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Zündfolge

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



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May 2006

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Boilerplate

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KALENDER

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 are now held on the last Thursday of the month.*

May 2

Deadline for the June 2006 Zündfolge.

May 13th

Convertibles 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.

May 25

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 are now held on the last Thursday of the month.*

May 28

The BC BMW Club will be having its 9th Annual Harrison Fun Run in celebration of the founding of their club and the start of their 9th year of activities. Event will depart from Guildford north lot at 10:30am to head to Harrison for lunch. View www.bmwccbc.org for more information.

June 6

Deadline for the July 2006 Zündfolge.

June 11

5th Annual E30 Picnic 11 a.m. in Issaquah. Event contact is Lance Richert at lance@richertnet.com.

June 17

Griot's Garage Car Care Tech Session, 10 a.m. in Fife. Contact is Lance Richert at lance@richertnet.com.

June 29

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 are now held on the last Thursday of the month.*

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 1st

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. 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@bmwacaportland.com or 503-524-6407. A caravan from Seattle will be going down to the event. Please contact de-Anna Martin at deanna@yahoo.com or 206-274-5274 for more details.

July 23-28

Oktoberfest, Grand Rapids, MI. The BMW Car 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 jimgloriamillet@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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5th Annual E30 Picnic (3 Series '84-'91)

June 11th

11 a.m.—Triple-X Drive In
98 N.E. Gilman Blvd., Issaquah, WA

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

The local NW E30 SIG along with the BMW Club are organizing another E30 Picnic for all E30 owners or admirers. The Picnic has evolved into the largest gathering of E30s in the USA. We'll see you on Sunday, June 11th starting at 11a.m. in Issaquah. There will be special E30s on display, and plenty of opportunities for all E30 owners to share questions and stories. We are planning on 100+ E30s that day, be sure to

be part of the fun! All E30s are invited, from garage queens to daily drivers (like mine!). Extra E30 parts cluttering the garage? Bring the parts and sell them if you wish.

We are happy to be back at the historical Triple-X Drive-In in Issaquah, WA. The Triple-X has a great burger menu; bring your appetite and a few bucks and they will make you happy. Directions will be provided in the June *Zündfolge*.

Auburn Foreign Car is graciously covering some of the costs for the event. We are asking for a \$5 donation to help cover the additional costs of the event. It is important for you to RSVP to me so I can better plan for parking and coordination with the Triple-X. I need to know the number of people attending in your car, and what kind of E30 you are bringing (year and type), and your city. See you there!

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



This month's cover photo is of a BMW motorcycle, one of the current K models, the K1200GT. BMW has a long history of building great motorcycles. Several Club members are not only BMW automobile drivers but also BMW motorcycle riders, too. Periodically we include other BMW related stories to share the many aspects of BMW.

Photo by BMW Press.



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Convertibles Only and Foster's Wheel Team up for a Club Tech Session

May 13

CONVERTIBLES ONLY

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

Owner Les Hurlbert will give an overview of Convertibles Only, their history and what they do. His presentation may cover the following topics:



- Types of Convertible toppings available.
 - Types of window plastic available.
 - Life expectancy of top and window material.
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 - Care & cleaning products to use on your top.
 - Steps and procedures for cleaning your top.
 - Common problems with tops specific to BMWs.
 - How to re-synchronize your power top, should it fail.
- This will be a live demonstration. (Shops charge \$157.60 for this same procedure.)

FOSTER'S WHEEL

11:00 a.m. to 12:00 Noon

Ben Foster will give a brief history of his background and the birth of Foster's Wheel Service. He will be addressing the difference and advantages of the various types and finishes of wheels, ending with the services offered at their shop.

Circle Saturday, May 13th on your calendar and join us at Convertibles Only, 780 Roy Street, 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 Convertibles Only at www.convertiblesonly.com or Fosters Wheel at www.fosterwheel.com.

RSVP to Jeff Butler at jeff@hauryscollision.com.

