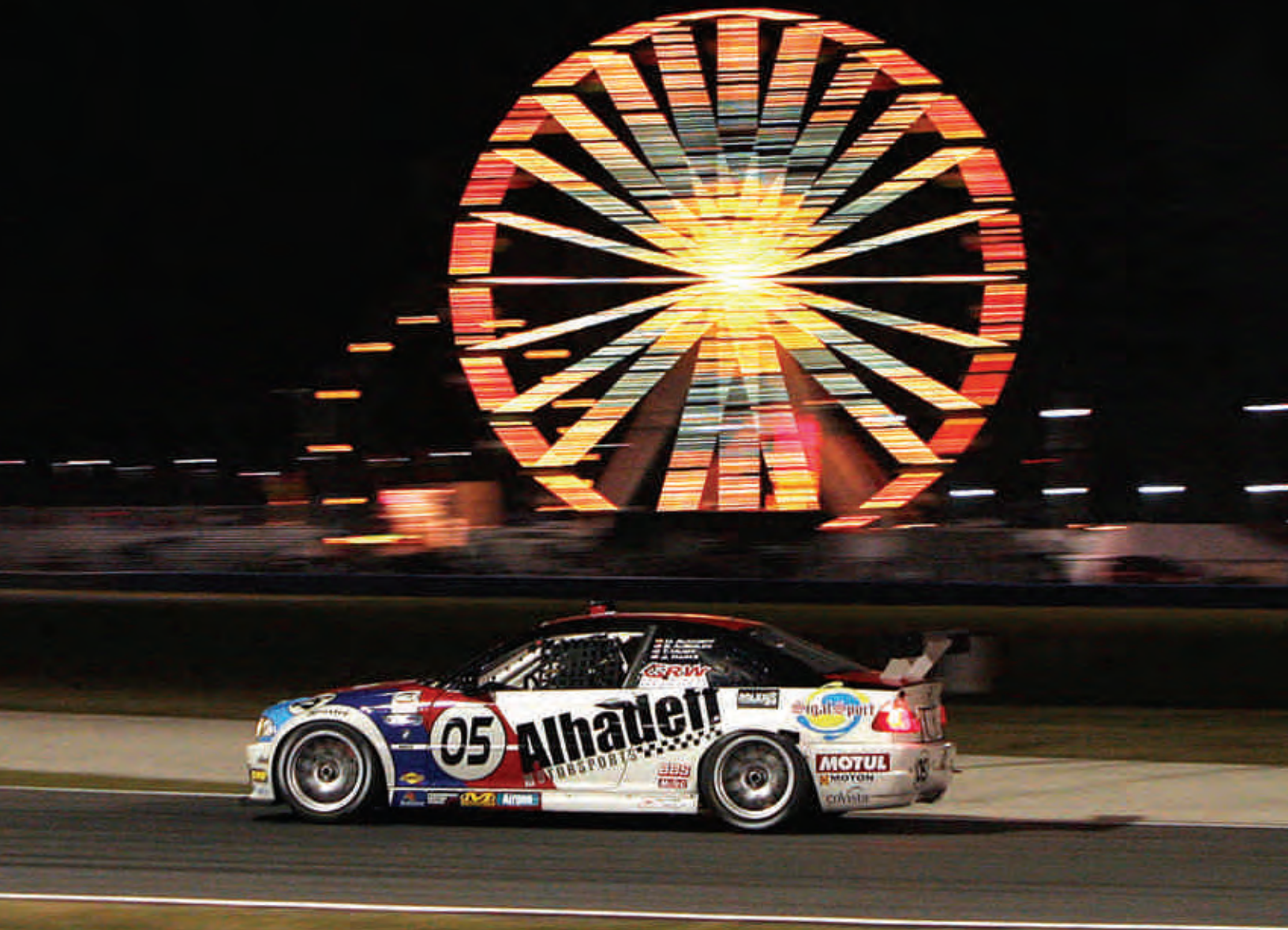




APRIL 2006

Zündfolge

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



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Boilerplate

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Zündfolge design and layout by
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KALENDER

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: 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 a.m. to noon at Haury's Collision, 11514 Lake City Way NE. To RSVP or ask questions contact Jim Millet at jimngloriamillet@comcast.net.

April 22

Daytona 24 Review will follow the above event at the same location starting at 1 p.m. Contact Bill Spornitz for additional information at 425-836-2760.

April 27

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: Board meetings will be held on the last Thursday of the month, instead of the first Thursday of the month.*

May 2

Deadline for the June 2006 Zündfolge.

May (date to be announced)

Convertible's Only & Foster Wheel Tech Session; 10:00 a.m. to Noon at Convertibles Only, 780 Roy Street Seattle 98109. To RSVP or ask questions contact Jeff Butler at jeff@hauryscollision.com.

July 1-2

SOVREN Historics at Pacific Raceways.

The Club will participate in the Car Corral during the SOVREN Historics. See the additional information in this Zündfolge issue. The Club contact is Lucetta Lightfoot: lucettalightfoot@msn.com.

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@hauryscollision.com or call 206-365-1565.

July 7-9

Portland Historic Races. Deadline for corral registration May 14th. Contact Larry Kniess at lkniess@bmwcaportland.com or 503-524-6407. A caravan from Seattle will be going down to the event. For more details contact de-Anna Martin at de_anna@yahoo.com or 206-274-5274.

July 23-28

Oktoberfest, Grand Rapids, MI.

Visit www.bmwcca.org for more information.

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 bmwclub@aol.com.
- The Zündfolge staff is always looking for volunteers. If you want to help contact the editor.

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2006 Tour Activities

ALTHOUGH LOTS OF CLUB MEMBERS will be actively traveling the country this year, the number of Club-sponsored and member led tours will be smaller this year. For Club sponsored events we have the additional requirement of waivers. For this reason, we will act as a clearing house to point out those drives members may independently pull together.

The first of these independent drives were mentioned in last month's *Zündfolge* as the "Propeller Head Tours."

Spokane Raceway Park

March 2006

There will be small contingents of track whiz type bimmerphiles leaving for Spokane Raceway Park on Thursday and Friday March 23rd or 24th to attend or instruct at the Inland Empire two day high performance driver training session to be held this weekend. Although technically an Inland Empire Club Event, many of the attendees and instructors come from the Seattle areas to enjoy a fun track with dependably sunny track conditions. If you email me at mhoven@comcast.net I'll try to suggest a group leaving nearest to your schedule.



Bimmerfest Tour

April 2006

Full with eager attendees the independent groups will head south on both the prior Wednesday and Thursday for the event on Saturday, April 8th, in beautiful Santa Barbara, California. You may contact Martin, Club Tour Coordinator, at mhoven@comcast.net.

