annual Toy Drive is organized by Gary Heller and is supported with club funds. The club donates toys to the Marines Toys-for-Tots, Les Schwab Tire Store donation program, and Emanuel Hospital in Portland. This is a great way to help less-fortunate children enjoy Christmas. Please join us this year.

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Northwest 02 Fest

July 23

THE 4TH ANNUAL NORTHWEST 02 FEST is planned for July 23rd. The event will be located once again at Torguson Park in North Bend, WA. There will be t-shirts available and door prizes for some lucky winners. All BMWs manufactured before 1980 are welcome to participate for \$5 cash at the gate. We have had over fifty 2002s show up for this event for the past three years, and hopefully this year we will see lots of new people and all the faithful regulars too! For additional information contact Brian Capp (contact information below).

*Brian Capp, NW 02 SIG Chairman
425-888-4002, b2002c@comcast.net*

MINI SIG Forming

THE CLUB's newest Special Interest Group (SIG) will be devoted to the smallest current production member of the BMW Family: the MINI. True, the MINI is not a BMW-badged car but it is part of the BMW Group. And many who have driven one know that it is a BMW through and through. The MINI is hugely entertaining to drive in the classic small BMW tradition. It is also a continuation of the tradition of the classic Mini in terms of looks, handling and attitude.

In any case, many Club members have chosen to add a MINI to their stable. It's time we had a SIG devoted to this special car. This Club SIG isn't meant

to compete with the various new MINI clubs that are springing up. It is meant to complement these clubs and to act as any SIG; as a special interest group within the larger BMW Club family.

For now the plan is to put together an email group. The first function will be to get a good turnout of MINIs for the Concours at the end of July. After that we will try to gauge the interest in a SIG event this fall; perhaps a group drive, tech session or picnic. For now, if you have a MINI and an interest in joining this new SIG (there's no cost), please send an email to d.lightfoot@comcast.net. Happy motoring!

David Lightfoot

Fourth Annual E30 Picnic

August 14



THE E30 3 SERIES ('84-'91) was truly a versatile BMW. In its seven year run in the USA, the car came with five different engines, 2-door/4-door and Touring models, rear and all wheel drive, hardtop and convertibles! BMW sold boatloads of these cars, and hundreds of our local Club members are still enjoying their fine attributes.

The local NW E30 SIG along with the BMW Club is organizing another E30 Picnic for all E30 owners or admirers. We'll see you on Sunday, August 14th starting at 11 a.m. in Issaquah. We will have special E30s on display, and plenty of opportunities for all E30 owners to share their car, questions and stories. We are planning on over 100 E30s that day,

be sure to be part of the fun! All E30s are invited, from garage queens to daily drivers (like mine!). Extra E30 parts cluttering the garage? Bring the parts and sell them if you wish. Look to the August *Zündfolge* for additional information about the picnic.

Please note that we've changed the location this year to the historical Triple-X Drive Inn in Issaquah. We outgrew the old site (115 E30s in one place will do that). The Triple-X is an automotive themed restaurant with a great burger menu. Bring your appetite and a few bucks and they will make you happy.

Auburn Foreign Car is graciously covering some of the costs for the event. We are asking for a \$2 donation to help cover the additional costs of the event. It is important for you to RSVP to me so I can better plan for parking and coordination with the Triple-X. I need to know the number of people attending in your car, and what kind of E30 you are bringing. See you there!

*Lance Richert
lance@richertnet.com, 425-443-2188
'88 M3, '87 325is*

"If something can wear out, it will, sometimes with crappy consequences." Forgetting that one basic rule of older car ownership burned me in a most heated way. While driving the Red Baron 325i near IKEA in Renton, I lost a coolant hose on one of the hottest days of this year. I was able to get a ride to Autosport Inc., near the airport. Friends brought water and Autosport had the hose. I put the new hose on, filled it with water, and off I went. When I got home, I forgot to check my parking lot repair. On Mercer Island I-90 the next day, during rush hour, the hose slipped a little and all the water was gone again. My English wasn't pretty. Got off on the Island, found a guy watering his lawn, reattached the loose hose and filled up again.

