



MARCH 2006

Zündfolge

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



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March 2006

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Club Website

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Zündfolge Staff

Editor-In-Chief

Lucetta Lightfoot
P.O. Box 99391
Seattle, WA 98139
206-282-2641
lucettalightfoot@msn.com

Production Editor

Alan James

Columnists

Greg Mierz
Denny Organ
J. Sage Schreiner

Display Advertising

Jim Millet
206-542-5237
jimngloriamillet@comcast.net

Photographer & Photo Editor

Duane Montagne

National Office

BMW CCA National Office
1-800-878-9292
640 South Main Street, #201
Greenville, SC 29601
Phone: 864-250-0022
Fax: 864-250-0038
Email: bmwcclub@aol.com

Join the BMW CCA

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

Change of Address

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

Contact the BMW CCA

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

Portland ACA Club

BMW ACA Portland Office
P.O. Box 3491
Portland, OR 97208
Phone: 503-675-9937

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Boilerplate

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*Zündfolge design and layout by
Paulette Eickman 206.283.1423.*

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KALENDER

March 2

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.

March 4

Track Safety Equipment Seminar & Introduction to Club Racing at Sykart.
17450 West Valley Hwy, Tukwila, WA from 10:00 to 11:00 a.m. with karting until noon and the Club racing introduction commencing at noon.

March 7

Deadline for the April 2006 *Zündfolge*.

March 25

All Members Meeting at Mick Finster's Pub and Grill, 24001 on Highway 99 in Edmonds. 10:00 a.m. to 1:00 p.m. Please see the article in this *Zündfolge* for more information.

March 23-26

Gateway Tech, St. Charles, MO. Techfest is BMW CCA's national symposium on automotive technical issues relating to the operation, maintenance, modification, restoration, and enjoyment of BMW vehicles. Visit www.bmwcca.org for more information.

March 30

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. *Note: beginning in April, board meetings will be held on the last Thursday of the month, instead of the first Thursday of the month.*

April 4

Deadline for the May 2006 *Zündfolge*.

April 22

Haury's Auto Body Tech Session 10:00 am to noon at Haury's Collision 11514 Lake City Way NE. To RSVP or ask questions contact Jim Millet jimngloriamillet@comcast.net.

April 22

Daytona Review with Ken and Wes Hill. Starting at 1 p.m. at Haury's (same location as the tech session).

July 1

Dyno Event & BBQ Begins at 10:00 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@haurycollision.com or call 206-365-1565.

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.

BOARD OF DIRECTORS

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

President

Rick Gulstrom
425-644-1446 (w)
rick@gmsarch.com

Vice President

Alan James
206-300-9314 (h)
alan.james@comcast.net

Secretary

Evie Falkin
206-940-0901 (c)
eviebmw@hotmail.com

Treasurer

David Lightfoot
425-881-5072 (h)
d.lightfoot@comcast.net

Banquet Coordinator

Mary Jo Stojak
206-321-7783
mj@tiggrio.com

Concours Coordinator

Lance Richert
425-644-8009
lance@richertnet.com

Membership Coordinator

Lynne Eskil
206-406-1521 (c)
lynne.d.eskil@boeing.com

Past President

Tom Cox
425-823-5048 (h/w/f)
tcx@foxinternet.net

Risk Management

Richard Milham
253-851-5924
rjmilhamlaw@aol.com

Roster Manager

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

SIG Coordinator

Mike Ellis
ss337@comcast.net

Tech Events Coordinator

Jeff Butler
206-365-1565 (w)
jeff@haurycollision.com

Tour Coordinator

Martin Hovenkotter
425-301-4936 (c)
mhoven@comcast.net

Track Chief Driving Instructor

Walt Conley
425-271-1246
wconley@comcast.net

Track Event Coordinator

Tom Olsson
206-890-8616 (c)
olssons@seanet.com

Web Site Coordinator

Dale Beuning
206-932-4315 (h)
dale@unofficialbmw.com

Zündfolge Advertising

Jim Millet
206-542-5237 (h/w)
jimngloriamillet@comcast.net

Zündfolge Editor

Lucetta Lightfoot
206-282-2641 (h/w/c)
lucettalightfoot@msn.com

CCA Pacific Region VP

Eddy Funahashi
559-583-6768 (w)
559-582-2731 (h)
funa@cnetech.net

Haury's Lake City Collision

BMW CCA Open House and Tech Session

April 22

10:00 a.m. to noon

CLUB MEMBERS JEFF BUTLER AND ZAC UNDERWOOD, owners of Haury's Lake City Collision, are hosting another great event for us. This year they will focus on legal issues regarding consumer rights, how to insure that your car is properly repaired, negotiating with insurance companies, settling a total loss of your vehicle and diminished value. There has been a lot of discussion on the bulletin boards about these issues and they will be addressing your concerns and arming you with information to protect yourself. Guest speaker Mark Olsen with Future Forensics, a damage investigation expert, professional witness and independent damage appraiser will discuss; utilizing your insurance contracts appraisal clause and Diminished value claims. The program kicks off at 10:00 a.m. sharp with a tour of their modern, state-of-the-art collision repair shop.

Come see the latest technology in collision repair and refinishing equipment and discover why we should select a BMW approved repair shop when repairing our precious Bimmer. Topics

will include OEM certified refinish technology and a demonstration of their Celette frame repair jig system. Once the tour is complete, we'll find out from Jeff how the insurance company and body shop interact to repair our collision damaged vehicles and why we, the customer, should be well informed and involved in this process. Also discussed will be general insurance company policies and practices, differences between insurers (they're not all the same; some are better than others), aftermarket body parts, coverage for upgrades, your legal rights as the claimant or insured, how to protect your self from fraud, and more.

Circle Saturday, April 22nd on your calendar and join us at Haury's Lake City Collision Service, 11514 Lake City Way in Seattle, for an informative tech session from 10:00 a.m. to noon. Coffee and snacks will be served so arrive early. Find out more about Haury's at www.hauryscollision.com.

If you have any questions, please contact the event coordinator: Club E36 Model Enthusiast, Jim Millet, at jimngloriamillet@comcast.net or 206-542-5237.