Jeff Butler
Tech Events Chair



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Griot's Garage Car Care Tech Session

June 17

10:00 a.m. to noon



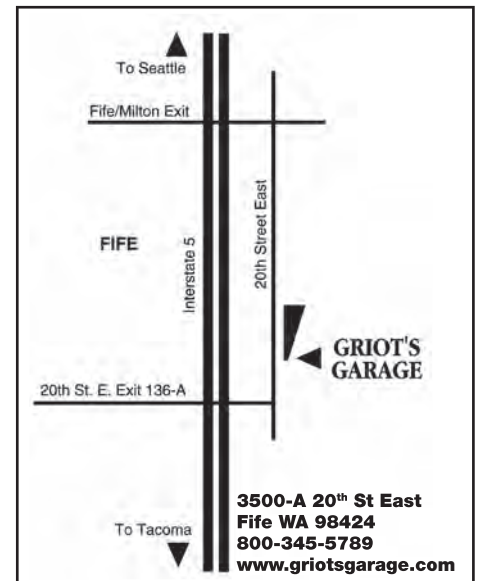
JOIN YOUR FELLOW BMW Club members at a pre-Concours car care tech session at Griot's Garage. This is always one of the more popular events of the year, please join us! For those plan-

ning to enter their BMW in the judged category at the Concours d'Elegance in July, the staff will present special tips and tricks to help you score maximum points!

They have a store full of car care products along with a great Car Care School and R&D garage. Everything is located at their corporate headquarters in Fife, a half a mile west of BMW Northwest. Griot's Garage will provide a free Car Care Product sample to all those attending plus breakfast eats and coffee. Don't miss this fun and informative tech session. Note: Products may be purchased from their retail store between 9:00 a.m. and 4:00 p.m.

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

Lance Richert



FROM SEATTLE

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

FROM OLYMPIA

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

BMW Seattle

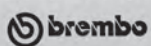
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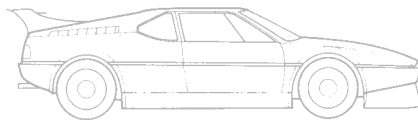


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MOTOR SPORTS



OUR NEXT EVENT is an Advanced Lapping Day with ProFormance on June 7th. It's pretty different from what we've done in the past. Besides the obvious point, it's on a Wednesday, we hope to offer our advanced drivers (instructors included!) a different way to look at their home track. It will be very small, so there's going to be much more opportunity to really break down each corner and find a few small adjustments to make each of us a little bit better out there. We'll also discuss car set-up, and adjustments to make to change a given behavior. This school is limited to known drivers in A and B group or Instructors. Registration's been open for a month now, and I imagine the school is pretty close to full, so call or email ProFormance today if you're interested in coming.

Don't forget that even though our schools are pretty spread out this year, there are many local driving schools you're welcome to attend as a member of the BMW CCA. There's a calendar side bar of events open to you. The secret is that you'll see many of the same instructors at other club's events, as we're pretty much addicted and will jump at any excuse to be at the track.

Since I don't have to promote too many events this month, I thought I'd talk about one of my favorite subjects—braking. How many of you out there are having trouble with it? Is the car all over the place when you brake? Are the brakes going away after four laps? I could write a book about this, but I'll try to keep it short and give you some bullet points to keep you and your car happy.

BRAKING **What Fade Feels Like**

At some point you'll be having a little too much fun and suddenly realize that the brakes aren't working nearly as well as they once were. It usually shows up as one of two things—pad or fluid fade. If you overheat the brake fluid, the brake pedal starts going down farther than usual. If you over heat the pads, they feel really hard, maybe even gritty. The pedal's still firm, but not much braking is happening. If you feel either of these while on track, back off! If you keep going at your current pace, the problem will get worse. Slow down a touch for a lap or two. If the brakes come back, then you can go back to your former pace. You'll still need to pay attention how the brakes feel and manage the car accordingly.

The Fix

So what do you do when you find the limits of the brakes on your car? Well, (and I'll try not to sound preachy), go

If you're interested in this advanced lapping day call or email ProFormance today at 253-630-5130 or DonKitchJr@cs.com. www.ProFormanceRaceSchool.com

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2006 Driving Events Calendar

to the next section down and really examine your braking technique. BMWs come with simply awesome brakes. It's one of the strengths of our cars in my opinion. That said, it may be the case that you really are going fast enough to overwhelm the brake system, and probably only a minor adjustment is necessary. In almost all situations I recommend a better brake fluid, a set of pads that are more suited to track temperatures, and make sure the brakes are getting good ventilation. Every car and driver is different, so I can't say Brand X pad is the one to get. Talk to the drivers out there with more experience driving the same car as you. They should be able to tell you what works for them. Most likely you won't need to invest in a big brake kit.

