



SEPTEMBER 2005

Zündfolge

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



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Boilerplate

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Club Activities 3

Motorsports 6

Concours d'Elegance Review 8

The Unsage Mechanic 16

M Formation 18

Classified Marketplace 20

KALENDER

August 27

Annual Three Mountain Passes Loop Run.

This run is also known as the "I drove over three mountain passes just for some Mexican food run" or the fall color run. The highlight of the run is the drive up the winding basaltic masterpiece called the Yakima River Canyon. Contact Martin Hovenkotter at mhoven@comcast.net.

August 30

Deadline for the October 2005 *Zündfolge*. Note the earlier deadline date do to scheduling issues.

September 1

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

September 16-18

Sunriver Exotic Car Show. Read the article in the August issue of *Zündfolge* for more information. Contact Brian Cone at briancone2@comcast.net.

October 1

Deadline for the 2006 Board Member nominations.

October 1-2

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

October 6

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

October 8-9

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

October 11

Deadline for the November/December 2005 *Zündfolge*. **Note:** this is a combine issue for November and December.

January 2006

The Club's Annual Banquet and Auction.

This year the auction proceeds will benefit the Arthritis Foundation. Contact Banquet Coordinator de-Anna Martin at de_anna@yahoo.com to help with this event.

FROM THE EDITOR

- All contributions and correspondence with the *Zündfolge* staff need to be sent to Lucetta Lightfoot, the *Zündfolge* editor, at lucettalightfoot@msn.com. Submit all photos as 350dpi tifs at 100% size. Submit text display ads as 800dpi tifs. Items submitted for publication will not be returned.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwcclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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

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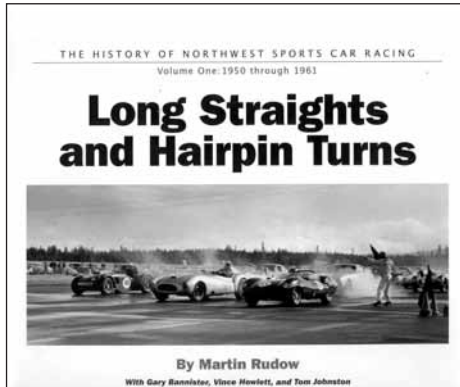
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Pacific Raceways as it appeared when the track was new.

A FEW OF YOU MAY HAVE NOTICED a new book on display at the vintage races over the fourth of July weekend. The book is titled, *Long Straights and Hairpin Turns: The History of Northwest Sports Car Racing, Volume One: 1950 through 1961*. The author is Martin Rudow, the local publisher of *Vintage*

Drift, SOVREN's magazine. Martin has researched and written the definitive story of local sports car racing. A second volume, covering the years from 1962 through 1970 is in process and expected to be published in two years.

Martin has chronicled not only the venues but the participants and their now classic cars. The book includes period photos and track maps of virtually every track. Some of the same cars are seen at the historic races these days—some of the same drivers too—but mostly the book captures a bygone era with hay bales instead of Armco and spectators ridiculously close to the racing action. This is an era when Le Mans starts were commonplace. And sometimes, rather than a gridded start, the entire field lined up on the start line!

The book is hardcover with dust jacket, large format and a quality piece in all regards. There is nothing else on the subject, so this is a must-have for those interested in northwest sport car racing.

On September 17th, we're holding a meeting to hear from Martin Rudow the story of how the book came to be. Martin's got a lot of great stories, as you can imagine, from his research prior to writing the book. We're going to allow plenty of time to hear those stories and have a question and answer session too. Of course, Martin will bring along copies for sale, but don't feel obligated to buy. If you're interested in the subject, be sure you're there. But if you do want a copy, Martin will be happy to sign it for you.

The meeting will be held at the Mercer Island Library located at 4400 88th Avenue S.E. on Mercer Island. The meeting will be Saturday morning, September 17th from 10 a.m. until noon. There is no cost to attend but an RSVP would be appreciated.

David Lightfoot
d.lightfoot@comcast.net

Driving Directions:

- From I-90 take the Island Crest Way exit. Go south on Island Crest Way.
- Turn left on S.E. 44th Street.
- Then turn right on 88th Avenue S.E. The library is located on the corner.

Sunriver Exotic Car Show September 16-18

FRIDAY MORNING, we depart after breakfast in Tualatin. After a spirited drive through the mountains, we have lunch in Sisters. Arriving in Bend, we have a complementary car wash at Carrera Motors. Food and wine is available during registration in Sunriver Village.

Saturday is the car show. Everyone is excited to park their car at the Village, answer questions about our cars, walk around and meet other car owners, and socialize with the crowd. Late in the afternoon is the wine and cheese party at John's house. This is a great chance to share stories, make new friends, and enjoy the atmosphere! The evening banquet and awards ceremony is very fun, with John's great sense of humor adding to the entertainment.

Sunday is the driving event, a romp through the hills surrounding Bend. Look in your rear view mirror, and you may see a Countach, an M1, or even a classic XKE! Quite a sight! Lunch at a resort gives us a chance to talk about our experiences and think about next year.

Please consider signing up for this event. To register, send a message to Brian Cone at briancone2@comcast.net. Hope to see you there!



This month's cover features the Best of Show winner at the 2005 BMW CCA Puget Sound Region Concourse d'Elegance. It is the same beautiful Malaga 1970 2002 owned by Club member Jon Walla, which graced

the cover last year. Jon has owned the car since 1979 and the car has endured an on and off again owner restoration over the last twenty years, including installing most of the typical 2002 performance upgrades. It certainly shines up well for sunny Concours events.

Photo was taken by Club member and Zündfolge Photo Editor, Duane Montagne using a Canon Digital Rebel XT camera with a Tamron 18-200mm lens.

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Cascade Circle Tour

October 8 & 9

BMW CCA PUGET SOUND REGION will have an overnight drive October 8th and 9th. We will meet Saturday morning at 8 a.m. at the Issaquah Starbucks/Krispy Kreme parking lot on East Lake Sammamish Parkway in Issaquah. (Take exit 17 from Interstate 90 and turn north two blocks to the Home Depot Center). We'll be parked next to the Starbucks. After a quick driver's meeting, we will head out promptly at 8:30 a.m. We should then arrive in Enumclaw at about 9:30 a.m. for a fifteen-minute stop at the Enumclaw Safeway on Hwy 410 for participants who prefer to join the group at a more southerly location.