March 25

You're a Member, Now Join the Fun

JOIN YOUR PUGET SOUND REGION BMW CCA Board members on Saturday, March 25 at 10:00 a.m. for the 2006 All Members Meeting! This is your chance to meet the Board members. Don't miss the drawing of many items donated by BMW CCA. Use this time to get to meet other members and share interests.

The festivities will be held at Mick Finster's Pub and Grill located at 24001 on Highway 99 in Edmonds. Appetizers and soft drinks hosted by BMW CCA Puget Sound Region will be making the rounds. You may order a hearty lunch at 11:00 a.m. from Mick Finster's large menu.

Contact Lynne Eskil at 206-406-1521 or e-mail lynne.d.eskil@boeing.com or see the February *Zündfolge* for more information.

DIRECTIONS TO MICK FINSTER'S PUB AND GRILL

Take Exit 177 off Interstate 5. Follow the road west toward Edmonds-Kingston Ferry onto 205th/Highway 104. Take exit to right marked "Everett—Highway 99 North." Turn right at stop sign onto Highway 99. Mick Finster's is located about 200 yards from the exit, next to the Burlington Coat Factory on the right. www.mickfinsters.com

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This month's cover is a new 645Ci (convertible) which was the model missing at the BMWs in Paradise, this year's annual banquet. For more photos from the banquet, please see the banquet recap article starting on page nine.

Photo by BMW Press.

Propeller Head Tours

A proposed series of tours for the true propeller head. Each tour will feature a visit to an air museum, an interesting route for the drive to the museum and a no host lunch. Children are welcome on each tour although very young children are not advised on the Flying Heritage Collection tour.

1 Flying Heritage Collection (Paul Allen's personal aircraft collection)

This tour will be held on a Saturday in May. The tour will start in Redmond and proceed via back roads to Arlington where we'll have a guided tour of the collection from 10 a.m. to noon. We'll have lunch in Marysville with an opportunity to shop the nearby discount mall, or try our luck at the tables in the Tulalip Casino. This tour is limited by the museum to only fifteen people. If demand warrants we'll have two tours.

2 Tillamook Air Museum

This tour starting at Southcenter Mall will be held on a Saturday or a Sunday in June. We'll travel to Tillamook, OR on some interesting back roads where we will tour the Tillamook Cheese Factory and have lunch. Following lunch we'll visit the Air Museum in one of the world's largest wooden structures (WW II Blimp Hanger). If time allows we'll also see the Cape Meares Lighthouse. We'll then drive to Astoria for dinner and then back to Seattle.

3 Evergreen Aviation Museum

Starting again at Southcenter we'll drive to McMinnville, OR on some Oregon back roads for lunch followed by a guided tour of the museum in the afternoon. We'll have dinner in the Portland area and then return to Seattle. This museum features the Howard Hughes Spruce Goose. Weather permitting we'll be allowed to park our cars on the grass in front of the museum for pictures with the Spruce Goose in the background.

Further details for these tours will be available in late March. If you are interested in participating in any or all of the tours please contact either Larry Kangley jlkangley@aol.com or Steve Larimer larimersteven@yahoo.com.

These tours are not official BMW CCA PSR Club tours, but the Club members who organized these invite any Club members to join them. Martin Hovenkotter, the Club Tour Coordinator, has several Club tours planned for 2006. Look for details in upcoming Zündfolge issues.



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Renton Technical College Offers Auto Detail Class

THIS SPRING, 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

Dennis Noland, who is the instructor, has over thirty years of professional auto detailing experience. For twenty-seven years he was the owner and operator of the Exeter Garage Service Center in downtown Seattle. Part of his suite of automotive services included Exeter Auto Detailing, which is recognized as "Seattle's Best." 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-March and will continue until the first class which will start April 12. Call Renton Technical College at 425-235-2352 to register or to get more information. The fee for the class is \$193.90 and includes supplies and tools.

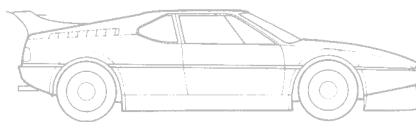


Renton Technical College

Have you ever been envious of the cleanliness and shine of show cars at a concours? Or have you washed and waxed your car, thinking you've doing a great job, and then been disappointed in how it looked? If so, then consider taking an in-depth auto detailing class. Renton Technical College offers a ten week class that is very comprehensive. The instructor is Dennis Noland, who owned Exeter Auto Detail in Seattle for many years. I attended a BMW Club technical session at Exeter several years ago. It lasted three hours, and left me with more questions than I could get answered. This ten week class gave lots of time to ask questions. And, you even get to work on your own car and get expert advice when needed. It's a great class, and you get a discount on your detailing supplies.

*Jim Egelston
BMW Club member*





Speed ASL, or more correctly—American Sign Language at Speed

ACCELERATE. TURN-IN. APEX. BRAKE. Clear concise communication between an instructor and student is critical to the learning environment as well as the safety of both occupants. Communication we take for granted. What if that communication was cut off? What if our standard tools could not be used? What if the student had a hearing disability? What if?

That very challenge was given to us at our fall Car Control Clinic when Puget Sound Region member Jason Tang asked us if we could accommodate him in our school. Jason was born with a severe profound hearing loss. Through a Cochlear implant in his right ear and a hearing aid for his left ear he can hear some things. However, understanding everything remains a challenge so he relies on interpreters or reading lips to get everything. Obviously, reading lips would not be an option between an instructor and someone trying to drive their car. With safety at the top of our minds, Tom Olsson and I briefly discussed potential ways to facilitate communication between the instructor and student. We also began to think which instructors might be best for the job. Enter Stephanie Richert. Along with being a great “people person,” Step-

hanie works with the deaf and knows both American Sign Language (ASL) and the challenges of working with someone whose hearing is impaired. She was a natural choice for this assignment and was excited to take it on.

Meanwhile, we made arrangements to have professional ASL translators at the ground school where the majority of the technical information would be provided by David Lightfoot. For the “chalk-talk” at Bremerton, we decided that between Stephanie and Jason’s ability to read lips, we didn’t need an ASL translator.