The Central Cascades Loop and Columbia River Tour

May 2006

This is an independent drive. I'm leaving on May 6th for those interested in joining me and a few friends as we loop the Central Cascades starting over Hwy 2 Stevens Pass continuing to Wenatchee for lunch before finishing our circle by following the Columbia River as it passes the Wild Horse monument in the hills above Vantage. We'll stay off the freeway back into the cowboy town of Ellensburg where, after a break, we'll return home via Interstate 90 Snoqualmie Pass to complete the Central Cascades Loop. It will add ninety minutes to two hours onto an already long drive if we take the option of going further to the Dry Falls Monument so I have tentatively saved that part of the tour for a later overnight trip. Email me at mhoven@comcast.net for details or to vote to go on to Dry Falls on May 6th.

Additional Tours

We will announce additional tours as plans are confirmed. Please watch for details in upcoming *Zündfolge* issues. Contact Martin Hovenkotter at mhoven@comcast.net with questions, suggestions or comments.



This month's cover photo was taken at the Rolex 24 at Daytona race. Several Club members attended this race and supported the Team Seattle efforts of Club member's Ken and Wes Hill, who drove the Team Seattle car #87. To see more on this event and Club member's view please see the feature starting on page ten.

Photo by Club member, Steve Alvine using a Canon 20D digital camera with the following Canon lenses; 28-70mm f/2.8 L, 70-200mm f/2.8 L, and 400mm f/2.8 L.



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. 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. Discover why we should select a BMW approved repair shop when repairing our precious Bimmers. 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 plus 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), after-market 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 questions, contact the event coordinator: Club E36 Model Enthusiast, Jim Millet, at 206-542-5237 or jimngloriamillet@comcast.net.

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Daytona 24 Review with Ken and Wes Hill

April 22

LAST MONTH WE REPORTED plans for a review of the Daytona 24 Hour race with Ken and Wes Hill, to be held in conjunction with Jeff Butler's Haury's Collision Repair tech session on April 22. The event is still planned although, unfortunately, it looks like Wes won't be able to make it. One of the aspects of playing

on the big playground is there are always bills to pay. As a result, Wes is going to be off doing one of his corporate programs. But don't feel too bad for him. I think the program is on the French Riviera! This leaves us with one Hill representative but Ken will, I know, do a fine job. We're hoping to be

able to get Will Diefenbach, one of the other no. 87 drivers, to come and relate his impressions as well. Although Will drives one of the other German marques and a very red, very fast Italian one as well; he recently joined the BMW Club. So let's hope he is available.

The format for this is pretty open. I know Ken has some video and I've heard Will has put together a great DVD as well. We'll show those, take questions and

generally bench-race until Jeff kicks us out.

As previously mentioned, the plan for the day is to have the Haury's presentation in the morning followed by the Daytona 24 review starting at 1:00 p.m. There's no need to RSVP and you can plan to come for one or both events. The collision repair program is set to start at 10:00 a.m. Look for further information about the morning program on page four. We look forward to seeing you on April 22nd.

Bill Spornitz



The Hill brothers with the other two drivers of #87.



Photos by Erik Brannfors.

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Pacific Northwest Historics

July 1 & 2

COME OUT AND JOIN your fellow BMW Club members at the 18th Annual Pacific Northwest Historics at Pacific Raceways (PR), July 1-2, 2006. The BMW Club will once again participate in the Car Corral.

The Pacific Northwest Historics features many of the world's rarest and most beautiful pre-1970 race cars. This year, more than 250 vintage race cars are expected to enter. Favorites include Ferrari, Lotus, Cobra, Corvette, Porsche, Austin Healey and some less recognizable names like Elva, Ginetta, and McLaren. Most are in mint condition through extensive restoration, and many attain speeds in excess of 150 miles per hour. Some of the cars are valued at over \$1 million, and many have impressive racing histories. Competitors come from all over the West Coast and Canada. The wheel-to-wheel competition on the 2 1/4-mile road course includes nine turns, 250-foot elevation change and a 3/4-mile straightaway.

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

The event celebrity is Brian Redman, the pace car driver is Dominic Dobson and the featured display car is Allard. All proceeds from the Historics benefit the uncompensated care program at Children's Hospital and Regional Medical Center in Seattle.

To allow for more members to participate in the corral, the Club is limiting members to one day. Each car club is limited to twenty cars each day. To participate in our corral, you must register and pay \$25 per day in advance. This \$25 covers the car, driver and a program. Each additional adult passenger will be

charged \$25 at the gate. Children will be charged less. The BMW corral has had a waiting list in the past, so sign up early to secure a place for your BMW. (Friday is a practice day for racers; no formal car corral activities are scheduled.)

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

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Pacific Northwest Historics July 1 and 2, 2006 (choose one day only)	
Name _____	
Address _____	
City/State/Zip _____	
Home Phone () _____	Work () _____
Email _____	
Year/Model/Color of BMW you will be driving _____	
Volunteer at the BMW tent? ☐ Yes ☐ No	
☐ Saturday, July 1 st at \$25 OR ☐ Sunday, July 2 nd at \$25 (one day only) \$ _____	
Please make checks payable to BMW CCA Puget Sound Region. Send registration, checks and a self-addressed stamped envelope to Lucetta Lightfoot, PO Box 99391, Seattle, WA 98139.	

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The 30th Annual Portland Historic Car Races

July 7, 8, & 9

ONCE AGAIN THE BMW ACA PORTLAND will be participants in the Collector Car Club display. This is BMW ACA's best-attended event of the year and it is one you will not want to miss. We will have a large area to display our precious rides.

The 30th annual Portland Historic Races are a Northwest tradition that offers fun for the entire family. This year's event will be a celebration of the famed Corvette. This year's event will also feature fifty years of Allard. Participation at the event includes some of the most celebrated vintage cars and motorcycles in history (circa 1930-1970). More than 250 prestigious racers are divided into groups according to their age and horsepower to compete on the 1.95-mile track in the true spirit of vintage racing—for the fun of it!

This is a great chance to get up close to your favorite race cars and see what makes them tick.

There is more to do than just watching the races. Take a walk though the collector car display area, where more than 700 classic and collector cars will be displayed.

Buy some gifts in the large vendor area. But most of all, take some time to explore the open racing paddock. This is a great chance to get up close to your favorite race cars and see what makes them tick. Visit with the drivers and crews of these great old race cars and hear all the stories first hand.

The location for the car corrals will be in the infield again this year. In the morning and afternoon they will have longer track crossings to accommodate those coming and going. Also, many people expressed the concern of being "trapped" on the inside. Officials assure me that our Club members may come and go, as there will be track crossings every twenty minutes. Finally, since everything is so spread out, shuttles will transport folks to the Festival Curve Grandstands and to the Goodyear Bridge rather than "hoofing it." To avoid traffic delays, we will again use the Turn 8 gate for the entrance and exit from the car corrals.