Technique

1. Really USE your brakes. Remember the threshold braking exercise in Bremerton? Your car has an amazing amount braking ability (as long as it's not a 1600!), and it's much easier on the car to use all the brakes for a short amount of time than 50% - 75% effort for a longer time. Time

on the brakes equals more heat, and more heat means problems.

2. Be smooth! Jumping onto the brake pedal unsettles the car and results in less braking. If you go to the brake pedal smoothly, you'll get much more braking done in a shorter amount of distance. The faster you're going, the more critical this is.
3. Remember to brake hard at the beginning of your braking, and ease off the brakes towards the end of your braking, not the opposite. If you get most of the braking done at the beginning of the brake zone, you will find that shifting and turn-in will become much easier. On that note, remember to shift the car AFTER you've got most of the braking done, but before you turn-in. All of this will keep the car much more settled under hard braking, and a happy car slows down a lot quicker than a car halfway out of control.

Be safe and have fun. I'll see you out there.

Tom Olsson
olssons@seanet.com

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:

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

August

- 3 PCA School at Pacific Raceways
12 PCA Women's Skills Day at Bremerton
17 ALFA School at Pacific Raceways
26-27 Golden Gate Chapter School at Thunderhill

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Dynojet

July 4th, Got a Little Ridin' In

by Gus Blazek

THE BMW K75 motorcycles were never thought of as fast, even by the performance standards of their time. In production from 1985 through 1995, their zero to sixty times in the mid-four-second range and quarter miles in the low-thirteens did little to curdle the blood of riders raised on Japanese and Italian sport bikes.

These K-bikes (C, S, T, and RT models) saved face by having a smooth, counter-balanced three-cylinder 740cc engine, fuel injection, and on the "S" model, the perfect seat to handlebar to foot peg measurements for the Teutonic sport-touring enthusiast over six feet tall. Available options included ABS brakes, waterproof hard luggage, heated grips and a European 12 volt outlet.

Despite the comfort options, no one should confuse these BMWs with heavy touring rigs. With proper suspension modifications (yes, my 1993 K75s has them), the K-mounted rider may enjoy long distances and explore remote back road lean angles that can only be dreamed of by the big boys.

Being a BMW rider, I can't just make a casual trip. My four-day weekend goals: get in some much needed seat time, check out how long it takes to reach the Alaska highway from Seattle while determining if the locals are friendly and fuel is available, and enjoy clear weather rides of the Icefields Parkway in Alberta and the Going-to-the-Sun Road in Glacier National Park.

DAY 1:
Des Moines, WA to Prince George, British Columbia (BC)
I chant the biking mantra ("four wheels are for dweebs, four wheels are for dweebs")

while working north in a chilly dawn. Crossing the border at Sumas leads to Trans Canada Highway 1 and the scenic Frazier River valley. Canada 1 meets Highway 97 at Cache Creek, climbing smoothly out of the Frazier valley into prime moose habitat. After passing inviting resort villages (Clinton was a notable one) and their beckoning pubs, I pull into Prince George, a dreary lumber town. (*Note to self: stay in one of the resort towns next time.*) Twelve hours of riding done, an acceptable start on Goal #1.

DAY 2: **Prince George, BC to Hinton, Alberta via Dawson Creek, BC**

I dress for the morning drizzle and unwittingly make a critical error. With one-piece raingear on, it's not easy to get at my wallet, so I pass on gas. Loaded up with coffee, impatient, and having about 100 miles (half a tank) of fuel onboard, I check the fill up dot on my map and hightail it out of Prince George.

Fifty minutes in, my low-fuel light (gas gauges are not common on motorcycles) winks on as expected. In about ten miles is the planned stop, a large lake with a village at the north end. On approach, I spot a pair of marginal-looking fuel pumps in front of a resort that never got a star in the Michelin guide, even in its better days.