As with all communication in a high performance driving school, a foundation of common understanding of terms is essential for avoiding confusion at a critical time in the car. This is true every time an instructor gets into a car with a student. In Jason’s case, it just meant coming up with hand signals that could quickly be given and understood for essential terms. Stephanie and Jason got together and decided that ASL signs for everything but “cone” would work okay so they only improvised a sign for “cone.” “Apex” had to be spelled out which slightly slowed communication and was generally discussed after a run and then abbreviated during the

next run. It went something like this, “wait, left, cone, out, accelerate.” If he left room at track out, she would sign “much room right,” or “need move right more,” or “want no room my (meaning passenger) wheel on line.” Believe it or not, she said it was much faster than speaking English! I’ll take her word for it. Since line of sight is essential, while Jason was turning left, Stephanie would have to wait until he was driving straight to make any comments.

Walt Conley

This experience was definitely a new one for me but I’m already looking forward to going to many more! The high paced environment, although hectic, was equally as rewarding for someone like me.

– Jason Tang



Photo by Carrie Bishop.

With Stephanie’s help, and Jason’s terrific attitude, Jason’s first car control clinic was a success and they look forward to Jason continuing his high performance driving education, starting with our first school of 2006.

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Track Safety Equipment Seminar & Introduction to Club Racing

March 4

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

TRACK SAFETY EQUIPMENT SEMINAR

Come spend the morning with Andy Collins from Armadillo Racing and learn everything you need to know about safety equipment for track driving. New drivers coming out this year should not miss this event. We'll start with the most important subject—helmets. Don't forget these are required at our track events! We'll then continue to gloves, shoes, and all the rest of the gear you can purchase to enhance your driving experience.

There should be plenty of opportunity for people to try things on and find what works for them, as Andy is going to bring the Armadillo Racing Store to Sykart! www.armadilloracing.com
RSVP Jeff Butler at jeff@hauryscollision.com

11:00 a.m. to noon

KART RACING

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



Photo by Dane Martin.

12:00 p.m. to 2:00 p.m.

INTRODUCTION TO CLUB RACING

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

Topics will include: Advantages to owning a race car versus renting a race car, safety gear requirements, and required safety elements in a race car. Racing organizations will be explained (SCCA versus ICSCC versus NASA) as well as the differences of local special classes in ICSCC frequented by BMWs. The ICSCC Novice program will be explained. Open wheel versus closed wheel racing pros and cons will be reviewed too. There will be race cars on display to help explain car safety.
RSVP Wes Hill at wes.hill@earthlink.net

We'll start at 10 a.m. promptly. There will be munchies provided, so come early! There is no cost to attend this event, but individuals will need to pay for their own karting sessions if they choose to participate between seminars. Please reserve your spot. RSVP to the above contacts for the given event.

Sykart, 17450 West Valley Highway
Tukwila, Washington

2006 Driving Events Calendar

BMW CCA PSR Events:

March

- 11 Car Control Clinic at Bremerton
- 18 Driving School at Pacific Raceways

June

- 7 Advanced Lapping Day with Don Kitch

July

- 29-30 Driving School at Spokane Raceway Park

September

- 8-9 Driving School at Pacific Raceways with the PCA

November

- 5 Car Control Clinic at Bremerton

Other Events open to CCA Drivers:

March

- 4-5 Golden Gate Chapter at Infineon
- 17 Alfa Club Lapping Day at Bremerton
- 24 BMW ACA School at Portland
- 25-26 Inland Empire Chapter School at Spokane
- 27 BMW CCBC School at Mission

April

- 8 PCA Skills Day at Bremerton
- 9 PCA School at Pacific Raceways
- 16 Alfa Club Driving School at Pacific Raceways
- 22 Sin City Chapter at Las Vegas Speedway

May

- 19 BMW ACA School at Portland
- 24 Alfa Club Lapping Day at Bremerton
- 27 PCA Skills Day at Bremerton

June

- 10 PCA Skills Day at Bremerton
- 12 BMW CCBC School at Mission
- 23 BMW ACA Tri-Club School at Portland
- 23 PCA School at Pacific Raceways
- 24-25 Inland Empire Chapter School at Spokane
- 30 BSCC Lapping Day at Bremerton

Contacts:

BMW CCA Inland Empire

www.iebmw.org
Scott Adare: sadare@aol.com

BMW ACA, Portland

www.bmwacaportland.com
Greg Meythaler:
greg.meythaler@intel.com

BMW Car Club of BC, Vancouver, BC

www.bmwccbc.org
Rolf Drommer:

schools@bmwccbc.org

Bremerton Sports Car Club

Dave Ely: de2mr2@msn.com

NW Alfa Club

www.nwalfaclub.com
Herb Sanborn:
blue74gtv@earthlink.net

Porsche Club

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Pat Hillyer: DriverEd@pnwr.org

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Daytona Wrap-Up

THIS DAYTONA ENDURANCE RACE isn't your ordinary sports car event and I knew this going in. It's a world-class event with world-class drivers that took us five months to prepare for. I was still a little surprised by how tough it really was ...

We began with the real preparation last September with team meetings and our initial fund raising. In October

we flew down to Florida for our first testing at the track. The track seemed easy enough, no problem! November was more dinner meetings and fund raising. December more of the same and

some of the drivers tightened up their exercise programs. It was starting to seem much more serious. Early January, back to Daytona for more testing. Wow, these cars were fast! Finally it was the end of January, the cars were set, the pledges were made and all we had to do was finish the race with both cars and Children's would receive another \$500K from one of its smallest guilds. This turned out to be tougher than we thought. There were so many not just good, but GREAT drivers, and so many really competitive cars in the field, every lap was a battle for position and the racing was close, much closer than I'm used to.

... every lap was a battle for position and the racing was close, much closer than I'm used to.