The autocross will be back this year. There is an additional charge to participate in the autocross. They are asking each participant to make a \$5 donation to the Children's Cancer Association.

We have won the 1st and 2nd Annual Autocross awards in the past. Let's keep this going! This year there will be trophies for first, second and third place based on the time along with a trophy for the fastest club and for the club with the largest amount of donations. The awards will be presented on Sunday afternoon.

The cost this year is \$40. This includes a three-day admission ticket for the driver and one guest, car corral pass (which allows inside parking all three days—reserved corral parking on Saturday and Sunday), a dash plaque and the ever-popular parade lap (this is limited to twenty-five cars per club).

*Larry Kniess, BMA ACA Portland
Historic Corral Coordinator
lkniess@bmwacaportland.com*

Caravan

If the details for the Portland Historics interested you, be sure to hit the registration deadline of May 14th (registrations sent to Larry Kniess in Portland). Once you've secured your spot, contact de-Anna Martin to join in a group caravan down to PIR. There are two options: 1) go down Friday night for a leisurely wake-up Saturday morning or 2) leave really early Saturday morning. Please contact me for more details at de_annaj@yahoo.com or 206-274-5274.

Don't forget hotel arrangements. Our hotel of choice is Homewood Suites, 701 SE Columbia Shores Blvd, Vancouver, Washington 98661 (1-360-750-1100). The rate is \$129 per night for the "Weekend Special" available only online. There is ample large sized parking slots and a wonderful warm breakfast every morning not to mention this is across the street from the Columbia River. They even have a work-out room open twenty-four hours a day and a fantastic pool/hot tub.

Come check out the fun to be had in Portland!

de-Anna Martin

PIR—BMW Corral July 7, 8 & 9, 2006

BMW will be represented at the event again this year. Our space allotted is dependent upon how many cars are registered so please register as soon as possible to get your space reserved. For the small sum of \$40, you will receive three-day admission and inside corral parking for the entrant and guest. Also included will be a dash plaque and parade lap around PIR.

**The deadline for registration and payment is May 14, 2006.
Please send registration form to Larry Kniess (address below).**

REGISTRATION FORM

of Vehicles @ \$40: _____

Total: \$ _____

Which days will you have your car in the corral? _____

Name _____

Address _____

City/State/Zip _____

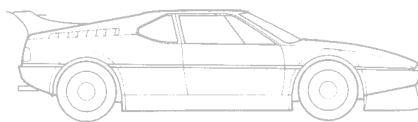
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**Please make checks payable to Larry Kniess. Send registration and checks to Larry Kniess,
15240 SW Emerald St., Beaverton, OR 97007. (Home phone is 503-524-6407.)**



MOTOR SPORTS



It's ONLY APRIL, but it feels like our season is already half over. We've had three great schools here in Seattle, an instructor clinic, and a wonderful weekend over in Spokane with the Inland Empire Chapter. I think I've been at the track every weekend since February! Luckily I can't think of another place I'd rather be. I'd like to welcome all of our new drivers this year. We had a truly amazing number of people try our sport for the first time. I hope all of you had a great time, and find yourself more relaxed and confident on the road every day. To those of you who find yourself instantly addicted, I'm truly sorry. The good news is that we have lots more events planned.

Our next event has me really excited. One of the days we have at Pacific Raceways is Wednesday, June 7th. This one's going to be very different, as it's a weekday, and I thought the best thing to do was to team up with Don Kitch and ProFormance Race School. We are renting the track, but Don and Donna are

managing the entire thing. If you've ever been to a ProFormance Day, this will be just like an advanced lapping day, only better! As the name implies, I'm going to limit this event to advanced drivers, so A and B drivers only. Our instructors are welcome to come, but you'll need to pay, as it's really a ProFormance day. It's going to be limited to BMW CCA drivers, so you should know pretty much everyone who is there. A lot of the details have yet to be ironed out as I write this, but I guarantee you'll get a ton of track time. When you're not driving, we're going to do intensive breakdowns of several corners. Don's instructors will be observing from the turn stations, and giving you feedback after the sessions. We'll also have a chalk talk session on suspension set-up, and the relationship of specific settings to the car's behavior in a given place on the track. Do you know what adjustment to make if the car's stepping out under hard braking? Sign up for this school and find out. This is your chance to take

a very hard look at your driving, your car and make a few small adjustments which should make you that much better behind the wheel. I guarantee an incredible day with great friends. We're even thinking about a BBQ afterwards. I know I'll be the first to sign up, so there are only forty-four spots left. Again, I'm limiting this to instructors, A and B drivers. If you are not sure about your eligibility, send me an email. Don is asking \$175 and is taking only forty-five people. Your entry will include breakfast and lunch. To sign up, please contact ProFormance directly at 253-630-5130 or don@proformanceraceschool.com.

*Tom Olsson
olssons@seanet.com*

For more information about ProFormance Race School, visit their website www.proformanceraceschool.com.



Swerve Driver Training Offer to Club Members

DID YOU KNOW the average young driver gets in two collisions in their first two years of driving? Do you want your child to be average? SWERVE Driver Training's *The Reality Check* gives your young driver five year's worth of emergency situations in half a day. It will help them stay safe and might save their life.

About SWERVE

SWERVE Driver Training is a new driving school in the area. SWERVE prides itself on teaching people to drive, not just get a license. Many of the SWERVE instructors are local car enthusiasts, including BMW CCA members. SWERVE offers new driver training, personal coaching and something they call *The Reality Check*. *The Reality Check* is much like the Street Survival Program the BMW Foundation offers nationally to young drivers. Our local chapter can no longer offer the Street Survival Program due to the unenforceability of minor waivers in Washington State.



To sign up for *The Reality Check*, contact Doc Doolittle at 425-883-9434 x404.

A Special Offer

SWERVE is now offering BMW CCA members and their families an alternative. SWERVE has offered a discounted price of \$149 to Club members for *The Reality Check*. This is \$50 off the regular price. And, best of all, SWERVE **does** admit 16 and 17 year olds to *The Reality Check*.

The Program

The Reality Check is a four-hour program that will prepare participants mentally for the road by helping them understand the driving environment; developing the ability to assess their risks and their capabilities in a variety of different driving situations.

In *The Reality Check* participants will learn to react quickly and properly to road hazards, distractions and changes in road and weather conditions. They'll learn physical skills like emergency panic braking/stopping, skid control, precision backing, collision avoidance maneuvers and cornering techniques. The SWERVE *Reality Check* teaches these skills in a safe, controlled, instructor-guided environment, usually at Emerald Downs.