Saturday will be a driver's day as we will first travel the very scenic back roads around the east side of Mt. Rainier and then on to the twisty roads east of Mt. St. Helens. We'll stop for a picnic lunch near the volcano, and then continue south to the Columbia Gorge at Carson. We'll travel east along the Columbia River to our overnight stop at Hood River. Small groups can find dinner at a variety of restaurants in Hood River to end their day.

Be sure to reserve a room in the Hood River area. There are a number of accommodations available. We have a block of rooms held at one of Hood River's newest hotels, the Hood River

... long stretches of twisties on day one, and wide-open, sweeping, full-legal-speed curves through hills and farm country on day two.

Comfort Suites. Reserve your room by early September and mention the BMW Club to get the group rate.

We leave Hood River at 8 a.m. Sunday morning for the Maryhill Museum, the SOVREN historic racecar hill climb up the famous Maryhill Loops Road and the Stonehenge replica built by Sam Hill. At noon we will leave Maryhill for the return home via Hwy 97 with a photo opportunity stop at the Toppenish Murals and a bring-your-own lunch stop at a winery in the Yakima Valley with the weather deciding whether we return via Chinook Pass or via that great basaltic canyon of the Yakima River.

You should plan on long stretches of twisties on day one, and wide-open, sweeping, full-legal-speed curves through hills and farm country on day two. You may plan on returning to Seattle area by 6:30 p.m. Sunday night.

Email mhoven@comcast.net or see the Club Bulletin Board for more details.

West Coast Group Gathering & Tour

October 1 & 2

Southern Oregon & Northern California

MARK YOUR CALENDAR for the weekend of October 1 and 2. We have planned a two-day tour originating in Ashland Oregon covering nearly 700 miles, primarily on back roads, in Southern Oregon and Northern California. This location was chosen to include cars from up and down the West Coast for a gathering and drive over numerous twisty and scenic roads selected by BMW CCA member Larry Kangley. Views will be provided of the Rogue River, Mt. McLoughlin, Klamath Lake, Crater Lake, Mt. Thielsen, Mt. Shasta, Trinity Alps, and the Klamath River.

Following arrival in Ashland Friday night, we will start out Saturday morning for Klamath Falls via SR66, then head north on US97 along Klamath Lake toward Crater Lake on SR62. We will enter Crater Lake National Park, circle the lake, and exit the park on SR232. Then we will follow SR230 and SR62 along the Rogue River to Prospect. From Prospect, we will head to Butte Falls, Lake of the Woods, and back to Ashland for the night, capping a 310-mile driving day.

Sunday morning we will depart Ashland for Yreka, California. From Yreka, we'll head toward Callahan and the Whiskeytown-Shasta-Trinity National Recreation Area surrounding Claire Engle Lake. At Weaverville, we'll head west on SR299 to Willow Creek, then go north on SR96 to Hoopa and Happy Camp. From Happy Camp, we'll go east back to the highway and Ashland to end a 380-mile driving day.

If you have questions or would like to join us for all or part of this event, please contact Steve Larimer at larimersteven@yahoo.com.



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Drive-A-Thon



Photo by Cameron Scott.

CLUB MEMBER CAM SCOTT, is organizing a touring event to northeast Oregon for the weekend of September 9-11, 2005. Cam's knowledge of the area is extensive, and he has invented a route that will highlight the most impressive scenery you have ever seen in Oregon! Plus, the event will raise funds for the Doernbecher Children's Hospital.

The route takes us from Gresham past Government Camp and Warm Springs to Madras. Passing through Prineville, we will stop for lunch in Dayville and take a break in Ukiah. Then we will drive through LaGrande, Enterprise and Joseph to arrive at South Wallowa Lake.

For those of you who haven't been, to Joseph, there is a lot to do there. Great twisty roads out to the Hells Canyon Wilderness area, trout fishing in the lake, parasailing, a pack horse tour of the back country with incredible photo ops of some of the most beautiful scenery you will ever see. There are a large number of shops in Joseph for

those who like to shop, and great golfing nearby.

We will have the opportunity to tour the local bronze foundry. Joseph has the significance of having the most unique Tram in the United States. The cable that operates the Tram is over 2.5 miles long! In fifteen minutes, you are whisked from the floor of the valley at the end of the lake (4,157 elevation) to over 9,000 feet to the summit of Mt. Howard, the highest alpine skiing area in the United States. There are really great hiking trails up there and on a clear day you can see the entire Hell's Canyon wilderness area. This area of the Wallowas is often referred to as the "Swiss Alps of the Western USA."

Remember, this trip is a "Drive-A-Thon." The purpose is to raise funds for the Doernbecher Children's Hospital. Each participant in the event is encouraged to find sponsors to donate to the event. It is our goal to find as many sponsors as we can, to meet our

projected goal of \$500 to \$1,500 per car entered, with twenty participants. As a driver, you can personally donate as little or as much as you want.

At the end of the driving event (on Sunday evening) at the dinner in Hood River, we will be presenting the check to the folks from the Doernbecher foundation.

So, let's start signing up, gang! To register for this event, call or email Cam Scott, with the number of drivers and passengers, and he will give you details about the route and lodging. This is an excellent opportunity for a great drive, so sign up now!



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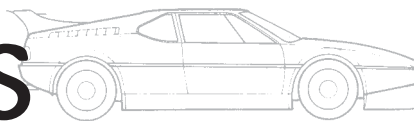
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The Car Goes Where You're Looking

Considering that I don't have any pressing business to take care of this month, I'd like to take this month to talk about one of my favorite subjects—vision! If I've ever been in the car with you, you know I harp on it. Where are you looking? You should be able to tell me standing in the paddock what you'll be looking for at any given point on the track that we're at. And I'm not just talking about literal vision with your eyes. It also includes your mind, and what you can see by memory.

Look Where You Want to Go

I can't tell you how important it is to be ahead of the car. Don't react to the situation at hand; plan where you want the car to go. This is accomplished with your eyesight and your brain. Look where you want to go, your hands will naturally follow your eyes and brain, then the car will go there. If you look at a point ten feet in front of the car—or even worse,

at the hood of your car—that's where the car goes. Your driving will be rough and choppy, and your passenger will be green. The farther ahead you can look, the more time you will have to process the information, plan what you want to do and how you're going to do it. Your driving will smooth out, and the car will naturally go faster. The faster you go, the farther ahead of the car you need to be. What works when you're going 60 mph, freeway speeds, will not work at 120 mph, track speeds, as landmarks are coming up much faster. Remember the old rule from High School drivers' ed; you need to leave two seconds between you and the car in front of you on the freeway? It's the same principle. At twice the speed, you'll need to be looking twice as far ahead of the car to still have the time to make inputs smoothly, which is even more critical at higher speeds. The farther ahead you're looking, the more time you'll have to react to an unusual situation. It's much easier to avoid the cone in the middle of the track if it's half a mile ahead of you instead of 100 yards away. What's more, here's a skill you can directly translate to your every day driving. The farther ahead you're looking, the easier it will be to

avoid the ladder which just dropped off the truck ahead of you. You can see it with plenty of time to find an escape path and look where you want to go.