In the first hour of the race, Don Kitch Jr. had a terrible combination of Daytona Prototype, "Bus Stop," and poor brake bias settings that eventually would lead to the end of the #86 car with only 17 laps for the hospital. About 2 ½ hours into it, Ken shared some track space with one of the front running GT cars and ended up losing a suspension

component in the process. Unfortunately for us, this happened at one of the fastest segments of the track (and at speeds of over 160 mph) and Ken found himself in the wall on the outside of the banking. Long story short, we lost about four hours for the repair and as a result, we decided to just finish and not put the car in jeopardy again. For the remaining 18 hours we lapped the circuit, ran fast when we had to, took it easy the rest of the time and finished out the race on Sunday with just over 500 laps, at \$561 per lap for the Hospital.

In the end we finished 20th in GT so we beat half of them. Not bad for having spent four hours in the garage. Highlights? For me, crossing the finish line and getting so many cheers from the Team Seattle group. I've never had so many people excited for me at the end of a race, especially finishing so far back! For Ken and me both, running at those speeds at 3:00 a.m. in the dark, being surrounded by the likes of the Rahals', Boris Said, and Auberlen ... it was something neither of us will forget.

For now, it's finally over. For those of you who followed Ken and me in the Rolex Daytona 24 Hour Endurance Race project, I personally want to thank you for your support. It was another great reminder of why Ken and I belong to this Club. Few other clubs or groups of people come together to support one another like this one. Through pledges and sponsorship, both private and corporate, with the help of BMW CCA Club Members, Team Seattle was able to raise somewhere around \$350,000 for Seattle's Children's Hospital. If anybody is interested in getting involved with this program, please let me know. We always need volunteers and we will be looking for a few new drivers for the 2007 running of the Rolex!

Wes Hill



Daytona 24 Review with Ken and Wes Hill

THE 2006 ROLEX 24 is in the history books and as you probably know, Club members Ken and Wes Hill helped co-drive the no. 87 Team Seattle car to the checkered flag. Now their fans want to hear all the details of the experience. So join us on April 22 at Haury's Lake City Collision for photos, video and comments from Ken and Wes. They will answer questions and give us an insight as to what it's like to drive in America's most famous road race.



The auto repair tech session is set for 10 a.m. to noon. Our Daytona review will follow at 1:00 p.m. If you want to attend both events you'll have an hour for lunch in between. If time allows, we will also have some 2005 year-in-review video from some of the local racers' in-car cameras. Not quite as big time as Daytona but pretty entertaining as well. Watch the April *Zündfolge* for final details but mark your calendars now so you won't miss it.

Haury's is located at 11514 Lake City Way in Seattle. See a separate article in this issue for further details on the collision repair tech session. *Bill Spornitz*

Both photos by Eric Brannfors.

Banquet Recap **BMW IN PARADISE WARM UP THE CLUB CROWD**

IT MIGHT HAVE BEEN WINTER in Seattle but you wouldn't know it from the way people were dressed at our annual banquet and auction on January 21, 2006. Flowered shirts and tropical dresses for were the order of the evening. Leis were handed out at the door and blow-up palm trees and hula girls were just part of the festive decorations. There was even a nice souvenir glass tumbler featuring the palm tree logo of the evening.

Upon arrival there was a tent in the parking lot featuring beautiful convert-

ibles, fit for the tropics with tops down. These were brought by generous Club members, including: Chris Cline (Z3), Dane and de-Anna Martin (Z4), Mike Ellis (E30 3 Series), Alan James (E36 M3), Greg Gale (E46 M3) and Alan and Michelle Blyther (E46 3 Series).

Our usual start to the evening was the silent auction. The array of goodies donated by Club supporters was more impressive than ever. The event was off to a good start. An excellent dinner was served remarkably quickly by the Design

Center caterers. This was our third year in this location and it has served us well. Nearly 200 people attended, not a record but second only to last year's.

Back by popular demand for the live auction was the dynamic duo of Lance Richert, this year in a tuxedo, and Jaime "Vanna" Thomas, looking as beautiful as ever in a spectacular gown. The witty repartee, not to mention Jaime demonstrating a Honda string trimmer in her gown, was worth the price of admission.

Each year we select a charity to be the beneficiary of the auction and this year we chose the Northwest Arthritis Foundation. *Zündfolge* Editor, Lucetta Lightfoot told the story of her struggle with the disease. Marilee McCorriston, President of the Northwest Arthritis Foundation, informed those in attendance of the good work done by the Foundation. In the end, the Club donated \$15,000 to the Northwest Arthritis Foundation.

In addition, BMW Northwest, sponsor of the event, donated another \$1,000 to the Foundation. BMW Northwest's owner, Manfred Scharmach, attended the banquet. Besides the \$1,000 donation, the dealership funded the souvenir glasses, thus allowing more money from the event to go to charity. Thanks Manfred!

Our after-dinner speaker was Ken Hill. Ken and twin brother Wes put together a terrific presentation of their involvement in performance driving in the Club leading to racing and to their participation in the Rolex 24 Hours of Daytona the weekend after the banquet. There's more on this amazing story in the adjacent article. Thanks guys for letting us all share this amazing adventure through you.

Banquet chairperson de-Anna Martin bid everyone farewell at the end of the evening but not before being awarded two tickets to Cirque du Soleil in thanks for the tremendous job she has done the last four years on this event. Thanks also, to Zena Bartusch, volunteer coordinator, Lance and Jaime for the live auction, Lance who also does auction procurement and David Lightfoot for arranging the program, Walt Conley for the slide show production and the audio visual guy Dane Martin.

Your 2006 Banquet Event Committee!



Photo by Dane Martin.