The next day I took a total look at the whole system. As the system had gone dry twice, the steam had worked its magic on the weakest leak: the thin, press-fit 90-degree elbow for the throttle-body coolant hose. The pressure leak was big time now, so what to do? A lot of the throttle-body hose fitting is gone from previous cooling system corrosion. I took off the thermostat cover to see how these fittings go into the castings, and found that the fittings slide into a large hole. After putting a couple of plastic straw pieces inside to keep the elbow open, I put a nice glob of JB Weld on the leading edge of the fitting and pushed it home. Gravity filled the missing space nicely and the repair is rock solid now.

The Red Baron's 325i M20 cooling fan rubbed on the crossover hose, making it blow out from the thinness. The hose had been properly secured to the lift piece, but most likely the old motor mounts let a lot of engine forward motion happen, which would do it. I took a quarter-inch off the new hose to pull it away from the fan for additional safety. I've still got some shiny Kevlar cloth I should glue to the hose. The Kevlar would sand the fan not the other way around. I then carefully looked at all the other hoses and the little housing on the throttle body itself, which shows no signs of weeping gasket.

European makers like a no-phosphate, lower-Ph, low-silicate antifreeze. There are minor variations between older Audi/VW, BMW, and Mercedes Benz specs, but all are of the same thinking. I found the new "Zerex G-05" antifreeze that is DaimlerChrysler and late-Ford spec only at Carquest. None of the other leading retailers had it. The other stores had only a new Prestone product that meets "All Specs" for Euro and Asian makers. I have used the Zerex in my wife's Neon, which has a lot of plastic in the cooling system. The lower Ph has something to do with plastic life and failure. As M-B i.e. DaimlerChrysler is almost BMW in spec, I went that route again on the 325i M20 system. It should make a decent replacement for the factory stuff in my humble opinion. It isn't the best if you're still using a brass and copper solder radiator like in the 2002Ti's Pinto special.

If something can wear out, it will, sometimes with crappy consequences.

I'll have to research that more. I was able to find some nice comparison features on the Web about the different types of antifreeze in a PDF file supplied to radiator trades people. Zerex G-05 is the best aftermarket fill (short of dealer stuff) according to the trades for Euro cars except VW/Audi. Also, don't use any Shell/GM Dex-Cool antifreeze in a BMW.

I guess the lucky part was it didn't happen on my upcoming road trip to southern California for my 40th high school reunion in Santa Maria (I'm a Boeing Missile kid) and then on to visit my daughter in Orange County. I was going to check the cooling system before the trip, but earlier neglect forced me into the repair sooner rather than later. It may have not shown the weak hose elbow, which would be impossible to fix out on the road. I still need to change the air filter and maybe distributor cap and rotor before I leave. The air filter is overdue and I don't know the age of the cap and rotor. Both will impact fuel use; it's a long drive down and back up the coast. I'm sure I can find some large wind blocks to draft behind in the form of a SUV. Let them buy their gas while I throttle way back in their large wake.

Now if I can only persuade my banker of the need for a new MP3 compatible CD deck before I go. I'll settle for finally having a good driver's door window regulator, thanks to the Dirt Cheap Racing crowd for the racecar discard. I need to install it before the trip, since mine now goes "clunk, clunk" as the window goes through the last four mm of travel. I won't miss that sound.

No major progress with the 2002 this month. I now plan to get it inspected and licensed before finishing the paint prep. It will live with spots if I can get to drive it this summer. All I need to do is install two windows and some lights, and make the appointment.

• TERRY FORLAND
• MARK ISRAEL

425-823-4282

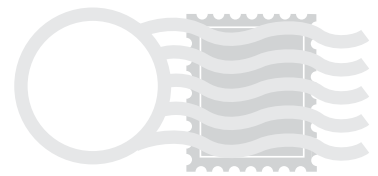
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a VIEW from abroad



OFF AND ON I have wondered what it would be like to take European delivery of a new BMW. Not that I would ever buy a new car (especially with the current design themes). I'm sure I would worry myself sick if I was actually driving my own car through Europe's narrow streets and leaving it in even narrower parking spaces. Still, I clearly remember a factory tour a few years ago and my feelings at the end as the tour guides separated us into two groups: those taking delivery of their new BMWs and those of us envious of the first group. Visions of wonderful mountain roads in Austria returned clearly.