Quit Looking at Cones

Cones are a crutch that helps you in your first few schools to learn the parts of each corner. Cones have a bad habit of moving, so they don't make good points on which to focus. If you're relying on cones, and someone in front of you gets it wrong, punts the braking cone, that you routinely use, the corner's going to be real interesting when you get to turn-in. If you graduate into racing, there may be no cones at all! They're a real menace if someone kicks one up in a tight pack of cars. Get in the habit of finding permanent landmarks all the way around the track. Ask your instructors what they're looking at a given location. In most instances, it will make a corner much easier if you're looking at a point through the corner past track-out. Ask me sometime about the tree I aim for in Turn 7 at Pacific Raceways. Ever since I figured out where to look there, a really hairy corner is now no big deal. Yes, the car gets light and may try to step out, but I'm

Thank You BMW Seattle

AT THE JULY 10th BMW CCA Puget Sound Region Driving School at Pacific Raceways, your sales person, Night Chang, took time out of his busy schedule and brought out an Arctic Metallic 2006 330i with premium package for display. Members gawked, asked questions and went for rides around the facility parking area (no, not around the track—although several members volunteered their services). On behalf of the Board of Directors of BMW CCA Puget Sound Region, thank you for your continued support of our Club and our mutual enjoyment of The Ultimate Driving Machine.

*Jeff Butler
Technical Events Chair*

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aiming for a tree in the braking zone for eight, and my hands follow my eyes. If the car rotates, my hands automatically correct to point me back at the tree.

Be Perfect All the Time

It's critical for you to be disciplined while out on track, no matter what the situation. Even under a yellow flag or on your cool down, keep your eyes up, concentrate on where you're looking, and drive a perfect line. Your mind is a hard drive of sorts, constantly recording information. You will naturally drive by the last information you put there. So if you relax and let your line go to pot right before you go into the pits, how do you think you'll do when you start the next session?

Use Your Brain

As I said, you've got the whole track recorded in a movie in your mind. Use that to your advantage. How many corners, at the tracks on which you drive, have blind apexes or track-outs? No, you can't see them, but you know where they are in your head. This can be critical at certain points. That's why big sweepers are so hard when you're first starting out, as you haven't developed a good picture in your mind of what the corner looks like and where the car should be. Learn to get farther ahead of the car in your mind. The farther ahead of the car you are, the smoother you will be, as you'll have ample time to plan where to put the car at any given point on the track. The smoother you are with your inputs, the faster you can go. Smooth equals fast. I almost separate myself in my head from where I am right now. Yes, the car's turning in for Turn 2,

but I'm already planning where I'm going to put the car at the exit of the corner, setting up for the next one. What's even better about this skill is you don't need to be on the track to practice your driving. Close your eyes and imagine driving. Imagine it at exactly the same pace as it happens in reality. What are you looking at? Where are you braking? What areas are you uncomfortable with and need some help with? If you do this the day before you go to the track (or even right before you go out) you'll be smoother and faster. I promise.

Credit where credit's due

It's said that the secret to instructing well is stealing every good idea that comes your way, and I'm no different. This is certainly not a new idea, and I need to thank a couple of people who have taught me this skill. Ross Bentley, and his book *Speed Secrets**, have taught me quite a bit. If you haven't read it yet, I highly recommend you do. I've put the whole listing for the book below. There's a list of more driving technique books we've enjoyed on the website under the Driving Schools tab if you'd like to continue your learning. I also want to thank Scott Adare from the Inland Empire Chapter. He is the local master of vision, and if you ever have the chance to have him ride in the right seat with you, take it!

Tom Olsson
olssons@seanet.com
206.890.8616

* *Speed Secrets, Professional Race Driving Techniques*, Ross Bentley (1998)
ISBN 0-7603-0518-8 MBI Publishing

2005 Driving Events Calendar

BMW CCA PSR Events:

November

19 Novice Skills Training, Bremerton

Other Events open to CCA Drivers:

September

2 BSCC Lapping Day at Bremerton
13 BMW CCBC School at Mission, BC
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

November

6 BMW CCBC Winter Skills Clinic at Boundary Bay, BC
12 PCA PNWR Skills Day at Bremerton

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Views from the Concours

Concours Chair

Lance Richert, 1988 M3

The 25th Annual Concours d'Elegance was another sun-drenched day on the lush green lawn at Cedar River Park in Renton. I was hoping for sun, and that we got, with a bonus of being fifteen degrees cooler than last year. We were pleased to welcome Eddy Funahashi, our BMW CCA Regional VP, to the event. Eddy is a great guy and a worthy representative for us on the national board.

Roughly 125 BMWs were on the lawn, including a few BMW race cars, a half dozen BMW motorcycles (Beemers) and a new class for the MINI! Out of this, a record 58 members entered their BMWs in the judged competition. Clean these BMWs are! At 3 p.m. we had a Best in Show winner, congratulations again to Jon Walla with his Malaga 1970 2002. Jon is the first repeat Best in Show winner that I am aware of. Well done Jon!

BMW Seattle was again our major sponsor, and brought the recently introduced 3 Series and 6 Series out for Club members to see. BMW Seattle

also provided some nice items from their boutique which were raffled off at the end of the day. Griot's Garage was also on hand again, doling out great Car Care Maintenance Kits to those in attendance. Everyone has no excuse not to keep their BMWs cleaned and waxed into the winter now. Mark Greene, of Griot's, picked Rich Milham's 1990 325iX as the winner of their Preservation Award.

Great to see many of the SIGs coming out as groups! The only thing better than seeing one E24 is seeing eight in a row! Same with the 3s, 5s and 7s out on the lawn. The featured BMW this year was the E28 5 Series, and I'm happy to say, the first time we've had a 4-door model for the Featured Car. Personally, I thought if we had fifteen on the lawn it would be a great day. I lost count but I think twenty-eight of these beautiful cruisers made it out! This might be a record for Featured Car turnout.

Thank you to all the volunteers who put in many hours making the event so fun. The work of the judges was particu-

larly hard this year, with the heat and the record turnout. We'll be looking for a few more volunteer judges to help next year.