BMW Club Charity Auction 2006

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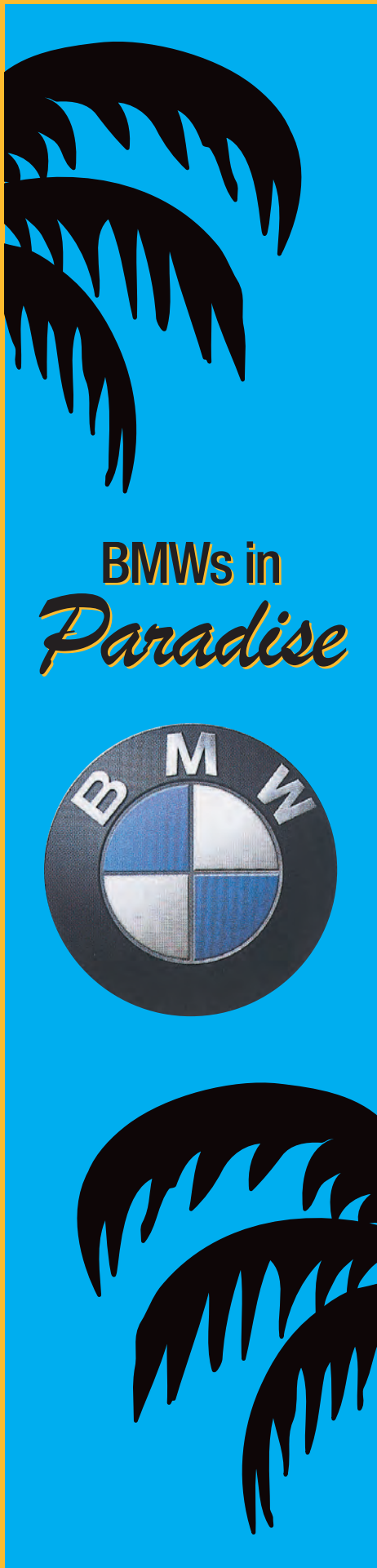
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Banquet coordinator, de-Anna Martin

Photo by Dane Martin.



Banquet auctioneer, Lance Richert with his wife Stephanie.

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Banquet speaker, Ken Hill

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Lucetta Lightfoot, Suzanne Nagy and Duane Montagne

Photo by Zena Bartusch.

Photo by Zena Bartusch.



Banquet table setting, notice the Roundel dessert.



Red auction table

Photo by Zena Bartusch.

Dad's Car



"IF YOU DON'T GET THAT CAR OUT OF THE GARAGE, I WILL." Those are pretty strong words coming from someone who's been legally blind for several years. They came from my dad and the car was his 1968 BMW. It was mine at the time, but since he owned it for thirty years and I for just two, the transition from his to mine was not comfortable. I often wonder if the reason it was given to me was to get it moved out of the garage. That's where it sat for five years, in a corner of the garage, sitting half on blocks, half off, with four flat tires, becoming handy storage for bicycles and boxes to be stacked in, around, and on top. A week after Dad's threat, I started cleaning the boxes out of, from around, and off the top of his car. I didn't know then what new adventures all this activity was going to add to the car's history.

The car's history started at the Munich factory where my parents picked it up, used it on their four-week trip, and then shipped it home. It was Dad's daily commuter for twenty years until he retired. It had occasional use during the next five years until taking up its spot in the garage. Dad was so proud of that car. It even inspired him to try maintaining it. "I'd like to start doing that stuff," he said. We changed a filter or two and the oil once or twice, but before long to the

shop it went for its maintenance. Dad took it to a guy named Klaus whom my grandfather discovered on one of his walks. Klaus and the two guys working for him spoke German to each other until they saw you walk up. Dad saved every receipt and every bill, which I have now. One such bill brings back memories. It was the clutch job when the car had only 40,000 miles on it. It was just before Christmas and I remember picking up the car from the shop. Klaus' shop was next door to the grinding shop where I worked during high school. I hopped the fence and walked over to get the car. "Here's a Christmas present for your Dad," he said in his German accent as he handed me the bill. I still remember the adventures that wore out the clutch, but they remain a secret between the car and me.

I still remember the adventures that wore out the clutch, but they remain a secret between the car and me.

Dad's maintenance paid off because it didn't take much to get it running; change the fluids, pump up the four flats, and jump start it from the Subaru. I remember snapping a picture of Dad standing by it, one hand on his cane, the other on the hood. An *Original Owner* picture if ever there was one. Since he couldn't see where I was, he asked me to tell him where to look. Both he and the car looked pretty tired, pretty old. But that's ok. Getting old only happens to the best of us, and being tired is expected after surviving twenty years

of Los Angeles and San Francisco traffic, parking, and three teenage drivers.

I was one of those drivers. I don't know what adventures my sisters had in it; I only know mine. I remember the first time I drove it. I was 13, but I had been parking our 1964 VW Squareback for some time. Parking meant driving it from the side of the house up to the garage. I thought I was something. I remember sneaking quick drives to the end of the dead end street we lived on when I didn't think anyone was watching. The first time I drove the BMW everyone was watching. The whole family was out there after I begged to put it away. I choked badly; jerked it, stalled it, and by the time I had got it going, almost overshot the driveway.

Parking the car wasn't real driving though. Real driving started a year later when Dad and I took a father-son trip in the BMW up the California coast to Washington. This was a last attempt to spend time together before I became a complete teenager. Feeling very grown up behind the wheel driving on I-5, I was still grateful when Dad put a steady hand on the wheel when we crossed a bridge or came to some other tricky situation. Back in the passenger seat, I watched his every move absorbing the finer techniques of driving.

Those finer driving techniques were needed after the BMW sat for years in the corner of the garage. The clutch sounded like a rusty snow shovel scraping asphalt and felt as heavy. I couldn't depend on it; it was covered with, dripped or burned all the normal fluids plus some unrecognizable; and it looked as though it had been through twenty years of city traffic, parking, and three

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teenage drivers. The decision to overhaul or replace every moving part came a few weeks after pulling it out of the corner of the garage.

Calls to some local shops turned up guys either too eager or didn't want anything to do with it. There aren't many 1968 BMWs or their mechanics in the Midwest. The Internet had several Southern California BMW shops specializing in making older BMWs like new. But I didn't want something like new. I wanted something fun to drive, fun to wash and wax, and requiring only a half-day annual tune up. I decided on Dan Patzer in Marysville, Washington, because he would let me work with him. Dan also has character. The Southern California shops sent pictures of their beautifully restored cars. Not Dan. He sent a picture of himself, all 6'3", 275 some odd pounds, bearded, 50 some odd years old, holding Dewie, his Min Pin. Dewie, I later found out, takes cross-country trips in a basket strapped to the gas tank of the biggest, fullest-dressed BMW motorcycle made. Dan's a big guy; he needs a big bike. His mom, Millie, who writes poetry and works in her garden, seemingly the antithesis of Dan, gave him a tee shirt with, "Got a big ass, get a big ass bike," stenciled across the front. I did say, seemingly the antithesis, didn't I?