On a recent trip to Amsterdam luck provided me with a little bit of the best of both worlds: European delivery of a new BMW and the freedom to flog it hard then simply turn it back to Hertz at the end of my stay. Not a bad deal. When making my reservation I had asked for a car capable of hauling four people and luggage, so when the agent at the counter said she had a BMW for me, I thought maybe a new 3 series or possibly a Touring. A brighter light would have checked the contract, but I just waited for the surprise, thinking whatever it was it would be a treat compared to the typical Focus.

When I found parking stall #1, I was even more surprised to find a new 116i waiting (does this even sound like a proper BMW car designation?). Yes, it would hold four adults, but not with much luggage. Luckily the adults were small and the fourth person wasn't on this leg of the journey. I would

classify the 1-series as a sub-compact but I'm sure BMW and Hertz class it as compact. It was totally unexpected, and since it was a BMW I wasn't about to kick it back into the rental bin.



We wedged three carry-on bags and a couple of brief cases into the rear hatch and parked the remaining bags on the vacant rear passenger seat (tomorrow would be another space challenge, but one day at a time). There was room for short adults in the back seat, but when I moved my driver's seat forward to provide a little more leg space, my head contacted the headliner; so is that why we call it the headliner? Space was tight in the "little 1."

When I left the rental counter they provided me the key fob or whatever we should now call these keyless secret decoder devices required to start the car.

Call me old fashioned, but I still prefer actual car keys. I can probably adjust but it was a new experience to insert this keyless key fob into a slot on the dash and then hit the go button. I was

even more perplexed when I tried to take the fob out later to turn the car off, not realizing I had to hit the go button again to not go. One of my passengers was quicker on the switch than the driver, possibly due to his wife working for BMW in Japan.

Once out of the airport it was a short journey up the freeway to our destination, but a first opportunity for a spirited run through the gears. With 7km on the car I knew it needed some break in miles before we explored the red line, so I was reasonably gentle for the first few minutes. Working through the power band I found a similar response to all of

my inputs: no response. Note to self, look under the hood later to insure there is a BMW engine present. From a first impression performance viewpoint, the 1-series would not work in the US with the 1.6 liter option. Turbo anyone?

Aesthetically I continue to disagree with the BMW design direction. I expect and enjoy a certain beauty in automotive design. I do not find the new designs moving, emotional, beautiful or properly flowing in any sense. The 1-series is more of the same, just smaller. The front view is not bad, at least the designers didn't put part of the grill on the hood (on the new 3-series was this just a mistake that somehow slipped through or did they truly purposefully design the top of the grill to end up on the hood?). The side view is a tangle of lines and the rear is not a design to write home about. I would rather look at a Scion box. I liked the nifty antennae on top.

Inside the 116i was Spartan to say the least. Material quality on the fabric seats was inexpensive; controls were minimal, visibility adequate. I would term it basic-functional. This approach works in the MINI as it fits the theme. In the "1" it just disappoints.

The next day, without the handicap of extra passengers, I did find some improvement in performance. Over my four day ownership, I found that if you wind the absolute peanuts out of the little four-cylinder and power shift at red-line one can experience a tiny surge between gears.



Slightly satisfying. On a stretch of lightly traveled Dutch freeway (pre-checked for cameras) I was able to urge the 116i to about 178 km/hr. I wouldn't term the engine happy at velocity but the handling was BMW rock solid and the brakes very impressive.

Holland is not known for twisty roads, so corner-

ing evaluation was confined to several laps on an empty roundabout. The "1" was amazingly neutral around the mock skid pad, with no expected tendency toward understeer. For the first time I began to see the potential of this package if BMW would install a more powerful engine, a new interior

and put on a different body. Minor improvements.

By the end of my stay I came to know the 116i a little better and began to appreciate some of its BMW-ness. But this is definitely not one to lust after. Some of my final likes and dislikes: I don't like the funny shape of the rear view mirror as it reminds of the flame surfacing on the outside that I also don't like. I was grateful there was no iDrive. The fold-down rear seats are practical and improve hauling ability when the people count is down. I liked the turn signal feature where if one lightly engages the turn signal lever it signals three times for a lane change then shuts off (probably a feature on all the newer BMWs but I am an owner of '98 and older models). I loved the BMW emblem on the back hatch

that cleverly swivels in and doubles as the latch for the rear hatch (probably my favorite feature!).