The Renton River Days Festival lets us use the lawn for free, however they ask for us to make a donation to a local Renton charity. We are happy to be able to donate \$600 to the Renton Lions Club.

Griot's Garage Preservation Award Rich Milham, 1990 325ix

My 1990 BMW 325iX Coupe was purchased new from Universal Motors in Anchorage, Alaska on August 20, 1990. Sticker price was \$32,205. It was operated in Alaska until September of 1995 when the original owner relocated to Hot Springs, South Dakota. It was driven there until May of 2003 when the original owner traded it in to BMW Seattle, where it was purchased by BMW CCA PSR Member Doug Cullum who works there, in the Parts Department. Doug had a lot of mechanical work done at BMW Seattle including replacing 325iX specific items like the

BMW Seattle

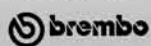
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transfer case and front driveshaft assembly. These parts aren't cheap. Doug had receipts for everything, unlike the first owner, who used a permanent marking pen to document maintenance in the engine compartment!

I bought the car from Doug in April of this year in very good shape, with approximately 140,000 miles on the odometer. I noticed the underside was coated with dried red clay, apparently from hard work on dirt roads in South Dakota. Only parts not affected were the ones changed out by Doug. The clay protected everything from rust. Used a pressure washer and degreaser to remove as much as possible. Bought bumper trim and a windshield wiper switch (from Doug). Removing the bumpers produced much more clay. I learned the hard way to disconnect the battery before removing the steering wheel and air bag assembly to replace the windshield wiper switch. Resetting the SRS light on this model is no easy job even with the correct tool. I have driven the iX regularly, and worked on various cosmetic things. Member Brad Cecil refinished the wheels.

I signed up for the Concours not knowing what to expect, never having participated before. I had never seen so many immaculate BMWs in one place, and realized quickly that my preparation was wholly inadequate. The iX is a BMW that was used hard, not a garage queen. I nervously hand vacuumed after removing the floor mats. After scoping out the competition, I thought there might be a chance to win the Doritos Challenge, not the Preservation Award! I am very thankful to our sponsor, Griot's Garage, for the Award, and a very memorable day! This was the first Club event ever attended by my wife Debi. Now she wants to know when the next event is! For me, it is the E30 Picnic!

E28 SIG Leader

Louie Lindenmeyer, 1988 535is

WOW!!! I never expected to see 28 E28s on the grass at the 2005 Concours—and there were others in the parking lot! Thanks to all of you who drove hours or took ferries to make such a great showing!

Now since the Concours is past, we can think about some of the things we saw people do to their E28s which we might like to do to ours. Maybe we saw some red spark plug wires, a cold air intake, lowered suspension, a fine stereo system or a beautiful set of wheels; things you could run to a store and install yourself or have installed. What about the things that don't jump out at you? Some of those items *individualize* a car without all the fanfare? Things you don't get out of a catalog and are more "word-of-mouth" through a Special Interest Group (SIG).

For example, some of the E28s on display at the Concours had moon roofs from an E23 7-series or a SAAB 900 (who ever found out about that one?!?). Others have larger brakes from E32s and E34s. The aluminum lower control arms from an E34 were kinda cool looking and the 3.73 limited slip differential from a 3-series bolts up relatively easily and is quite a performance boost. The fuel injectors from a Ford Mustang are a reasonable upgrade for the 1988 528e, 3.5L M30 motors and inexpensive compared to stock. Items not in a catalog for E28s or easily viewed but definitely shared by enthusiasts.

Other items shared are a little more mundane—valve adjustments, replacing sub frame bushings, replacing window guides, and electrical wiring. Problems or broken parts may bring a group together where one person with the knowledge can help educate others. There's a lot of knowledge and experience to share and for 20-year-old BMWs there's not much new that hasn't been done or happened before. Besides the wonderful help I've received, I'm really partial to the sharing of the cheeseball Charlie B. brings to our wrench sessions (talk about the cheeseball was a common subject at the Concours) and brats boiled in Redhook ESB are always a hit.

Some SIG members don't have E28s anymore but they still have something to contribute and that's all you really need.

BMW CCA Puget Sound Region 2005 Concours Results

Best in Show

Jon Walla	1970 - 2002
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Griot's Garage Preservation Award

Rich Millham	1990 - 325ix
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People's Choice Award

John Fu	2006 - 750iL
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Doritos Challenge

Dominik Kester	1988 - 535i
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Class Winners: (listed first, second and third place)

Vintage Cars

Jon Walla	1970 - 2002
Cameron Smith	1973 - 2002
Steve Benirschke	1970 - 2800cs

Early 3 Series

Keith Fournier	1988 - M3
Mike Ellis	1991 - E30ic
Peter Jadis	1991 - 318ic

Early Big Cars

John Allen	1988 - M5
Steve Melrose	1981 - 635csi
Steve Melrose	1988 - M6

Modern 3 Series

Rick Gulstrom	1999 - M3
Mark Allen	1995 - M3
Alan James	1998 - M3

Current 3 Series

Jack Brastad	2003 - M3
Jaime O'Leary	2004 - M3
Rod Pascua	2004 - 330ci

Modern Big Cars

Darren Carlson	1995 - 540i
Alan Carr	1991 - M5
Michael James	1991 - 850i

Current Big Cars

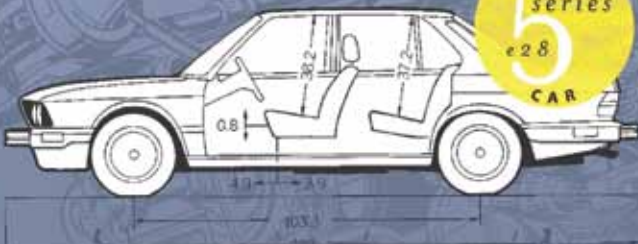
John MacPherson	2001 - 740i
John Fu	2006 - 750Li
Brian Marsteller	2003 - M5

Z Cars

de-Anna Martin	2003 - Z4
Jon Lucia	2001 - Z8
John Barnes	2005 - Z4



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The trophy winners!

Photo by Scott Thompson.



The judges at work.

Photo by Dane Martin.



An E28 participates as the featured model.

Photo by Bob Grey.



Dane Martin giving his car some last minute cleaning.

Photo by Jason Tang.



Several BMW bikes joined the display.

Photo by Bob Grey.



A long line of Z cars.

Photo by Bob Grey.



Photo by Mike Ellis.



Jason Tang having fun as a judge.

Photo by Dane Martin.



BMW Racecars on display.