After several months of e-mails from Dan telling me what great things we were going to do to the car, and with belts, points, cap, rotor, plugs, wires and hoses replaced, I set out on the 1,800 mile trip. The car ran great. It always started, never overheated and I thought this isn't so bad. Then during an afternoon break in Montana I noticed grease splattered on the right rear fender. When I called Dan and asked him to send me a CV boot he said, "Fill it with grease, wrap it in duct tape, wire tie the ends, and keep driving." He said we would throw away the entire rear sub frame minutes after I got there. "You do have duct tape, don't you?" Yep, two rolls.

The taped CV boots along with the entire rear sub frame were the first to be loaded by Roy, Dan's friend since the seventh grade, into his truck and carted off to The Hanger, Dan's warehouse of parts and cars. The front subframe was next along with the engine, transmission,

driveshaft, steering and brakes—there wasn't anything left underneath the car to come off. It's a little disconcerting being 1,800 miles from home seeing every moving part of my only transportation removed, scattered, and mixed with twenty-five years of other BMW parts in Dan's shop.



Dan's shop is next to his house, which is tucked away from the road and overlooks Puget Sound. Every now and then an eagle soars by, and Dewie runs for cover to keep from being the bird's lunch. The shop faces west and the afternoon sun bounces around the tools, my car, its parts, and 25 years of other BMW parts. There are three rules in Dan's shop: be safe, enjoy the work, and he chooses the music.

Dan graciously invited me to sleep on the sofa bed, so we were up at 6 and with music going in the shop at 7. There were many trips to The Hanger, shops, and cafes either on Dan's Big Ass Bike or in a BMW with over 400,000 miles on it. Turn right out of Dan's driveway, and ten minutes puts you in downtown Marysville, a typical character-less mini-mall city. Turn left and country roads twist you in and out of small towns and small farms. Dan preferred turning left to visit the small town parts stores and machine shops where he knows the guys by their first names. He also likes to go to the small town cafes, and he knows every one of them. Dan enjoys his meals and often asked friends to meet us. The parking lot looked like a mini BMW rally. Where there's Dan, there are BMWs.

Dan knows every nut and bolt on the car. It's a good thing, too, because every nut and bolt that came off went into a big stainless steel bowl. He would tell me to take something off and as he walked away would call back the size

and type of wrench needed. He's an encyclopedia of BMW history and technical knowledge. Every procedure was followed by the evolution, the weak and strong points, and the why and when of the designs and their changes. Dan is master of his craft and this was obvious as everything went together as easily as it came apart. Ten days after turning left into Dan's driveway, I turned right out of it and headed for home.

The car runs great now. It only needs a half-day annual tune up. It's fun to drive and it's not covered with or doesn't drip every imaginable fluid. It's also fun to wash and wax now with the effects of twenty years of city traffic, parking, and three teenage drivers bead-blasted, filled, smoothed away and covered with paint. But these aren't the things that make the car enjoyable. It's the memories of the people that came in contact with it and their adventures with the car that give it character. There were my adventures with it as a teen (most of which will remain a secret between me and the car) and later meeting Dan, his family and friends. There are the memories of dad behind the wheel on the Washington trip, or more recently when he and mom talked fondly of times and trips with the car after I moved it out of the garage and started driving it. I remember dad saying how nice the car looked after its paint job even though he probably only saw it as a white shadow. In his mind he may have seen it as he did that day he and mom picked it up in Munich. Dad's gone now, but every time I drive the car the memory of him, sitting next to me ready with a steady hand, is alive.

Eric Stenborg





“Freude am Fahren”

THE ORIGINAL BMW SLOGAN is “Freude am Fahren,” which in English translates to “Joy in Driving.” The average Bimmerhead is not only a car enthusiast but also a historian of sorts when it comes to all things BMW.

Bayerische Motoren Werke or Bavarian Motor Works (BMW, “*bay emm vay*” in German), are all names or acronyms for our beloved driving machines, but how did we get here?

Time Line

1913 BMW is founded by Karl Friedrich Rapp as an aircraft engine manufacturer.

- 1916** BMW secures a contract to build V12 engines for Austria-Hungary.
- 1917** BMW is taken over by the Austrian industrialist Franz Josef Popp.
- 1918** BMW officially named BMW AG (the German *Aktiengesellschaft* meaning corporation).
- 1919** After WWI, the Treaty of Versailles prohibits the production of aircraft in Germany. BMW closes their aircraft engine factory and switches to manufacturing railway brakes, also designs their first motorcycle engine for the Victoria, built in Nuremburg.
- 1923** BMW builds their first motorcycle, the R32, with a 500 cc air-cooled horizontally-opposed engine.
- 1927** BMW produces the tiny Dixi 3/15 DA 1, essentially an Austin 7, under license in Eisenach.
- 1928** BMW buys Dixi and the BMW 3/15 becomes BMW’s first car.
- 1933** BMW is producing cars that are truly theirs, such as the 327 and 328 roadsters.

WWII Era BMW (The Dark Years)

BMW supplied motorcycles, specifically the BMW R12 and the BMW R75 and was a major supplier of engines and vehicles to the German Army.

BMW factories were heavily bombed toward the end of the war and those factories in Eastern Germany were seized by the Soviet Union. The West German Munich factory was left in rubble.

After the war, the British-based Bristol Airplane Company (BAC) returned to Britain with plans for BMW’s 326, 327 and 328 models. (These plans were official war reparations, along with BMW engineer Fritz Fiedler). In 1947, BAC’s newly-formed Bristol Cars Corp produced a high-quality sports sedan called the 400, a car so similar to the BMW 327 that it even kept the famous BMW grille.

In East Germany, the former BMW factory in Eisenach was taken over by the state-owned Awtowelo group. It took until 1951 for BMW in West Germany to force the state-owned Awtowelo group to discontinue the use of the BMW trademarks such as the name, logo and the famous double kidney grille.