2006 Driving Events Calendar

BMW CCA PSR Events:

June

7 Advanced Lapping Day with Don Kitch

July

29-30 Driving School at Spokane Raceway Park

September

9-10 Driving School at Pacific Raceways with the PCA

November

5 Car Control Clinic at Bremerton

Other Events open to CCA Drivers:

April

8 PCA Skills Day at Bremerton

9 PCA School at Pacific Raceways

16 Alfa School at Pacific Raceways

22 Sin City Chapter at Las Vegas Speedway

May

19 BMW ACA School at Portland

24 Alfa 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

July

28 Alfa School at Pacific Raceways

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BMW Club Members at the Rolex 24 at Daytona

RACE STRATEGY *by Stan Bovetz*

At Daytona I found it difficult to take it all in: the history of the track, being in the same place where so many drivers, owners, and crews once stood, and the opportunity to assist at a world-class event. The sense of amazement was in the air. With the green flag flying, the race was under way, and the release of pent-up excitement was exhilarating!

I was invited along with Paul Fitzgerald to assist the team of Orbit Racing as assistants to the team strategist. The car was a 1997 Porsche with four drivers, including Paul's brother, Mike. For me, this was my third Grand Am Race and my first 24-hour Enduro. I was filled with apprehension knowing the length of this race was going to be difficult on the machines and the people and would be the deciding factor with many teams.

Paul and I arrived before race day to take the opportunity to study the track and to prepare. The actual day of the race was a beehive of activity, with drivers mentally preparing and crews working last-minute details. Within the first hours of the race I was asked for an update on status, and this is when I realized that the data I was tracking was indeed important in the overall strategy. This was serious business.

What I had the opportunity to watch was the graceful execution of a series of tasks. Everyone had their area of responsibility, and we all had to work together as one. Each team member had to stay awake for 30-plus hours and yet keep his edge. To make a team with individuals who had not necessarily worked together and to hone them into a cohesive effort was just brilliant. From my perspective I would do it again—in a heartbeat.

LATE AT NIGHT *by Bob Mearns*

It is midnight at the Rolex 24, halfway from green to checkered. Thousands of not-normally-nocturnal drivers, crew, and race fans are awake. There is the energy of a late night beach party, and the feeling of not wanting it all to end. And there is the pervasive roar of the fifty or so race cars still running.

On the infield, seas of people are camped out. Some are in RVs with rooftop perches that afford decent views of the track. Many groups have circled their pickups like prairie schooners and are sitting around campfires. It's a warm, dry night but the wood smoke is thick. One group has a sign proclaiming "Bar open noon to noon," and another has a flag pole flying three flags. Top to bottom are the Stars and Stripes, the Confederate battle flag, and Dale Earnhardt's number 3.

In the hot pits there is quiet tension as each crew waits for their car's next scheduled pit stop or next unscheduled mishap. Crews seem to be conserving their energy here in the wee hours. When the sun comes up in six hours people will get their second, third, fourth winds, but for now there is little excess conversation or motion. One of the pro teams has an impressive array of video screens monitored by several crew members. There are screens of live telemetry from their race car, timing and scoring displays, the Speed TV feed, weather radar, and one screen showing old episodes of *The Simpsons*.

At 1 a.m. in the Team Seattle pit there is no Marge or Homer. The Synergy Racing crew are politely putting up with the DCR guys who have made their way past security to gather here. Ken is out in the car now, racking up laps and dollars for the hospital. Wes is on deck, suited up and ready to jump in the car should it come in early. There's a lot on Wes's mind, what with the pressure of having to bring this bull of a car back in one piece despite being out on track with sleep-deprived drivers who are in it to win and willing to take any risk. He shakes that off though and says, "I'm hungry. Is anybody else hungry?," as if this is just another day at the track.



Photos in this article by Steve Alvine.

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FROM THE PRESS BOX *by Steve Alvine*

This year I had the privilege of having a media credential for the Daytona weekend. This allowed me almost unrestricted access to the areas in and around the facility. One of the biggest pluses was having access to the media center. Here I was able to set up a base of operations and store all my camera gear, as well as download photos. Press releases were flowing through the office faster than I could even read them. Driver interviews were also conducted here several times throughout the weekend. I was right there with all the big names in racing hearing them give their take on the weekend's happenings. Let's just say that J.J. Almendinger is quite a cocky young man. Having a warm, dry place to go relax is great but was thankfully not needed this year due to great weather. I was able to go out and shoot at 3 a.m. in a t-shirt; what a nice break from Seattle.

I met up with some other photographer friends of mine when I arrived on Thursday afternoon. We stuck together for most of the weekend since Randy Stevens of www.daytona24hr.com had rented a golf cart. This is a very nice perk at such a large facility. Brian Morgan, from *Roundel*, was there as my sports editor so we conferred often on what shots I should be targeting. Daytona unfortunately, does not provide for very scenic shots like many of the road courses in the U.S. About the best you can hope for are good shots of the ferris wheel at night or good pan shots on the banking with "Daytona" in the background. Don't get me wrong, it's not boring, just a little stale from the photographic sense.

Shooting good photos at Daytona does not require a credential like I had. There are many locations around the infield horseshoes that allow for great shooting. The fence in most of this area is only six feet high. With the help of a small, kitchen stepladder you can shoot over the fence in a lot of the locations I was at. Medium lenses up to 300 mm would be fine in most cases, but as in all sports photography, speed is your friend. If you have the privilege to be in the winners circle, be sure to turn off your auto-focus. The confetti looks great on TV but really wreaks havoc with the camera. Most point-and-shoot cameras will not give you the results you are hoping for. If you are in the market for new gear, be sure to check out Glazers rental program in Seattle. It is cost effective to rent a body and a couple lenses for a weekend.

BRUSHES WITH GREATNESS *by Frank Greif*

You can meet some very interesting people at a race like the Rolex 24 at Daytona. This year there were drivers from many different series and it was amazing how approachable these people are—as long as you watch first to make sure you don't interrupt anything important. Here are some observations after a few handshakes and short conversations:

Danica Patrick Walk through the garage area and look for the biggest crowd. There she is, always smiling and smaller than you think. How can she concentrate on driving with the big crowds? "Do you have a minute?" "Not now, later." Oh well. She's just married, and for those of you who care—wears a HUGE diamond.

Rusty Wallace He's taller than you might think. It was great to watch Danica and Rusty do the "racer thing" with their hands as they talked about the handling of the car they shared.

Scott Pruett Very calm, looks you right in the eye and willing to say: "Yes, it is true. These DP cars are built like little tanks. Just like NASCAR, we can bounce off each other and just keep charging." A sly smile followed.