Photo by Scott Thompson.



All of the first place winners line up for the Best in Show judging.

Photo by Dane Martin.



Alan James (judge coordinator) receiving a trophy for his car.

Photo by Dane Martin.



Bryce Allen with his 1988 535is, an example of the featured model an E28.

Photo by Mark Allen.



Some nice vintage BMWs participated in the Concours.

Photo by Dane Martin.



Lance Richert (left) and Louis Hesselt van Dinter (right) awarding John Fu (center) his trophy.

Photo by Jason Tang.

BMW Night at the Drags

THANKS TO DOUG MILL and his generous donation at the banquet this year, Club members and high bidders Rob Dunn and Glenn Brown drove his hard chargen 57 Chev at Pacific Raceways at what turned out to be a Club night of drag racing. Most of the BMW faithful needed a bit of practice before we could achieve a respectable ET as drag racing proved to be harder than it looked. By the end of the night we started to turn in some decent times. The trick is to leave on the last yellow light. The night was a big success and there was some talk of it being an annual event. See the Club web site under Club events for a complete write up. Thanks again to Doug, Rob and Glenn for their generous contribution to the Northwest Parkinson's Foundation.

Jeff Butler

DOUG MILL's '57 CHEV is a real kick to drive: totally stock from the exterior (unless you notice the huge slicks on the rear), totally stock on the interior with even the automatic shifter still on the column behind those huge steering wheels they made in the 50s, huge 408 ci engine hooked up to an amazing automatic transmission.

Doug put together a great afternoon and evening for me. He had me drive the car from his home in Bellevue to the track and then coached me through six very fun runs down the quarter mile. He entered me in the "Cash Bash" with his money and carefully figured out how fast we should run. In this fun event you put the speed you think you will run on the windshield and should you go faster then that you are disqualified and out of the "bash." With Doug's help and his steady Chevy I managed to stay in the runoff until there were only three cars left.

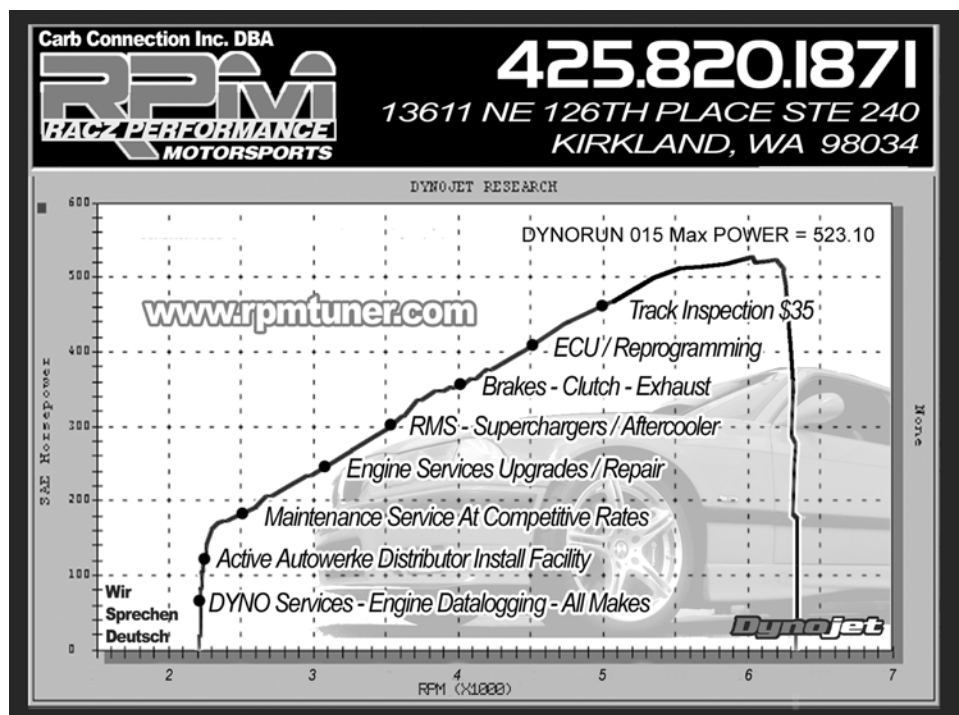
In all I got six runs in with my best time for the 1/4 mile was 12.067 seconds at 111 mph. I would like to again thank Doug for his generosity in donating not one, but two of these opportunities to drive his beautiful car at the BMW auction.

Rob Dunn, Sr.



HERE'S HOW THEY STACK UP:

Vehicle	Mods	Best ET/MPH
99 M Coupe	Dinan blower, exhaust	13.71 @ 103
01 330i	int/exh, pulleys	15.33 @ 92.56
99 540 sport	none	14.25 @ 97.49
94 332 convertible	S52 engine	13.90 @ 98.5
88 M5	Dinan Turbo	14.25 @ 105
92 325	int/exh, chip	16.22 @ ???
94 325i	S52 engine	14.00 @ 100.09
85 325E	Dinan Turbo custom	13.03 @ 113.36
57 Chevrolet	Stroker small block w/ roller cam	11.90 @ 112.6
99 M3	none	14.73 @ 92.58
00 M5	none	14.53 @ 99
89 325is	none	16.10 @ ???
03 Mercedes CL600	stock w/ drag radials	11.87 @ 115.78
87 535is	chip, exh, cam, lots of wheel hop	15.38 @ 88.88



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Dyno Event Recap

SATURDAY, JULY 30TH was the dyno event and BBQ at the Carb Connection in Kirkland (www.carbcon.com). The owners, John and Alex, opened their doors for the Club at a discounted price. Fourteen Club member's dyno'ed their cars. All enjoyed burgers and an afternoon of bench racing. Also of interest were several of the ongoing projects in the shop, like the twin screw supercharged Viper (can you say 600 + horse power at the wheels) and the twin turbo 2006 Pontiac GTO. When reviewing the numbers, use 18% as a multiplier to convert to flywheel horsepower. Here is how the cars all stacked up.