After four days with my new European delivery, the "1" began to grow on me a little. It is what it is, but frankly I expected more. The small hatch market is competitive in Europe and BMW's entry into this arena should be compelling, not just adequate. Possibly when we get our version it will be significantly Americanized to deliver the needed goods to sell on our side of the pond. Given a choice between the 116i and standard MINI, my choice would be the MINI, no contest. In the end, I'll ask for the 116i again if I have the choice between this and the Focus. In spite of all my whining, it is still a BMW.

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The Unsage Mechanic

J. Sage Schreiner

Bent Car

SUNDAY, I HAD BENT MY RACE CAR. The coming Sunday, I had a race to make at Mission, BC. The challenge was that the race car was U-shaped; very good at turning left, not-so-good for going straight. Plus, the steering rack was seriously deformed and the sub-frame was most likely torn. Body damage was fairly minor. The front and rear right fenders were a bit worse for the wear, but still generally had more paint on them than not. I wasn't too worried about being able to repair the car. I had some extra parts in the shed, and a body-shop as a sponsor. It wasn't going to be cheap, but the important thing was that I be back on the track in five days, in time for the race at Mission the coming weekend.

The challenge was that the race car was U-shaped; very good at turning left, not-so-good for going straight.

I spoke to Jeff Butler of Haury's Lake City Collision Sunday evening on the tow home and explained what I needed. Even though Haury's specializes in top-notch, OE quality work, Jeff knew what I meant right away by a "race car fix." It didn't need to look good, just be straight. The tires needed to be mostly in the right places, but a good alignment and adjustable race suspension could fix any minor issues. I left the car on the trailer when I got home that evening. It looked how I felt: sore. The gorgeous, shiny car of the year's first race was no more. In its place was a bruised, battered and bent race car.

First thing Monday morning, I had the car at Haury's. I knew that Jeff and the Haury's guys would do their best to have the car ready for my race the coming weekend. I was still in the lead for the championship, although an early season lead doesn't necessarily carry through. If I was going to have any



chance of winning, I was going to have to race at Mission. After an inspection, Jeff told me that I would need a new rear bumper, bumper shocks, new steering rack and new sub-frame.

I rooted through my parts-shed, and found those bits from a 318i parts car that I had pulled apart three years before. I dropped them off at Haury's Tuesday afternoon.

By Wednesday, the Haury's guys had my car up on the rack and were tugging it straighter. While they were at it, they found some pre-existing cracks in the front chassis rails that they cleaned and welded up. Thursday, they got the new bits bolted on. Friday morning it was off to get an alignment. I had given Jeff some specific alignment specs. Primarily, I wanted zero front toe. Street cars generally have significant toe in, which adds to the cars stability, but it adds tire-drag and isn't the fast way through corners. My hope was that this, plus my engine RPM increases, would make the car a bit faster. I had also acquired a better front air-dam. It was going to have to wait until after the Mis-

sion race to install it. Besides, Mission was a very slow track with a short straight, so it wouldn't matter too much.

I picked up the car Friday afternoon at 2 pm. It was still a bit bruised looking, but it wasn't nearly as u-shaped. The hood actually closed. I loaded it onto the trailer and headed north to Mission, BC. My hope was the car was as ready to race as I was. I wouldn't know until the next morning.

Racerdog and Girlchief weren't with me. On the drive up, I took a moment to review my number-one goal for the weekend: don't crash. Mission is an intimidating track. There are a lot of walls, and very little run-off space. All the same, even though my confidence was a bit bruised, I didn't feel like put-putting around the track. As they say, racing is fun and winning is funner (most of the time).

Linda Heinrich's red Paseo and Mark Wilson's red Datsun 510 were both in the paddock. I was pretty sure that I could beat Linda if I stayed focused, but I was equally sure that Mark wouldn't have any trouble staying ahead of me.



Sure enough, the qualifying times indicated this. I was about a second faster than Linda, and Mark was about a second faster than me. The only suspension change I made was to slightly soften my front shocks to account for Mission's rough pavement.

The RPM-boost from my mild circuit board change seemed to help, as it allowed me to accelerate a bit longer out of the corners. I generally found myself using the same gears. All the same, I was driving pretty conservatively, and doing low 1.29's. This was slower than I had been at the beginning of the year.