Eddie Cheever He does look like the elder statesman. Talks like one too: "I think this series is going to expand very rapidly. I love it." He looked great when we talked, then looked exhausted after his first stint in the car. Cleans up nice, though.

Paul Tracy Not a single four letter word! Why do this race? "Why not—they are great cars and it keeps me sharp." He even stood still long enough for a picture.

Chip Ganassi When you think about how many series this guy is involved with and all the things he has going on, it is amazing that he still is willing to take time to talk about the sport with an average fan.

Kyle Petty This man is a delight. We talked to him on the grid and then he showed up at the Team Seattle hospitality suite. He really is passionate about the Victory Junction Gang (his camp for sick kids) and you get the sense he would rather talk about that than racing. He loves Team Seattle! Watch this connection grow.

Fred at Refreshment Stand #4 "You want a souvenir cup with that beer?" You can meet EVERYONE at Daytona.

Continued on Page 14

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A view from the stands.



The #2 Target prototype on its way to victory.



BMW #05 on banking.



BMW #90 at speed.



BMW #04 in competition.



The #5 M3 rounding turn 2 as the sun starts to come up.



BMW #21 on infield.



Wes Hill completes another lap for Children's.



Will Diefenbach helps with a driver change.



Ken Hill driving the #87 Porsche in the infield.



Team Seattle and guests pose for a group shot just prior to the big race.

BMW Club Members at the Rolex 24 at Daytona *Continued from Page 11*

FIRST TIME EXPERIENCE *by Fred Wright*

The first time you go to the 24 is special. I had the pleasure of introducing my childhood best friend this year to the 24. If you are a car guy it is something you must do, as it will change your thinking about what a real motor race is all about.

When you drive up to the track at Daytona the first time it gives your stomach that butterfly feeling. They take your ticket and then you drive through the tunnel—Wow you're inside the track. The size of the place is a sensory overload, especially if cars are running on the track. It takes quite a while to figure out where you are. It looks so different from what you have seen on TV because you're seeing things from a different angle.

There is so much to see ... ferris wheel and rides in the distance, cars, motor homes, race vendors and then there is the paddock. My friend had been to the US Grand Prix, so being able to walk through the pits was a huge opportunity. Being able to talk with our drivers was a bonus. We almost felt like we were driving these cars as we talked with Ken, Wes, Will, Don, Dave, Chris, Chris and Don.



The #3 BMW powered prototype leaving the infield Horseshoes for the high banking of Daytona.

The golf cart is the key to a great experience. We were able to go anywhere and it seems if you're with Team Seattle you get through holes in the security system. To experience the back straight at night is one of the best parts of the adventure. To peer through the hole in the wall at the end of NASCAR turn two as the cars go by at 185+ is an unbelievable adrenaline rush.

What you learn at a 24-hour race that make it so special is all the people who team up to keep a car running. It is amazing to watch a team do an axle change in twenty minutes and get the car back in the race as the Porsche DP did early in the race. The intensity of the crew is unbelievable. Being able to watch it is even better.

Professional racing at night is something to see, the later into the night the better. To have a radio connected to your team so you hear what the spotter is saying and what the driver is saying makes you feel connected. You get hypnotized by the rhythm of the cars, the sounds and the smell of race fuel. Ahhh.

Being there when the sun comes up is unique to a 24-hour race. But being in the hot pits waiting for your team to finish is a great climax and it gives you a taste of the feeling you must get when your team wins.

You've got to go to this race; how about next year?



The #87 heading into the sunset.

CAR SPOTTING ON THE BACK 40 *by Erik Brannfors*

It was about 5 p.m. on Saturday when Alan and I made it to the far side of the track to relieve Lance and Bill from spotting duties at the Bus Stop. They had been over there for a few hours, unfortunately while the Team Seattle cars were in the garages getting the daylights hammered back into them. We swapped radios and advice and Alan and I headed up into the stands. The view was spectacular, overlooking the action at the Bus Stop, the back straight, NASCAR turns, and most of the infield. Binoculars would have been great to have.

Towards six or six-thirty the #87 car rolled out of the garage onto the track to once again take up the fight. My first official transmission was along the lines of “#87, this is Erik at the Bus Stop. Be advised of heavy dirt, debris, and fluid in chicane. Also, avoid pothole on inside of exit onto NASCAR 3. Be smooth and stay out of the DP's way.” The response was along the lines of “..Ooh-K-k-ay..” as the car came up to speed.

Once the car was circulating, and I got used to what the drivers wanted to hear over the radio from me, the evening became more relaxed. Sunset was amazing as it was filtered through the clouds. The radio chatter was entertaining, from both Team Seattle and the Track Officials. Over the radio the officials wanted to penalize the teams for not lighting up soon enough. Some cars had to pit as the lights didn't end up working. Some had brake lights, but not tail lights. No wonder it's dangerous to race at night!

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About 8 p.m. we were visited, by several members of the Seattle contingent who were there for the race. A bottle of "This ought to warm you up" was produced and passed around. Suddenly, "BANG, BOOM," we were startled by sudden explosions and looked up (not down; no cars crashing). Fireworks, right over our heads! The sound was deafening; the grandstands rattled from the concussions. It was an amazing few minutes of distraction from the action on the track. Then a police officer arrived to clear us out. Safety hazard, he said. Bummer.

The experiences of not only Saturday and Sunday involving the race but also those of the entire week I was there make me determined to go back again, and be an official unpaid volunteer for Team Seattle.

GRAND AM CUP SUPPORT RACE by Lance Richert

BMW's were not represented very well in the weekend Rolex 24 hour race. However BMW makes up for this in the Grand Am Cup support race, traditionally held Friday afternoon before the big 24 hour race. This year's GA Cup race was huge, seeing 82 cars take the green flag in the GS (fast) and ST (semi-fast) classes. BMW's were well represented with 16 E46s and Z4s in competition. Though a Porsche 996 snagged the outright win, the drive of the race had to go to the Turner Motorsport M3 piloted by co-drivers Bill Auberlen and Chris Gleason. Without a qualifying time due to clutch failure they started at the back of the 82 car field and finished second overall, just two seconds behind the leader. Yes, they passed 81 cars for position!

The GA Cup paddock is pure race car eye candy, with a solid dozen manufacture's makes competing. Bay after bay in the garages held beautiful race cars, whether they be BMW's or not. Paddock access is comprehensive, allowing fans to view all the cars up close in the garages. I've always made a point to be at the track on Thursday and Friday to see the GA Cup cars run their testing and qualifying sessions. By Friday afternoon, once the 200 mile race is completed, the cars are loaded up on trailers and on their way back to their team shops. For those fans who wait to roll in Saturday morning for the Rolex 24, they will have missed a nice component to the overall race weekend.