*Jeff Butler
Tech Events Chair*

Vehicle	Modifications	Best Horsepower/Torque
2001 M5	None	333.2 hp 314 tq
1972 2002	None 104.7hp 99 tq	(2 time concour winner)
1988 325 is	Conforti chip	147.8 hp 149.1 tq
1998 M3	UUC flywheel, Dinan int/exh,	237.2 hp 222.4 tq m50 manifold, pullies
1988 M6	Race car with lots of mods	309 hp
2000 M Roadster	Dinan supercharger, super sprint exhaust	300.8 hp 250 tq
1988 325i	Pro 3 race car with chip & exhaust	156 hp
1999 M3	Cam Kit, int/exh, software, pullies, m50 manifold	249 hp
2001 M Coupe	Exhaust (only run to 7000 rpm due to DSC limiting	275 hp
1999 540	Light Flywheel & software	278.5 hp 295 tq
1999 M3 Convertible	Dinan Supercharger, exhaust	295 hp
2002 M5	K&N filters	333 hp 328.9 tq
1997 M3	None	208.6 hp 209.7 tq
2005 Corvette	Corsa sport exhaust & M5 floor mats	335 hp 325 tq



Photos by Rick Gulstrom.

Chapter Elections

IT'S TIME TO START PREPARING for election of the 2006 Board of Directors of the Puget Sound Region BMW Club. According to our bylaws, a Nominations Committee is appointed at the August Board meeting.

The Committee is soliciting members to serve on the Board of Directors for the 2006 calendar year. The elected positions include: President, Vice-President, Secretary, Treasurer, Membership Coordinator, Roster Manager, Concours Coordinator, Banquet Coordinator, Tech Event Coordinator, SIG Coordinator, and Tour Coordinator. To be eligible for President you must have been on the Board for the immediately preceding two years. To be Vice-President, Secretary, or Treasurer, you must have been on the Board for the immediately preceding year. The other positions are open to those who have been Club members in good standing for at least one year.

For those that would like to run for one of the elected Board positions for

2006, contact President Rick Gulstrom (contact information is on page two) or contact the Nominations Committee at the Club post office box. We can tell you what the duties of each position are and what to expect in the way of time commitment. The application deadline is

October 1st. Any contested positions will result in a ballot and candidacy statements in the Nov./Dec. *Zündfolge*.

Board terms are for one calendar year. Election results will be announced at the annual banquet in January and in the February *Zündfolge*.

BMW
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SIG HAPPENINGS

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	2500/2800/ 3.0si/Bavaria	68-77	Gus Blazek	253-941-0436	blazeks@comcast.net
E9	2800cs/3.0cs/ 3.0csi/csl	68-75	Ken Olsen	425-898-8544	kenolsen@nwlinc.com
E10	2002	68-76	Brian Capp	425-888-4002	b2002c@comcast.net www.2002sig.com
E24	6 series	76-89	Erik Brannfors	206-356-5620	Primary: erik@brannfors.com erik.brannfors@t-mobile.com http://autos.groups.yahoo.com/ group/land sharks nw/
E28	528e/533i/ 535is/M535i/ 535i/524td/M5	82-88	Louie Lindenmayer	425-742-0500	louielouie@northwest.net
E30	3 series	84-91	Mike Ellis	253-230-2719	ss337@comcast.net http://autos.groups.yahoo.com/ group/bmw30nw/
E31	8 series	91-97	David Clary	425-489-4556	d.clary@verizon.net www.nw8s.com
E34	5 series	88-95	Mark Ditlefsen	360-692-9181	m_ditlefsen@peoplepc.com
E36	3 series	92-99	Martin Hovenkotter	425-301-4936	mhoven@comcast.net
E38	7 series	95-01	Matthew Mar	206-760-9612	info@seattle7s.com
E39	5 series/M5	97-03	Matthew Mar	206-760-9612	www.seattle5s.com
E50	Mini Cooper/Cooper S	02-Present	David Lightfoot	206-284-3165	d.lightfoot@comcast.net

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Half-Way

AFTER THE JUNE RACE AT MISSION, there was a two month break. I was going to miss the double race weekend at Spokane, as Girlchief, Racerdog and I were taking a much-needed mid-season break. I also learned, too late to change our vacation plans, that the second Spokane race was going to count for double points; this was a late decision to attract more racers to distant wilds of Spokanistan. It meant that I was further behind than I originally planned—but hey, what's the fun of being in the lead all season?

Returning from vacation, I started on my projects. After half a season's racing, #180 needed maintenance work as much as we needed a vacation. First up was the obvious stuff—an oil change and an inspection. While the oil drained, I crawled under the car and got a wrench on every nut and bolt I could find. My left control-arm-to-subframe nut had worked itself half-way free. This had happened before, and I had capped it with a double nut to hold it in place. The second nut had probably been removed during the body work on my car. No biggy—I cinched the nut down, and re-double capped it. I fixed other small issues that I found.

Ian Goepford came over and helped me with some of these projects. A glutton for punishment, he mounted a new front valence. The new one, taken from a 325es, was more aerodynamically designed. It would hopefully reduce drag a bit. With a brick-shaped car and 100 hp, any little bit helped. I had broken 1:50, barely, at my previous PR race in May. With the RPM change, the new valence, and a little luck, I was hoping to hit mid 1:49's. Anyway, even if the front valence didn't help me go faster, at least I could look faster.

For reliability, I replaced my oil mechanical oil pressure gauge with an electrical gauge. The mechanical gauges tend to be more accurate, as they are not affected by the vagrancies of wire resistance and ground quality, however, they rely on an oil-carrying nylon tube. My gauge sending unit had been the

site of a small oil leak for years. Messy, and there was always the potential for a more serious failure in the middle of a race. I wasn't willing to accept that risk during a close championship run.

As the Pacific Raceways August race approached, the car was as ready as I could make it. I wasn't completely confident it would last until the end of the season, but it was going to go as far as bubble gum, wire ties and tape would allow.

Saturday morning of the race weekend was sunny and clear. It was the first race weekend of the year that I wasn't worried about rain. That was a good thing, because Group 2 was very crowded. There were over sixty cars registered, and while there are always a few no-shows, I knew we'd be racing in a crowd the next day. As always, I kept my practice session conservative, reacquainted myself with the track and car after such a long break. The car felt sorted. But as good as the car felt, the driver was lacking. After a two month break, I was having trouble being relaxed, consistent and smooth.

During afternoon qualifying, I felt a little better, but I was still driving below my expectations. If I was going to have a shot at the championship, I had to race consistently well. I qualified with a 1:49.8. It was a record time for me, by a tenth of a second, but I knew I could do better.

Sunday morning I managed a 1:49.6. Faster, yes, but I still felt like my driving was inconsistent. It placed me 4th of ten GP cars. Just in front of me was Scott Morton, newly returned to the track with a re-built Datsun 510 after our mutual "shunt" at Portland some two months before. Just behind was Andrew Bacon in his WW2 Army Air Corps P-51-painted Porsche 924. There was only half a second between the three of us, so it was likely there would be close racing. I decided that I was going to push hard at the start to pass Scott and get some traffic between us. As an added complication, there were several glacially slow Neons piloted by Ken and

Wes Hill and Hugh Golden. They were the old Don Kitch school cars, running on used-up street tires—it wasn't impossible that they would be lapped in the last few laps of the race. I didn't want to still be fighting with Scott and Andrew for position if that happened.