Sunday threatened rain, on-and-off, just as it had been the previous weekend when I crashed at Portland. I was chewing my nails about whether to keep the dry tires on, soften the rear suspen-

sion, or just go with a full-rain setup of disconnected rear-sway and rain tires. Finally, just before the last call to pre-grid, I made up my mind and went with the dry setup. Or would have. As I got ready to hop in the car, I noticed that one of my tires was flat. However, big budget racer that I was now, I actually had a spare with me for the first time ever. That's the irony of racing—bring a spare, so naturally you get a flat.

I whipped the spare on the car in seven-seconds flat, double checked the lugs and made it down to pre-grid moments before the five minute warning.

Sitting in the pre-grid, drops of water splattered onto my windshield. I had a flashback to the absolute, pouring buckets of the previous weekend, but just as quickly as it started, the rain stopped. Nature just messin' with my head. Waiting in pre-grid is always nerve-racking for me. I hate it—it's the fear of the unknown, and the knowledge that racing can be dangerous.

When the green flag waved, I stomped on the gas, all anxiety blown out the muffler somewhere well before Start / Finish. Mark had qualified in front of me, but his 510 had starter problems and was beginning from the back of the grid. Even as the pack began to spread out, Mark passed me—it took him less than three laps to catch me.

I settled down to drive the violent rhythm of Mission. The rough pavement and hard turns provide no time to rest. The rhythm of the track is fast and irregular. The jars, rattles and bounces are constant and painful. Least favorite is the bone-rattling pavement on the two corners before the straight. The slightly-softened shocks helped the front tires bite, but my head was still cracking into the roll cage. Part-way through the race, I noticed that the steering felt loose, and there was a loud rattle coming from somewhere under the car. I was physically tired, as well. I backed off a bit to 9/10ths. Mark was far ahead of me, and I was far ahead of Linda. It was a repeat of my previous race a month before.

After a few more laps, the car picked up a heinous vibration. In the past, I've found that a sudden vibration like that can be from running over a bit wad of racing rubber. If that's the case, it tends to fade a bit in following laps, as the rubber gets mashed into place. Sure enough, that was what happened. The looseness and the banging was more pronounced, however. I was concerned that I wasn't going to be able to finish the race. There was no real racing to be done, so I backed off a bit more and stayed well out of the way as the two group-leading CRXs lapped me on the last lap of the race. It was a relief when the green flag waved.

I hadn't driven particularly well that weekend, but I hadn't crashed. That was important, and a heckuva lot better than I had done the previous weekend.

On the tow home, I considered the rest of the season. As I was not going to the double race weekend in Spokane, my next race was two months off. When I returned to the track in August, I wouldn't be in the lead for the championship any longer. I hadn't realized it when making my year's schedule, but the second Spokane race was going to count for twice as many points, meaning that I was effectively going to lose out on three-races worth of points.

But then, what's the fun of racing without the challenge of being an underdog?

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V10 HIGH-PERFORMANCE POWER UNIT FEATURED IN THE BMW M5/M6 IS AWARDED THE TITLE "ENGINE OF THE YEAR 2005"

International journalists bestow prizes on six BMW engines including the Variable TwinTurbo-Diesel.

BMW has become the first car manufacturer to receive six different prizes within a year at the annual Engine of the Year Awards, the world's most prestigious engine competition. The prizes include one for the most unique diesel power unit, the Variable TwinTurbo engine featured in the BMW 535d.

In addition to first prize as "Engine of the Year," awarded today at the Engine Expo 2005 in Stuttgart to the 373 kW (507 bhp) V10 high-performance engine powering the BMW M5 / M6, BMW engines also managed to scoop the following awards:

- V10 5.0-litre engine in the M5/M6:
Best New Engine 2005
- V10 5.0-litre engine in the M5/M6:
Best Performance Engine 2005
- V10 5.0-litre engine in the M5/M6:
Winner in the class exceeding 4.0 litres
- 3.0-litre 535d Variable TwinTurbo-Diesel:
Winner in the class 2.5 to 3.0 litres
- 3.2-litre six cylinder engine in the M3:
Winner in the class 3.0 to 4.0 litres.

The BMW M3 engine is victorious for the fifth time in succession.

This means that BMW is the most successful brand to participate in the Engine of the Year competition, the Munich engine builder now having seized 26 trophies over a period of seven years. The 252 kW (343 bhp) 3.2-litre high-performance power unit featured in the BMW M3 has alone received this coveted award for the fifth time in succession—an unprecedented record.