Will Turner and Don Salama finished 3rd in the ST class.

TOP EIGHT COMMENTS FROM KEN OR WES AT 190 MPH

One of the best ways to get a feel for Daytona is to listen to the chatter between the drivers, the pit boss and the spotter. We collected some of the better comments from Ken and Wes and present them in a top-8 list. Names have been omitted to permit either bragging or denial:

1. Very late into the night—in fact in early morning:
Hey everybody, I'm driving at Daytona!
2. *In the sunlight that black flag at the start/finish line really did look blue.*
3. Just after five Daytona Prototypes roared by on the NASCAR banking: *Wow! That was interesting.*
4. After being passed (again) by the much faster leading DP car: *Are you sure there is only one Target car out here?*
5. Very early in the morning: *Is anyone else hungry?*
6. *I have the best seat in the house!*
7. It can get lonely in the car very late in the race, particularly if you have not heard anything from your spotters in a while: *Is anyone awake out there?*
8. *I'm off big, guys.*



It's not cheap to get your names on a new 997.

FROM THE DRIVER'S SEAT by Ken Hill

Just down the street from my office is the School of Acrobatics and New Circus Arts. It's an accredited Circus School where, for the price of tuition, you will witness strange and wondrous things, meet a wide variety of very interesting people, and personally learn acrobatic maneuvers and death defying stunts requiring great concentration, coordination, and luck. Or you could just choose to run in the Rolex 24-Hour Daytona event.

For several years I've watched the Team Seattle Guild as they've run in the 24. I've talked with Don and Donna Kitch about Daytona, and I've learned to appreciate the time and energy they, and other team members, put into this fund raising effort. More recently I've had the opportunity to see some of the work at Children's Hospital this funding helps pay for. It's an amazing project, for ten years helping out a worthwhile charity. About this time last year Cecilia and I decided it was time to get involved, so we called Don to express an interest, and asked "What does it take to help drive with Team Seattle at Daytona?" His answer was pretty clear and straight forward, but he failed to mention the reference in the paragraph above.

In the last year, I've had the chance to be on the news, and not in the torn-shirt-COPS-sort of way. Wes and I were promoting the Team Seattle effort and asking for funding.

Continued on Page 16

BMW Club Members at the Rolex 24 at Daytona *Continued from Page 15*

It's not as easy as it looks, fifteen minutes of taping in front of a camera for three seconds of coverage that makes the late edition right behind football's greatest bloopers. I have a new appreciation for people who get a camera and microphone stuck in their face just after their house floated down-river in some flood. At least I was happy to be interviewed. Thanks go out to KING TV and their support of Team Seattle over the years. Although I certainly felt like a clown at the time of the interview, through artful editing KING TV was able to hide the orange wig and bright yellow shoes.

I was on the radio too, I did a couple of Sunday morning public (dis)service announcements. Cecilia will likely confirm that talking is one of my favorite pastimes. And talking about racing, it just doesn't get any better. But do it in a tiny room,

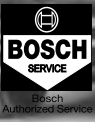
with headphones and a microphone, watching the monitor with a graph that shows every glitch and hesitation in the voice, under bright lights, the thermostat turned on high, no ventilation, all those questions—it was tough. Thanks to KIXI and KWJZ for the opportunity to tell our story, and especially Jim and Gary for helping me get through it. Still, I'd almost rather put my head into a lion's mouth.

And then there were the fundraising dinners. Not something I have any experience doing, trying to talk someone out of their hard earned money, even if it is for a very worthwhile cause. The equation makes sense: tax deductible donation that provides promotional and marketing opportunities to a huge viewing audience. But it takes practice and perseverance. It's probably no different than pitching the chance to throw darts



Team Synergy crew making a tire change.

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You don't want to be the one walking back into the pits carrying just the steering wheel.

at a balloon, you have to get used to people saying 'no' and not taking it personally. Thankfully there are organizations out there like Nokia Networks and Microsoft that listened to the pitch, and then contributed anyway.

Did I mention the expense? In the last year I have written personal checks second only to those used to buy the house we live in. I created my own little "House of Horrors" when I had to explain to Cecilia how much it could potentially cost to commit to run in this event. But I've found, if I hold the check registry just right, in front of one of those little carnival crazy-mirrors, the numbers don't look so big and it's not quite as frightening.

Finally the race itself, the 'Greatest Show on Earth,' and I was going to be a part of it. The training was over, and the coaching was flawless. Don and Dave Gaylord are the best at getting you prepared and making you feel welcome at such a star-studded affair. But you still get scared climbing into the race machine; not that you'll get hurt (a racer's ego would never allow that kind of thought anywhere near the brain),

but rather, you don't want to be the guy who whacks the car. You don't want to be the one walking back into the pits carrying just the steering wheel. OK, so this time out, I was that guy. I drove off-track twice—once all by my big self, once I had a little nudge of encouragement. This cost us four to five hours in the pits repairing the car before we could continue. If there's a bright spot in the performance, I guess people like to see others fall from the trapeze—we certainly received plenty of air-time from the SPEED channel. Every friend I have, and some that I don't, have sent me clips of my spins and tribulations. It appears we got plenty of coverage over the 24 hours, every time they cut back from commercial break. Thankfully Synergy did a wonderful job providing a net and saving me from the fall, and the #87 car went on to a flawless finish, helping to contribute \$380,000 for Children's.

Was it worth it? Definitely "YES"! Was it the most fun, the most frightening experience of my life? Pretty close. For me there were definitely highs and lows, but that's what life's all about, and the struggles we went through to make it to the finish line are nothing like the struggles the kids go through every day at Children's Hospital. It's a great cause and I'm glad I had a chance to participate. Would I do it again? In a child's restored heartbeat. Ever since I was a kid myself, I've always dreamed of running away to join the circus.



Ken Hill rounds turn 2 in the #87 car. INSET PHOTO ABOVE: Guess which Hill?

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How do you want to drive ?

BMW CCA, Puget Sound Chapter Raises \$15,000 for Pacific Northwest Chapter of the Arthritis Foundation

THE BMW CAR CLUB OF AMERICA, Puget Sound Region Chapter, raised \$15,000 for the Pacific Northwest Chapter of the Arthritis Foundation at its recent annual banquet and auction on January 21, 2006.

Auction bidders were inspired to be generous by the story of one of their own members. Lucetta Lightfoot of Seattle, WA was diagnosed with Rheumatoid Arthritis in 1982 and Osteoporosis in the late 90s. Perhaps the members were also inspired by the first donation of \$1,000 to start the live auction bidding by BMW Northwest Dealership owner Manfred Scharmach, who also sponsored the event.

Further inspiration came from the auction items donated by local business supporters of the Club, The Arthritis Foundation and Club members. These included services from the businesses, a handmade quilt from a member and the donation of the opportunity to drive the race cars owned by two members!