There were 59 cars starting Sunday afternoon. Forty cars can feel crowded; fifty cars can be insane. I'd never been on track at PR with 59 cars. It was going to be ... exciting.

And it was. When the green flag waved, 59 cars surged forwards, jockeyed for position, and tried not to hit anyone. I went to the inside in Turn 2, drove through the spray of gravel and dust kicked up by an RX7, tried to avoid an over-rotating Club Rabbit car, passed a Miata that I knew would pass me again (but it put some space between me and my competitors). The traffic was thick and unpredictable. I drove defensively, but took my openings when they appeared.

On the second lap, I couldn't see Scott's 510, but Andrew's P-51 Porsche was six o'clock high and diving out of the sun. For a moment I had a flashback to my days in the Luftwaffe as my BMW-powered Focke Wulf 190 struggled for altitude (dodging, oddly, Mitsubishi Zeros ... errrr ... Mazda RX7s) against the closing P-51. Andrew was trying hard to get by. Entering 3b, Andrew went high, and I went low. Necessity forced me to apex a bit early I found myself pointed more-or-less perpendicularly to the door of a silver B-17, I mean Miata. Not good. In a display of less-than-graceful driving, I stuffed the gear shift into second and popped the clutch—the rear wheels briefly locked and the car rotated suddenly and I was pointed down the track again.

The race began to open up. I gained time on my Stuttgart-powered competitor. Ahead, far ahead, I could see the swamp yellow 2002 of Dave Karraker. He had been a second a lap faster in qualifying, so I expected him to pull ahead—but he didn't. Somehow, I was gaining time on him. Third of ten cars

in GP sounded like a good result, but second of ten sounded better, so I pushed harder and began to very slowly make up ground on him. Every lap I was a few tenths of a second closer to him. Andrew and Scott had dropped behind me.

Two things held me back. First, I was driving poorly. I knew the car was faster. It felt like a second a lap, or more. The changes I had made to the RPM limiter and the aerodynamics had made the car faster, but not the driver. Second, I had a hesitation in the car's power between about 5 and 6,000 RPMs. It was most noticeable on the straight, where the car felt bogged down. When the car hit 6,000 RPMs, it felt like a kick in the pants as it took off again. The cars around me would gain a few car lengths each time it happened—and it happened every lap. Every lap it was a bit worse.

All the same, I kept focused on making time up on Dave Karraker's diseased yellow 2002. I was reeling him in slowly; I passed an RX7 and set up a pass on the putrid yellow 2002 on the entrance of 3A, but I couldn't pull off the pass, wobbled a bit and he gained time on me. There were only a few laps

left in the race. Behind, I could see the very fast CRX E-Production race cars catching up to us; in front were several of the former-ProFormance Racing School Dodge Neons. Dave began working his way past the Neon's on the back straight and the 5a/b-6 complex.

Entering eight, the Neon (piloted by Wes Hill) stayed high, while the CRX (piloted by Wes Storm) went low, and I stayed somewhere in the middle. For a brief moment, I had the uncommon experience of both lapping and being lapped at the same instant at the mid-point of Turn 8. As we drifted out of eight, the CRX pulled in front, I tucked into the middle, and the Neon followed behind. It was a good clean pass, with everyone cooperating, but Turn 8, with the long straight that follows, can be very sensitive to speed variations and even a minor reduction will impact the speed down the entire straight.

The traffic slowed me down. Catching up to Dave's rotten-lemon 2002, which had been a long shot, was now going to be impossible unless he made a serious error. He had done a better job of anticipation and traffic management than I, and it showed. The 2002 now

had a 200 yard lead and the LL placard was up at Start-Finish. I wasn't going to catch him this time. I drove a clean lap. I was 3rd of ten cars in GP—not a bad result.

After the race, I popped by and introduced myself to Dave, the driver of the sickly-yellow 2002. He had been having brake issues—thus the quick start, followed by the fade in speed that allowed me to nose up on him. My engine hesitation below 6k RPMs, and his brake problems, were going to haunt us both for the rest of the season—but that's how racing is: the car is never perfect (and if it is, it means something is about to break).

My fast lap of the race was a 1:48.6, a record lap for me by half-a-second. As after the May race at PR, I felt that I was going to have to find more speed, but this time it wasn't in the car. I had to clean up my driving, push harder, and be more consistent. Then maybe I could find the time to beat Dave's 2002. The speed was all in my head.

I was going to have an opportunity to find it in three weeks at Portland International Raceway.

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The hydrogen internal combustion engine is not only suitable for cars the size of the BMW 7 Series—it is efficient on a small scale, too. Proof of this has been provided by a project group at the Ingolstadt University of Applied Sciences. A remote-controlled model of the record-breaking BMW H2R—70 centimeters (27.6 inches) long, 25 centimeters (9.8 inches) wide—designed by undergraduates and doctoral students can reach a top speed of 80 km/h (49.7 mph). Last year, with the full-size BMW H2R, BMW achieved nine international records recognized by the FIA. The hydrogen-powered racing vehicle achieved a maximum speed of over 300 km/h (186 mph).

“Our model shows that hydrogen drive also works on a small scale”, says Professor Jörg Wellnitz, who led the project in his department. Wellnitz continues: “The project aims to make students more familiar with hydrogen technology. The hydrogen internal combustion engine will also play a dominant role in the future. The over 1500 working hours invested in the project show that the participants really enjoyed themselves and were totally committed.”

Four undergraduates and two doctoral students at the UAS designed the chassis in the summer semester of 2004. The plans for the engine, hydrogen tank and all remaining parts were designed using simulation software and then implemented by the students. The finished model, ready for

driving, needed only a suitable body. The record-breaking BMW H2R vehicle was ideal for this. With the support of BMW, the appropriate outer skin was produced on the basis of the original plans for the full-scale BMW H2R using the Rapid Prototyping process. Assembled, the chassis with hydrogen engine and H2R outer skin are an accurate imitation of the BMW record-breaker. Both vehicles—the original and the model—are totally unique. The model was successfully realized together with the model maker Graupner.