I try to stay calm while dismounting by the pumps. If this place is out of business, I'm screwed. At normal cruise I have thirty miles of gas remaining. Forty miles to the south, I passed a huge, lit-up Petrol Canada. The map says it's forty miles north to the next town.

If this place is out of business, I'm screwed.

After standing around for half an hour, banging on the office door, and realizing that both cars "parked" in front did not have current license plates, I decide to take my chances on the road. Pointing north I quickly shift up to 5th, leveling out at 50 mph, tucked behind the fairing to maximize fuel mileage. I will roll as close to that town as possible before running out of gas. The rain has stopped so it won't be a bad walk.

Fifteen nervous miles later, at a tidy resort next to a scenic lake too small to show on the map, a stunning blonde apparition speaks Dutch into a cell phone while unlocking her gas pumps. I would have kissed the woman after filling up except that she was conversing with her mother-in-law in Holland.

Full up and back on the two-lane, it's a mild rise over the continental divide at Pine Pass (3,001 ft.) with some nice twisty bits through the woods on the downside. Finally, my front tire gets scuffed all the way to the edges. That tire is the "new" Metzeler ME330, a huge improvement in steep lean-

angle feel over the old rock solid (some would say "rock hard") ME33. The curves clear my head after the early morning's stupidity.

It gets flat up there. Cresting a knoll west of Dawson Creek, I roll off the throttle and stand tiptoe on the foot pegs, leaning forward into the wind while swiveling my head for a view around the far horizon. Northern evergreens with their musky, piney scent stand in stunted groves on gentle hills, but in the mild sun and steel-blue-forever sky there is not a mountain to be seen.

Goal #2 is achieved as I haul the BMW up on its center stand in downtown Dawson Creek, next to mile-post zero of the Alaska Highway. With promising weather ahead, I briefly contemplate the consequences of calling my boss from Fairbanks on Wednesday. The answer? Fifteen hours from Seattle, Canadians are friendly and watch your fuel past Prince George.

There is no time for introspection on this, my northernmost ride ever. If I stay on pavement, the route to Jasper requires a path southeast that approaches Edmonton before turning sharply west towards the Rockies. Time to get the bit in my teeth; I have a long afternoon ahead.

PATRICK MILLER

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If loud pipes really save lives, every BMW rider in the world would have died long ago.

Motorcyclists who ride long distances wear noise-reducing earplugs if they want to hear in their old age. No, it's not the exhaust. If loud pipes really save lives, every BMW rider in the world would have died long ago. On a K-bike, the only sound heard above the freeway speed windblast is a distinct, high-pitched whine of meshing gears that run the counterbalance shaft, clutch and alternator. That noise caused the phrase "K-whiners" to be coined about fifteen years ago.

Twenty miles southeast of Dawson Creek, I motor at a respectable 115 klicks (72 mph) on the highway signed 100 kph (62 mph). A speed-crazed Canuck, Subaru mounted, screams by me. This is more like it! I cautiously pull a quarter mile behind him, whining at a higher pitch, keeping an eagle eye out for Mounties.

A chance discussion while filling up in Grande Prairie cuts about 150 km off the day's ride. Highway 40 south to Hinton was paved recently but is shown as gravel on my map. It is scenic and lightly traveled, except for the speed-crazed Albertan (Subaru again) who blasts by me about ten miles south of

town. This ends up being a quick 330km (205 miles) and I coast into Hinton with several hours of daylight left. A cafe on the east end of town has Greek food served by a cute waitress. Retsina!

DAY 3: Hinton, Alberta to Pincher Creek, Alberta

This is my easy day. The 290km (180 miles) between Jasper and Banff is some of the prettiest mileage in North America. Goal #3a is achieved by sitting on the bike in bright morning sunshine and letting the Icefields Parkway roll by my visor like my own private movie.

An unexpected afternoon treat is the Kananaskis region on Hwy 40 south of Banff. The entire area is dedicated to outdoor recreation. The lower valley has golf and a big ski resort. Climbing south it gets more remote with enticing trailheads that lead up into high alpine areas. The ABS kicks in when I encounter a family of bighorn sheep lounging on the asphalt just over Highwood Pass summit (7,239 feet), the highest elevation in Canada served by a paved road.