Spirited bidding resulted in auction proceeds of \$15,000. A check was presented to Arthritis Foundation representatives Marilee McCorrison, President/CEO of the Pacific Northwest Chapter, Scott Weaver, Vice President of Development Programs, Ruth Martens-Scott, Board Chair, on March 2, 2006 by BMW CCA PSR representatives Rick Gulstrom, President, de-Anna Martin, Event Chair, and Lucetta Lightfoot, Board/Charity Liaison.

Almost 200 members were in attendance at the event. The evening's program included a talk from 2006 Daytona 24 Hour Team Seattle Driver Ken Hill. The night was themed "BMW's in Paradise" and on display were several convertible BMWs. The audience enjoyed the program and the beautiful BMWs from multiple years in addition to one of two stunning BMW race cars featured in the auction.



Manfred Scharmach presenting a \$1,000 donation check from BMW Northwest to the Arthritis Foundation.



Pictured from left to right; Marilee McCorrison, Scott Weaver, de-Anna Martin, Lucetta Lightfoot and Rick Gulstrom.





Look Out Summer Here We Come.

IT'S GETTING WARMER; the street cleaners are out, the birds are singing, it's time to start pulling those sleepy Bimmers out from under their protective covers.

Even if you are not lucky enough to have your baby garaged for the winter there are still things that need to be done to make sure you are ready for the spring, and especially summer driving.

If you have had your baby under the covers all winter you may want to consider the following before starting. Check your coolant level and make sure it is not murky or there is no white sludge hanging around (remember a 50/50 mixture is the ideal formula here). Consider a coolant flush, thermostat change and possibly the water pump as well. A flush should be performed every two years; the thermostat and water pump every 60,000 miles.

Check your oil level; if you changed the oil before you put her away you should be good to go. Make sure and check all the fluids but especially the critical ones—oil as mentioned, power steering, brake fluid (should be changed every two years), transmission and transfer case as well as differential fluid. Also remember that summer driving viscosity is a 10/40 rather than a 10/30 product. I personally run BMW synthetic year around.

If you used a gas stabilizer product prior to shutting her down for the winter you should be in good shape. If however you did not, and you are having starting issues, consider draining the fuel tank before pumping more sludge through the system.

The issue which plagues most rides after sitting is battery and tires. If your battery has been a little flakey or is reaching the three to four year mark, do yourself a favor and replace it. I recommend the Optima Gel Cell batteries especially if you are planning to track your BMW.

Make sure your tires are not cracking or wearing abnormally. If they are,

repair and/or replace them. The way we drive these cars one cannot afford to skimp or rely on worn tires. If you are swapping out snow tires, maybe it is time to pop for some new tread instead of trying to make it through another summer. Peace of mind is worth a lot when it comes to tires.

Be sure no pests have made your BMW their winter home. Inspect under the hood for tell-tale signs, as starting the engine before this step can really be messy. Check your trunk for stowaways as well.

Check the belts and hoses really well, and replace any that leave you in doubt before they leave you on the roadside. Check for cracking or glazing.

Also don't forget to check your wipers, and if they are dry or cracked change them for safety as well as aesthetics, as dry wipers can scratch BMW windows. Check all your lights; don't give Johnny Law a reason to pull you over.

Before starting, check underneath for any leaks. This way you will not wonder if they were there before you started or after you started. When you start her up, let it run for about twenty minutes, especially you M folks.

After getting on the road, take it easy for a little while, to let the drive train get warmed up and ready to serve. All these things add up to a very well cared for and happy BMW, not to mention a happy BMW owner.

Here is a list of things to consider carrying for summer driving and especially those long summer trips:

- * A flashlight, flares and a first-aid kit
- * Jumper cables (Be careful when jumping or buddy-jumping a BMW; follow the manual)
- * Extra clothes, blankets and gloves
- * Paper towels
- * Extra washer fluid and coolant
- * Food and water
- * Basic tools like wrenches, a ratchet and sockets, screwdrivers and pliers or Vise-Grips

Remember that regular maintenance costs less than breakdowns. When you break down you don't usually have time to look for the best deals. You are also generally at the mercy of an unknown mechanic who has no relationship with your BMW, God forbid.

Also make sure you have a good coat of wax on your BMW. Tom, a friend of mine who I met at my 05 LIV2DRV

Rally turned me onto Zaino car polish, it is great stuff. Guru Reports names it the very best car wax (www.waxtest.com). A good coat of wax protects everything, from bird droppings to egg yolks.

Next, get ready for your favorite drives. Here are a few to consider:

- * The *Sechelt Peninsula* is the part of Canada that includes the Sunshine Coast and Agamemnon Channel
- * A stopover in *Leavenworth* for delightful shopping and delicious dining
- * The *Coulee Dam* reveals an audacious human enterprise to harness the forces of nature
- * *Mount Rainier* is truly appreciated from behind the wheel of a BMW
- * *Sun Mountain Lodge* in picturesque North Central Washington
- * *Kahler Glen Golf and Ski Resort* located by Lake Wenatchee

On your summer drives the main thing to remember is to have fun and be safe, also to respectfully represent the BMW community.

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Car Collection Meeting

Photo by Doug Mill.



The Spinner Warehouse before the crowd arrived.

I GUESS ONE COULD SAY our Car Collection meeting on February 11th was a success. With 500 people in attendance, it was the biggest event of any kind the Club has ever held. The main attraction was Jon Shirley's fabulous collection at The Spinner Warehouse. It is simply one of the finest private auto museums in the world, and Club members and guests couldn't resist. The collection includes several one-off Ferraris and other hyper-exotics in a display that is the epitome of what every car fanatic would do if they had the money; tasteful, elegant and beautifully presented.

The next stop was Craig Watjen's collection of vintage Fords and Lincolns

plus bunches of interesting memorabilia. The final stop was Greg Whitten's collection which included Ferraris F40, F50 and Enzo. Plus a few other choice morsels for all to savor.

All three owners were incredibly generous to share their beautiful cars with us. Thank you! Also thanks to all the volunteers from the Club who worked parking, security, check-in and refreshments. Finally, thanks to all the Club members who came out. Despite the mob scene (I expected 200 to 300 at most); everyone was very respectful and careful around the cars. This was noted and appreciated by the owners and we will be welcomed back as a result. Wow!

David Lightfoot



Photos in this column by Duane Montagne.



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BY THE TIME YOU READ THIS, my dear 2002ti will again be registered and titled in this state. March 8th the WSP will inspect it for a new title after it was totaled while sitting in front of my house.