This remarkable engine has contributed decisively to BMW's sustained accomplishment at the Engine of the Year Awards, thereby assisting the company in establishing itself as the most successful engine designer and builder. When one of the members of the jury, Arturo de Andrés, says for instance that the M3 engine is a power unit "for drivers who appreciate first-class engineering," he is referring to the both agile and distinctive, high-revving inline six cylinder, a unique engine indeed.

All horsepower figures noted are European DIN ratings. U.S. SAE net ratings vary from the numbers quoted here.

BMW Press

Well Over 500,000 Cars Already Delivered in the First Five Months 2005

BMW Group sales rose in May by 7.5% compared with the same month last year to 113,626 automobiles (previous year: 105,681). For the period up to and including May, the number of BMW, MINI and Rolls-Royce vehicles delivered to customers rose by 8.4% to 517,184 (previous year: 477,098). This means that the company has broken the 500,000 vehicle barrier as early as May for the first time in its history.

In terms of sales volume, the rankings of the top three markets for the period to the end of May were as follows: Germany comes in first place, with sales of 121,040 automobiles (previous year: 111,595/+8.5%), closely followed by the USA, with 117,844 vehicles sold (previous year: 115,737/+1.8%). In third place comes the UK, where the number of cars delivered rose by 6.1% to 62,494 (previous year: 58,905). The highest absolute growth rate in Western Europe was recorded by Portugal with an increase of 47.8% to 3,617 (previous year: 2,447). Amongst the volume markets, Spain grew particularly dynamically, increasing by 23.3% to 22,713 automobiles (previous year: 18,425). In the American markets, Argentina, with plus 56.0% growth, is the front-runner (599/ previous year: 384); in Asia, this position is taken by Malaysia with plus 42.9% (1,405/previous year: 983).

The BMW brand increased sales in May by 6.4% to 96,061 units (previous year: 90,290). For the months up to and including May, the increase is 7.8% to 428,489 BMW automobiles (previous year: 397,631). Dr. Michael Ganal, Member of the Board of Management of BMW AG responsible for Sales and Marketing: "With these figures, we are ahead of our relevant competitors in the first five months. This applies for absolute and percentage growth and for overall volume."

All the model series have played a part in this development. The new models have been launched very successfully in the markets. For example, 40,834 of the new BMW 3 Series saloon, which is now available in the American markets and in Asia ? and thus worldwide ? have been sold since the market launch at the beginning of March. The popularity in the market of the BMW 1 Series proves that the entry into the compact class has succeeded with this premium product: in the first five months of 2005, 60,746 vehicles have already been sold.

The MINI brand is convincingly continuing its sustained growth course. In May, the increase in sales was 14.2% to 17,511 automobiles (previous year: 15,327), and for the period ending May, the figure is plus 11.7% to 88,459 (previous year: 79,197). Michael Ganal: "No other small car is so successful worldwide as the MINI and no other can demonstrate such sustained sales growth over its model cycle." With 20,721 cars sold, almost a quarter of sales volume was accounted for by the convertible version in the first five months of 2005. In May, the convertible actually accounts for a third of sales, with 4,449 open-top MINI sold.

Rolls-Royce delivered 54 Phantoms to customers in May (previous year: 64/-15.6%). For the period up to and including May, sales reached 236 cars (previous year: 270/-12.6%).

MOTORCYCLE SEGMENT IMPROVES BY 11.2% IN MAY
In the motorcycle segment, the stimulus to growth provided by the product offensive continues to have a positive effect on sales. In May, deliveries to customers reached 11,010, which is an 11.2% increase (previous year: 9,900). For the period up to and including May, the rate of growth is 20.0% to 45,635 units (previous year: 38,032).

BMW Press

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1999 528 iT: WBADP5330XBR95181. Four door, five speed manual transmission. Jet black/black leather interior. Sport package, power glass moon roof, exc. condition. Second owner. 69,900 miles, \$17,900. Contact George at 360-830-5043 or email seabackwa@aol.com.

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

Parts for Sale

Parting out 1983 320i: Sport edition, Recorro seats, air dam, sway bar, five-speed, engine runs good. Call Mike at 425-861-6540.

Conforti /Turner Motorsports Performance Chip: for 1995 E36 M3. In original box. \$160. Contact Garth Knapp at garrknapp@hotmail.com or 360-790-9200.