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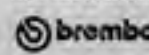




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The state-owned Awtowelo group continued to manufacture the cars under the name EMW (Eisenacher Motoren Werke) until 1955. BMW was banned from manufacturing for three years after World War II. BMW did not produce a car model until 1952.

Time Line *continued*

- | | |
|---|---|
| <p>1952 BMW produces its first intended passenger car since the war, the 501.</p> <p>1954 BMW produces the 502 with the most modern engine of its day, a new light-metal 2.6 liter V-8.</p> <p>1955 BMW buys the license and tooling for the Isetta "bubble car" from Milan-based Iso Rivolta.</p> <p>1959 BMW management suggests selling to Daimler-Benz, Herbert Quandt instead, buys 50% of company.</p> <p>1961 BMW produces the air-cooled, rear-mounted 697 cc boxer-engine BMW 700.</p> <p>1962 BMW produces the 1500 with front disc brakes and four-wheel independent suspension, the first BMW with the "Hofmeister kink."</p> <p>1963 BMW is able to pay its first dividend in twenty years, due to a flurry of 1500 sales.</p> | <p>1964 BMW produces the 1800TI/SA with dual Weber DCOE-45 carburetors and 130 hp.</p> <p>1965 BMW produces the 2000c and CS, the latter having 120 hp.</p> <p>1966 BMW produces the 1600 2-door with 96 hp and 91 ft-lb for \$2,676.</p> <p>1967 BMW and Baur produce the limited-production 1600ti cabriolet featuring 105 hp.</p> <p>1968 BMW produces the lovable and livable 2002, manufactured in many forms until 1976.</p> <p>1968 BMW produces the E3, a luxury six-cylinder 4 door, as the 2500 and 2800 or Bavaria.</p> <p>1968 BMW produces the E9, a sport six-cylinder 2-door, as the 2800cs and 3.0 models.</p> <p>1969 BMW produces the 2002tii (touring international, injection), BMW's first fuel-injected model.</p> <p>1972 BMW produces the first 5 series E12: 518 1.8 liter (90 -130 hp).</p> <p>1973 BMW produces the 2002 Turbo, built until 1975 with 170 hp; 1,672 were built.</p> <p>1975 BMW produces the E21 3 series (1977 in US), available in many forms.</p> |
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Continued on Page 16



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- 1976 BMW produces the E23 7 Series replacing the 1968-1975 E3.
- 1976 BMW produces the E24 6 series replacing the 1968-1975 E9
- 1978 BMW hand builds the 277 hp M1; 456 were built for production.

Then, of course, since the 80's we have our bullet-proof 3 series (E30, E36, E46, E90/91); the tough-as-nails 5 series (E28, E34, E39, E60/61); and of course the 7 series (E32, E38, E65/66). We also have the E31 8 series that replaced the E24 6 series, plus the Z3 and Z8 roadsters.

Now we have the E53 X5, the E70 X5, the E83 X3, the E87 1 series, the Z4 roadster and the E63 6 Series. That's a mouth full ...

All right, so I've regurgitated facts from all over the internet but mostly from the Wikipedia website <http://en.wikipedia.org>, BMW World website <http://www.bmwworld.com> and of course a shameless plug for my website www.LIV2DRV.net. Here is my point, you can stop slumping and sit up in your chairs now.

It has been my experience as a life long certified car freak that most people who are enthusiastic about the car they drive are just that, only enthusiastic about their current car. This is not an indictment on the autophiles among us, it has simply been my experience.

It has also been my experience that BMW folks are more enthusiastic, if not about all Bimmers, then at least a healthy portion of BMW automobiles. I have to ask myself why this is. Go to any event and you will hear people spouting all kinds of facts and figures about cars they do not even own or maybe about cars they hope to own, or, OK, cars they do own. Are they just bragging about their BMW vault of knowledge?

I don't think so, and do you know why? It's because you can hear excitement in their voices; after all they are among friends, people who think like they do. Also, generally, braggarts know everything and can be taught nothing. These BMW folk are not just spouting; they are also asking and learning, soaking up information like a good shop rag.

The reason for this is because BMWs are well designed: loads of parts are interchangeable from one model to the next, therefore knowing a little bit about a lot of models helps in repair, upgrades and replacement.

BMW's are also consistently manufactured, meaning that there are common maladies within generations, giving us good reason to speak and listen to our fellow enthusiasts. They also seem as though they are possessed at times and knowing as much as possible about idiosyncrasies among models may help us exercise the demons from our little pretties.

In other words this little history lesson helps us understand where we are, having found out a little bit more about where we came from. The more we know about our cars, whether it be

technical specs or just how far you can hang out the rear tires without ending up looking the opposite direction is *Freude am Fahren*: "Joy in Driving."

Dave Cook

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Resources for BMW facts:

<http://en.wikipedia.org>

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How do you want to drive ?

It's A GOOD IDEA to have all the information you'll need before starting any planned maintenance or repair job. A typical source is a repair manual specific to your car. The Bentley manuals are regarded as the best for any BMW produced since the mid-'80s. Haynes manuals are also available for most models, but with a little less information. The manuals will usually cover any job we should be attempting in our garages. Chilton is one of the better manuals for domestic cars. Chilton doesn't have the depth of detail a Bentley has, but you have to make do with what you've got.

My wife's 1997 Plymouth Neon has been relatively reliable and cheap to operate. Recently it started to run strangely, so I ran to the Chilton's troubleshooting guide. The check engine light codes said "engine misfire." So what can cause these symptoms? A gas engine needs three things to run: ignition, fuel and compression. It didn't seem like an ignition miss; the car was low on power. I suspected low fuel pressure or lack of flow. I knew the fuel filter was original, so I started there. Mopar, in its strange logic, doesn't use a replaceable fuel filter. It's integrated with the fuel regulator, and a dealer item only, so I buy one and still have the problem. Maybe it was the ignition? I replaced the coil, to no avail. I pulled out the spark plugs; they looked good and weren't very old, but I replaced them anyway. The plug wires looked good and the resistance was within spec, but still no improvement. At this point I'm stumped, so I head off to the nearest Mopar dealer. It turns out that there is a Chrysler service bulletin that recommends replacing the plug

wires every 24,000 miles. I was amazed. The plug wires on my 2002 are at least ten years old and still work fine. The dealer suggested replacing them and the problem went away. The moral of this is don't assume anything.