Important facts about the model

The model of the record-breaking hydrogen car is built to a scale of 1:8; it is 70 centimeters (27.6 inches) long, 25 centimeters (9.8 inches) wide and 15 centimeters (5.9 inches) high. The chassis was produced using aluminium and carbon fiber. Excellent propulsion is provided by the 2.2 HP, supercharged, water-cooled four-stroke engine with a capacity of 11.5 cc. There are two storage variants available for the hydrogen fuel supply: two high-pressure tanks store the equivalent of 60 litres of hydrogen under standard conditions. Alternatively, two metal hydride containers can be installed in the H2R model, containing the equivalent of 300 standard litres of fuel. This is sufficient to operate the vehicle for approx. 25 minutes.

BMW Press



NEW INTO OLD: BMW REPRODUCES THE CULT CAR OF THE 1970s

The “cult car” label is one that is popular and frequently bestowed. But there’s one car that really does merit this epithet: few models embody the spirit of the early 1970s like the BMW 2002. It is this zeitgeist phenomenon that BMW Mobile Tradition is now reproducing with the aid of new parts. And the best thing about it is that visitors to the BMW Museum at the Olympic Tower can follow its progress on a daily basis thanks to the museum’s Glass Workshop.

In the Beginning was a Number

The project was inspired by the fact that Mobile Tradition, the heritage division of the BMW Group, is now able to provide an estimated 90 percent of all spare parts for the BMW 2002. This is an outstanding parts supply for this classic, which can, incidentally, be viewed on the Internet at www.bmwmobiletradition.de. The idea of reconstructing a BMW 2002 tii developed rapidly. The core of the project is an original bodysell from the 70s. The small number of spare parts not available from the Mobile Tradition range are being provided by a donor car or remanufactured by hand. With the creation of the Glass Workshop at the BMW Museum Exhibition next to the Olympic Tower, the perfect venue for the task has been found. For the 250,000 or so visitors who come here annually, it offers a unique opportunity to follow the car’s progress live. Should the 2002 tii ever need to leave the Glass Workshop for specialized work, there will be an immediate, suitable replacement in the form of a BMW 3.0 CSL undergoing restoration. Scheduled to continue until the end of the year, the 2002 tii project is in the expert hands of master mechanic Arthur Heimann and the head of the BMW Group Mobile Tradition workshop, Klaus Kutscher. Mr. Heimann will be using several thousand Original BMW parts to build a new car more than 30 years old.

Cult Car—Cult Color

This new four-wheeler, model year 1973, will be equipped with a strong heart: a 2.0-litre four-cylinder engine generating 130 hp will be installed in the BMW 2002 tii. In the era of the Beetle, a top speed of 190 km/h (118 mph) with moderate consumption of 9 litres/100 km (26.1 mpg) was a highly commendable figure. A zero to 100 km/h (62.1 mph) acceleration time of 9.4 seconds brought tears of delight to the eyes of family men and drove them straight to the sales office of their nearest BMW dealer. This dream car came with a price tag of DM 14,400. The “historical hue” of the day was reflected in the range of paintwork colors available: verona, golf and colorado were among the bright finishes on offer, but the hallmark shade of the day was ink—a strong orange. And it is this color that has been chosen for the 2002 tii currently under construction and destined to be a true shining jewel of the 1970s.

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2002 530i: Gorgeous black w/tan leather, Sport package, 41,000 miles, AT, A/C, Keyless, CD player, power everything, tinted glass, Alloy 18" BMW sport wheels, sunroof, and much more! \$28,000. Must sell ASAP!! Please call Tony at 425-260-9806 or 425-644-7770.

2001 X5 4.4i: WBAFB33551LH09410, Oxford green metallic/black leather. 59,000 mostly highway miles. Moonroof, PDC, Xenons, sun protection glass. Excellent condition, oil changes more frequent than required by maintenance indicator, always garaged, non-smoker, purchased new from BMW Seattle, pictures available. \$29,500, Contact Reg at 206-285-6581 or rhnorb@hotmail.com.

1991 850i: WBAEG2318MCB73772, Alpine white/tan interior. Automatic transmission. 98,000 miles. Dinan chips and exhaust. BBS 17" wheels. In nice condition and well maintained. \$19,500. Contact Michael at 425-742-2962 or mrwilliams24@comcast.net.

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Parts for Sale

E46 Sport Package Steering Wheel: Zero mile take off from my 2004 325. Perfect condition. Wheel only (no airbag or horn pad). \$175 obo plus shipping. Call Jeff Lehman at 206 356-9299 or jllehman@earthlink.net.

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E46 Door, Dash & Shifter Surround Trim Kit: Zero mile take off from my 2004 325. Fits 4-doors and sport wagons. Eight piece kit in factory light-silver color. \$125 obo plus shipping. Call Jeff Lehman at 206 356-9299 or jllehman@earthlink.net.

E46 Chrome Kidney Grills: Zero mile take off from my 2004 325. Grills have chrome slats instead of black. Fits all 2003-2005 E46 models. \$40/pair plus shipping. Call Jeff Lehman at 206 356-9299 or jllehman@earthlink.net.

E36 Wheels: Four 17" E36 M3 replica LTW (lightweight) 5-spoke wheels with Michelin Pilot Sport 225/45 17 tires. Tires have approx 20,000 miles. Very nice condition. \$325 for set. Call Sean at 425-985-3193 or 425-888-3184.

E36 M3 Contour Wheels: Two 7 1/2 J x 17 front and two 8 1/2 J x 17 rear, made in Italy. Refurbished by Steve at Park Place in Bellevue. Perfect condition—never put back on the car after being refurbished. \$600 for all four. Contact R. Gulstrom at 424-644-1446 or Rick@gmsarch.com.

Wheels/tires: Set of five (5) BMW alloy 15.3" wheels, ET 22 with close to new 225/55VR 390 TRX tires from a 1987 635csi. \$125. Contact Jon Ackermann at 425-829-4175 or ccolordesign@aol.com.

1995 (E36) M3 Parts: The following items are all best offer: Limited slip differential (valued at \$400), rear axles, front struts with bearing hats, rear shocks and mounts, stock M3 springs front and rear. Also available, H&R sport springs (valued at \$150), well used Hamann muffler (\$50, or free with any purchase over \$100) and brand new drive belts for S50 motor. Contact Ron Runyan at runyancats@msn.com or call 360-848-9839.



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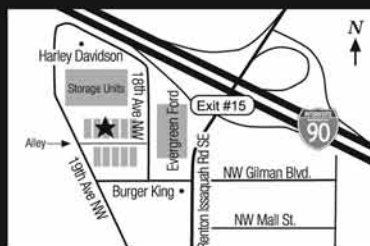


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