The route turns straight south at Longview in a band of rolling hills between

mountains and prairie. This is prime terrain on a motorcycle, riding the two-lane as it snakes through grain fields and grazing herds. The hillcrests enable distant views and the bottoms have great high speed sweeping corners. I pass an hour at high whine, chasing the obligatory speed-crazed Canuck, this time Porsche mounted.

There is movement on the horizon as I clear a hilltop and spot the farm of wind turbines surrounding Pincher Creek, maybe forty miles distant. My evening destination has an inviting backstreet bistro and a nice creek trail to walk out the saddle sore-ness after dinner.

DAY 4: Pincher Creek, Alberta to Des Moines, WA

Turbines stand fixed in the early morning calm as I rail south toward the border, the Rockies looming just out of reach of my right glove. Through customs and now on the Blackfoot Indian reservation, a favorite spot is the turnout below Chief Mountain (9,056 feet), an impressive pinnacle that stands alone east of the front. As I roll up, tribesmen serenely face the peak, absorbed in their morning meditation. Chalk up another one for the quiet BMW K-bike, once derided by a journalist as sounding "like a Mixmaster on steroids."

Shortly after, I enter Glacier National Park at St. Mary, eastern terminus of the Going-to-the-Sun Road. Remarkably, traffic clears out for a clear toe-scratching run at the twisty route up Logan Pass, my only worry being road-bound moose or their large *Cervidae* relatives. So much for the enjoying the scenery portion of trip Goal #3b.

Zündfolge A Members' Magazine

Maybe you noticed while reading your *Zündfolge* over the last several months, more authors, photographers and advertisers than ever before! Yes, we very much encourage Club members to submit material for upcoming *Zündfolge* issues.

The *Zündfolge* is a member magazine and as such many members contribute in several ways to the content and production of your Club magazine. Some of the ways members contribute are by writing, photography, advertising and helping with proofing the text. Feel free to contact the editor if you would like to contribute in any way to your Club magazine. Lucetta Lightfoot, the editor, may be reached at lucettalightfoot@msn.com.

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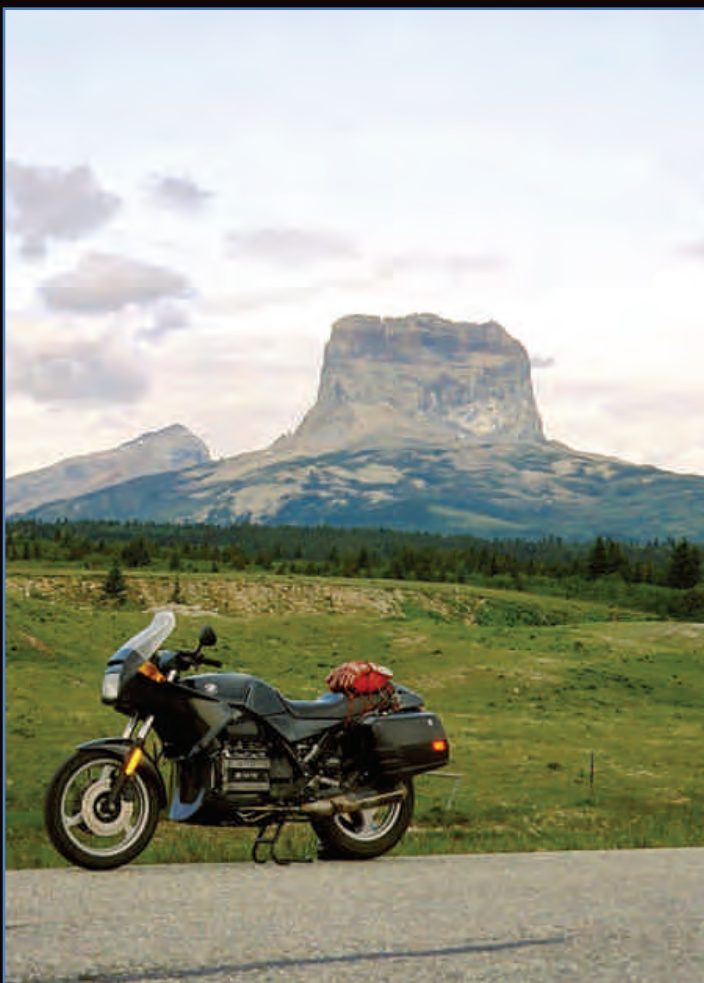
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BMW K75s respects the quiet morning at Chief Mountain, Blackfeet Indian Reservation, Montana.