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H & R Sport Springs for 1995 E36 M3:

Like new, in original box. Used for only a few weeks. I bought new Koni adjustable shocks with coilovers. The H & R's lower the car about an inch, provide a substantial improvement in handling, and maintain a very civilized ride. \$200 obo. Contact Garth Knapp at 360-790-9200 or garrknapp@hotmail.com.

E36 M3 Contour Wheels: Original wheels from my 98 M3. Set includes (2) 7.5 x 17 front and (2) 8.5 x 17 rear wheels as well as (1) 7.5 x 17 spare. Excellent condition with less than 10K miles. \$550 OBO. Contact Greg Adams at 206-619-9530 or gradams@msn.com.

Wheels: Set of five 16" Ellipsoid wheels with Michelin Energy MXV4 235/60, "H" speed rated from 2000 E-38 740iL. Four tires are almost new with < 1500 miles; fifth tire is 40% worn. Wheels are in fair condition, all have some road rash and one is out of round—\$350. Contact Cliff Carpenter at 425-644-6003 or cliff.carpenter@comcast.net.

E46 Beautiful Dinan front strut bar: (used one month) \$250. Dinan carbon fiber engine covers (used one month) for 330i, two pieces \$400. Check out new prices from Dinan! Bought an M3! Contact Jaime O'Leary at 425-765-7047 or Jaimeole@aol.com.

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.

Wheels/tires: Set of four (4) 18" wheels. Authentic BMW "Star Spoke 69" with Continental ContiSport Contact ZR rated tires. (Off of a 1997 E38 740iL) Immaculate condition. A rare look! \$1,000. Contact Mark at 253-582-5756.

Wanted

IHKA heater control unit: Reasonably priced, intact IHKA heater control unit for a 1992 BMW 735i (the one inside the dash). Email daves92bmw@yahoo.com.

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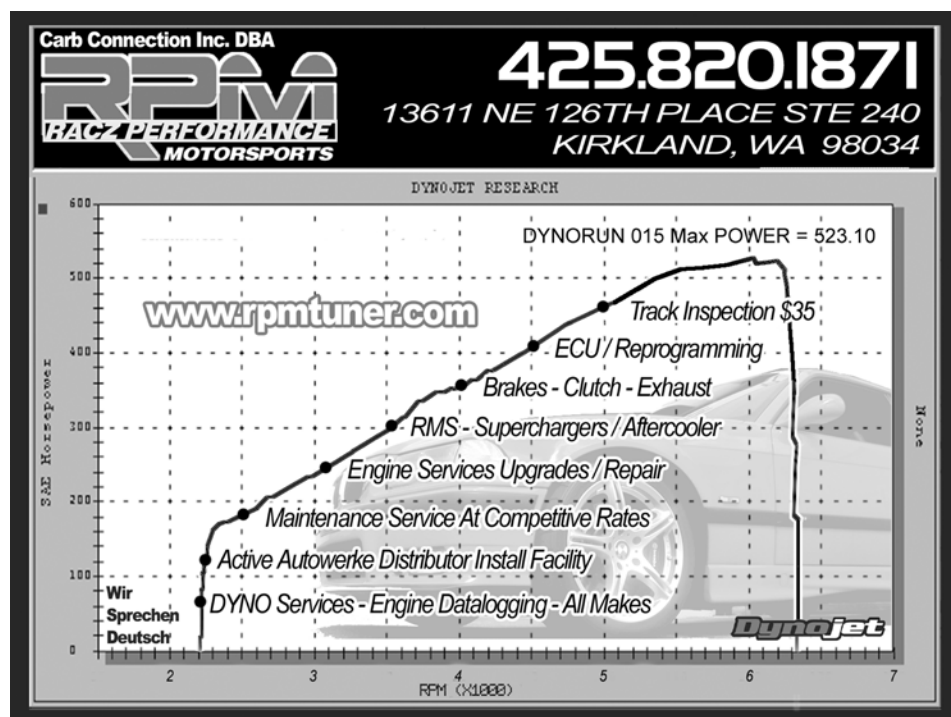
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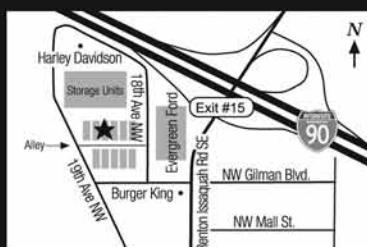


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