A few weeks later, my wife calls and says the electric fans are still running after she shuts the car off. I figure at first that a thermo switch is telling the fans to run and it'll shut off as the radiator cools off. I get home around thirty minutes later and the fans are still running. I find and pull the fuse and they stop. After I have my evening coffee, I go to the Chilton manual again. The wiring diagram for the fans shows a relay in the circuit, but I can't find the relay in the fuse box or power module. The Chilton manual doesn't say much at all about the fans. So now what do I do? I go ONLINE! I did a Google search for "Neon fan relay" and presto, there's the information. It's a solid-state relay and located under the battery. This is a very awkward spot. The battery is in the way. It doesn't get a signal from a simple thermo switch like most German cars; it gets it from the engine ECU, which requires a \$50 relay. The engineering of some systems on domestic cars amazes me. Maybe it's just that our BMW's are very well engineered and designed to last.

The ability to search the Internet for the experience of other people is an invaluable resource. There are thousands of amateurs sharing their experiences with others. It can be used to help us to make decisions on what modifications are useful, which jobs are too tough or require tools beyond the usual. I used it for product reviews while looking for

tires to replace my worn out Bridgestone SO-3s. I did some web research at TireRack.com, gathered some cyber opinions from the Club's Bulletin Board, and decided on the new Goodyear F1 D3 in 205/50/16. I have several hundred miles on them now and their wet performance is even better than new SO3s and certainly better than bald SO3s. Most impressive seems to be the wet braking. There is this local downhill road with a nice downhill braking to a stop sign at the end. The F1s are amazing. Only at the very end could I get the ABS to engage with very short distances. They have a nicer ride than the Bridgestones, a longer tread wear rating and are cheaper. I've been very pleased all around.

On another subject, I'm going through the WSP to get the 2002ti inspected so I can get it titled. The salvage inspection is designed to detect poorly installed clips and stolen parts. My 37-year-old car with a 34-year-old quarter panel has no VIN numbers on the parts. I hope I can show that some chop shop didn't sell me some stolen parts. The car should be fine otherwise. It has some primer spots but it's very drivable. I still need to fix the license plate lights, but I've got several weeks to do that. The urethane bushings for the front end are still waiting for a weekend in the garage and then I'll get it aligned. I've been sneaking in a few short drives to keep things turning. I sure wish the 325 had that kind of throttle response. Maybe I should find a way to see which one is quicker. There are now devices which can be used to do repeatable acceleration tests. Looks like it's time for some more internet research!



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CLASSIFIED MARKETPLACE

BMW's for Sale

2004 330Ci: WBABD53414PD98356, ZHP performance package, Black Sapphire Metallic/Black leather, six-speed, 19,000 miles. Single owner, exceptional condition — you will not find any car closer to showroom condition than this. M Sport items include suspension, steering wheel, aero package, and double spoke 18" wheels. All the usual power options plus Dinan performance software upgrade and StönGuard protection. \$37,500. Contact Dave at 253-630-7930 or dssherry@comcast.net.

2001 330i: Jet Black, black leather w/wood trim. Rare five-speed manual. Sport and premium packages. Sunroof, power seats w/memory and lumbar, Harmon Kardon w/CD, cruise, AC, all power accessories. Alloy sport wheels and sport steering wheel. New tires and brakes. Synthetic fluids. Fast, fun and great performance value! \$22,900. Please contact Jeff at 425-895-0921 (eves/week-ends) or zalex4@verizon.net.

2000 323Ci: Steel Blue Metallic beauty, only 44,600 miles, automatic, sport package, in-dash CD player, moon roof, cruise control, excellent condition. Wife's car. We're moving to the East Coast and cannot keep all four of our BMWs. \$20,000. Contact Lou at 206-232-0118, pazzolou@hotmail.com, or lou.cancelmi@alaskaair.com.

1996 328iC Convertible: VIN WBABK8321TET93302, Morea Blue, all power, on board computer, CC, 6-Disc CD with premium sound, AT, non-smoker, always garaged, all maintenance records, sport package with traction control. It runs great, very fun to drive, 19/25mpg, 6cyl, 108,000 miles. \$12,995. Call 503-708-6962 or email rodney.rush@pacificorp.com.

1986 528e E28: WBADK7305G9651949, Cosmic Blue, 225,000 miles, five-speed, new starter, brakes, clutch. Very good body, runs great. Very well maintained, \$2,990. Call Showell or Nancy at 206-241-5569 or nancyshowell@comcast.net.

Parts for Sale

1980 528i: Two front Bilstein struts, lots of life left, \$90 for both. Two new bearing plates for front struts, \$70 for both. Four stock alloy wheels in good condition with almost new studded snow tires mounted, \$290 for all four. Stock steering wheel, \$50. Original Blaupunkt radio, \$50. Bra for front, \$25. Contact John at 206-354-4615 or e-mail jbentle@earthlink.net.

E39 accessories: new/in box black carpet mats \$90. Black (M5 logo) trunk carpet \$65. Trunk Mesh hold-down \$35. Two full oil change kits with filter and 5-30 synthetic oil \$39 each. All are original BMW purchased items. Contact Kurt at 206-232-1202.

Other

Spider Spike traction devices: for cars that do not have clearance for snow chains. Have been used on Chrysler brand vans (Plymouth, Dodge and Chrysler) but will fit others. Will fit 14 and 15 inch wheels. \$70. Contact John at 206-354-4615 or e-mail jbentle@earthlink.net.

Free

728i doors and interior stuff. Contact Gary at 425-488-6022.

DEADLINES

March 7
April 4

April 2006 Issue
May 2006 Issue

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

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ZÜNDFOLGE MAGAZINE 2006 ADVERTISING RATES AND TERMS

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

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

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

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