Wind power meets BMW power near Pincher Creek, Alberta.

BMW K75s on Tour



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Dyno Event & BBQ

July 1

or Maybe Gear Head Get-together, Bench
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Around Good Time at the Carb Connection

Begins at 10:00 a.m.

IT'S TIME WE GET TOGETHER and see what happens when the rubber meets the rollers for round two. We had a great time flogging our Bimmers last year and checking out just how well those mods really worked. Several of last years participants are warming up for round two with even more (Club pres. Rick Gulstrom's looking to break 300 HP normally aspirated) and yours truly will be bringing his newly acquired and nicely modded E36 M3 for a run. Club members with new E60 M5s or M6s are strongly encouraged to show up.

Alex and the guys at the Carb Connection in Kirkland are hosting the dyno tech session for our Club at a discounted rate. Saturday, July 1st we will pay only \$75 (normally \$145) to run our cars on their dyno jet 248C. Make up to three runs and get a print out (\$10 to burn a CD) of your cars actual horse power at the wheels as well as air fuel ratio.

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

RSVP to Jeff Butler at jeff@hauryscollision.com.

Jeff Butler

Tech Events Chair



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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 ¼-mile road course includes nine turns, 250-foot elevation change and a ¾-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-stamped envelope. 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)

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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 (<i>one day only</i>) \$_____	

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 Perfect *One for the Road*

OWNING A ROAD-HUGGING BMW means occasionally thinking outside the box and having a great time doing it. This week I had to make a trip to the Portland area for business. The trip involved the start-up of a 400HP Variable Frequency Drive, customer training on this unit, an in-person submittal review with another customer, and a delivery at yet another location. To accomplish all this, I packed my E36 M3 sedan with maps, snacks, a tool box, hard hat, safety vest, glasses, shoes, one small cooler, a large laptop bag and a reasonably sized overnight bag, one box of sales literature, two boxes of parts for delivery, a dozen three inch 3-ring binders with manuals and training data... and myself.



My first appointment was just outside Forest Grove at 10 a.m. In order to beat traffic in the Seattle area I had to get up and out before 5 a.m., which put me in Portland at their rush hour. Since my call was west of Portland I decided to use back roads. I exited I-5 at Longview, crossed the Columbia and took Hwy 30 toward the coast. At the first exit, I turned left and drove toward Vernonia. This is one of my favorite little road sections. The two lanes, marked 55mph most of the way, include lots of twisties

but little traffic. Hwy 47 took me all the way from Vernonia to Forest Grove, with just a little stint on the busier coast-bound Hwy 26. I arrived early and refreshed. Nothing like a morning drive in the wilds to relax you!

That evening I took back roads as far as I could but ended up fighting evening traffic in the Beaverton area to get to my hotel on I-5. My delivery the next morning was south in Wilsonville.

Traveling south on I-5, I saw north-bound bumper-to-bumper traffic all the way to Wilsonville and wondered how I was going to make my 10 a.m. back north in Hillsboro without fighting that traffic. I dropped off the parts and consulted my map. An enticing solution

immediately presented itself—a back roads route from Wilsonville to Newberg and Hwy 219 all the way to Hillsboro. In fact, I could even bypass downtown Hillsboro via a final back road direct to my customer. I figured I had nothing to lose and headed west on Wilsonville Road which, as it turned out, is marked a scenic byway *and* posted 55 mph! What a treat—curvy roads, nut groves, old and new estate homes, and no traffic. The byway ended at Hwy 219, but after a few lights in Newberg it was again

posted 55mph. The road began to wind its way to the top of Chehalem Mountain pass and then curve downward again. Several wineries along the way beckoned a return trip. I only missed one turn and had to consult a higher resolution map to find the last little bypass road. Again I arrived early for my appointment, refreshed from the back roads drive rather than frustrated by traffic.