The polyurethane front suspension bushings are finally installed. The lower control arm bushings were worn on the passenger side and semi-frozen on the driver side. Once they were installed, my son Sean and I set the toe-in with the help of Dale Beuning's toe plates. Since toe-in is the only available adjustment, I was a little nervous as I went out for a short test drive. Gratefully, the steering wheel was straight and the car drove straight.

Now that all the work has been done on the front end, the 2002ti drives and steers much better. There is no rough spot in the steering and the effort is less than before. The suspension is really nicer and the car actually rides better than before. There is still some additional bodywork to get done before I can call the rebuild finished, but it's getting really close.

Several weeks ago on my drive home from work in my E30 325is, I experienced a very difficult thing. I pulled away from a stoplight, turned left to get on I-5 and went for second gear. The clutch pedal went to the floor and stayed; there was no disengagement. Thinking very quickly while in rush hour traffic, I got into second by matching engine revs and then realized I wasn't going to make it in stop-and-go traffic, I quickly exited to Airport way and prayed for minimal traffic. By starting the car in first gear whenever I had to stop and matching revs to shift,

I drove it home the seven or so miles. I figured the clutch slave cylinder died, since it's the most common clutch hydraulic failure. I was able to find one at Shucks, of all places, and then went about replacing it. The old one didn't have the usual blown seal, which is what I expected. We installed the new slave cylinder, and my son and I tried for an hour to bleed it with no success. I know many BMW owners have had trouble bleeding a slave cylinder but I've always had pretty good success. We tried my pressure bleeder, then the old way of pump and release and always ended up with more air, not less. We quit for the night when I decided it was probably a bad master cylinder.

The clutch master cylinder on the E30 325 is under the dash in front of the pedals. Getting it out wasn't too difficult; only two 6mm bolts, a fluid hose and one steel line fitting on the front side of the firewall. I got another master cylinder and started to install it. It wasn't as easy to install as it was to remove. After feeding the hose to the brake fluid reservoir through the firewall and reattaching the steel line, I tried to restart the two bolts that hold the master cylinder to the steering column. I couldn't get the threads to engage, and fussed with them for over an hour. I finally broke down and removed the driver's seat. It's only four easy-to-remove bolts. With the seat out, I could then lay down on my back on the floor and get both hands into position to align all the parts and start the bolts. In short order it was all bolted in. I put more brake fluid into my pressure bleeder and got all the air out of the system. After several pumps

The lesson to be learned is that it is better to take the time to remove all that gets in the way than try to struggle with it otherwise.

on the clutch pedal, I had a firm pedal that came right up and a working clutch again. The lesson to be learned is that it is better to take the time to remove all that gets in the way than try to struggle with it otherwise. I should have known better; it wasn't my finest mechanical hour. Several days later, I went to use the cruise control and it wouldn't engage. While doing the master cylinder replacement, I had slightly bent the bracket that holds the clutch and brake switches. All it took was a little push to straighten it out so when the clutch is out the switch is disengaged. The cruise control now works properly. It is nice to have the 325is back on the road.

BMW cars have a reputation of being expensive to repair. Many people think the parts are very expensive, but most maintenance items are reasonably priced. BMW often uses the same part on many models and for many years. An example is the drive shaft guibo and center support bearing. I can get a fan clutch for the E30 for around \$65-70. A co-worker has a Kia Sportage needing a fan clutch. It is a dealer-only item and costs \$120-150 depending on the dealer. Now that's a bit much. Think of this the next time you buy some maintenance items for your Bimmer.



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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	253-941-0463	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	Kim Burgess	206-542-7007	kim.burgess@att.net
E38	7 series	95-01	Matthew Mar	206-760-9612	info@seattle7s.com
E39	5 series/M5	97-03	Matt Atkins		matkins@seattle5s.com
E46	3 series	99-Present	Mike Pei	206-778-0740	blackchrome77@hotmail.com
E50	Mini Cooper/Cooper S	02-Present	David Lightfoot	206-284-3165	d.lightfoot@comcast.net

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2002 530i: WBAADT53462CE92491 Sterling gray/ grey leather, 25,000 miles, five-speed, premium, sport and cold weather packages, Xenon lights, CD, Digi-shield film on front so there are no paint chips, newer Pirelli Zero Nero tires, 7/02 purchase date, BMW warranty, non-smoker, no accidents, showroom condition. Need to let this stunner go as my wife just got a new BMW and the garage is full. \$30,000. Contact Brian at 503-931-1673 or trekking@comcast.net.



1998 Z3: VIN 4USCJ3326WCC09823: 2.8 liter, five-speed, Atlanta Blue, tan top, tan leather interior, 26,248 miles. Car is near showroom condition with a couple of very small rock chips and a little wear on the drivers seat bolster, otherwise as new. Six disk player, windbreak, tonneau cover, aftermarket armrest/cup-holder, trip computer, new Bridgestone S-03's with less than 3,000 miles on them. Car was summer driven only. Needs nothing. \$19,900. Call Bob at 425-941-3605.

Parts for Sale

Wheels: Four chrome wheel rims from a 1993 525i that really look pretty on a vehicle. \$200 for all. Please call Howard or Carolyn at 425-462-0390 evenings.

Tires: Two 235/40ZR17 Michelin MXX3 tires over 60% tread left. \$125 for the pair. Contact Bill Rogers at 253-630-1791 or aprec8@msn.com.

E39 accessories: Black, new, in box carpet mats \$90. Black (M-5 logo) trunk carpet \$65. Trunk mesh hold down \$35. Two full oil change kits with filter and 5-30 synthetic oil. \$39 each. Peake reset tool \$35 (all series). BMW StarTac Motorola phone. (5 or 7 series). All are original BMW purchased items. Call Kurt at 206-232-1202.

Other

MINI Wheels: ASA JH6 (17") 8 spoke (minilite-look) purchased from Tire Rack shod with 205 45 17 AVON (tested best by Tire Rack) Tech M 500 tires. About 1,200 miles on both. Cost around \$1,300 ... best offer. Please call Rich at 425-836-8117.

MINI Cooper S Exhaust: Scorpion exhaust for MINI Cooper S (was on a 2005). Sweetest sound you'll ever hear. Cost ~\$600 from Bavarian Motorsport ... best offer. Please call Rich at 425-836-8117.

Mid 196 0s SCCA H-Modified Race Car: Powered by a two cylinder air-cooled 700cc from BMW Sport Coupe circa 1963. One off professionally build using LeGrand suspension, wheels and four wheel disc brakes. Two piece fiberglass body. Very attractive. Thorough restoration recently completed. Extensive race package includes trailer, shade, spare motors, molds, etc. Asking \$27,500. Contact Glade Miller at 253-847-8326 or miller8326@msn.com.

DEADLINES

April 4: May 2006 Issue / May 2: June 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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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

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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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