My next call was back in Washington. Cornelius Pass, St. Helens (Oregon), and the Longview bridge route allowed me to again avoid Portland's freeway tangle.

So why a BMW? Great trunk space, freeway cruise comfort, power to zip around lumbering trucks or left lane hogs, and road handling that begs to be utilized on fun, scenic back roads. It is truly a great day when the road trip is as rewarding as the business conducted.

Greg Miller

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How do you want to drive ?





The Differential Swap

THE MORNING AIR was wrought with the determined welcoming of a new day. All mechanical minds and willing hands had gathered for the much talked about "Diff Swap." The object of our suffering was a tired 3.25 Limited Slip Differential that had been complaining of internal pain for quite some time with loud and obnoxious grinding noises complete with external bleeding of the viscous type.



All mechanical minds and willing hands had gathered for the much talked about "Diff Swap."

The scene is set with an 1987 535is riding high on a set of ramps and four hung over, tentative, yet enthusiastic shade tree mechanics gathered with coffee in hand, poring over the manual through swollen eyes. We had done our homework, had our Bentley manual in left hand and armed with all manner of metric tools in the right. The replacement is a used but healthy 3.73 Limited Slip Differential from a 328is. This superb diff was purchased from the world's



largest auction house. The eBay unit had been procured for a mere sum of \$274 plus \$80 and change in shipping tariffs.



With a sigh and groan my friend Kent took the lead and slowly lowered his meager frame (compared to the girth of fat ones surrounding him) to the creeper and wheeled under the car hovering above. "Well it looks like we are going to need a metric Allen preferably in a socket" Kent muttered. "D*** it," I gasped; "I don't have any metric Allen wrenches, especially a set in sockets." All right, who did not do their homework; nobody has mentioned that we were going to need any Allen paraphernalia.

Dave looked back at the email he received from his fellow BMW E28 faction, sure enough in the first paragraph, *"You disconnect the axles at the diff, six Allen bolts per side."* "Ok," I exclaimed, "it's really not important who missed this vital piece of information," knowing full well that I had overlooked this little

tidbit. Two of the Fat Ones jumped in my friend Eric's Porsche 928 and galloped to the nearest auto parts store to purchase said Allen socket wrenches.

Meanwhile our fearless leader Kent is making headway on the four 19 mm bolts holding on for dear life to the sick differential hanging under the 535. Shortly thereafter, the Porsche and the Fat Ones reappear with Allen sockets in hand with a few sordid stories of sliding through corners.

Now we can really get started with the dismantling of the bracketry and flanges that keep us from lowering the old diff. "Oh crap," mutters Kent. "What?" we all reply with a concerned tone. "This flipping Allen screw is stripped out."

(Ok now, hold up right here, we found after an hour of wrestling with a pair of vise grips that the Allen orifices need to be cleaned out so that you can securely sink the shank of the wrench all the way in the awaiting cavity of the Allen head.)

Now that the twelve 8 mm Allen head screws have been released from captivity, and the captive axles have been securely hung by wire as not to apply pressure on the CV joints we can tackle the four 10 mm nuts holding the drive shaft. (The four 10 mm nuts are self-locking use-once-only, so you will need new nuts when reassembling). Whew,



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all that is holding us back from gathering up our old authentic diff from the under neath is one 19 mm bolt at the end of the rear diff cover. With the bolt undone we very slowly and methodically lower the diff from its cavern. "Careful now," Kent says, as the diff slides down like an old ship being lowered into the harbor.



Well, there it is in all its glory, the old diff that has ruddered this 19-year-old 535i on many an adventure. After a moment of silence and a fond farewell, we move the new 3.73 diff onto the all-aluminum Craftsman floor jack and move it into place for its debut in a 5 series.

Keeping in mind that the flanges and rear diff cover on a 3 series and 5 series are not compatible, and that all differences had been taken into consideration by the eBay seller, we felt fairly comfortable hoisting the 3.73 into the awaiting womb of the 535. WRONG!

After no less than a half an hour of carefully and painstakingly aligning the new diff into place (making sure to align the drive shaft first), we find that the rear diff cover is too long to bolt in properly. Darn eBay seller did not change the rear diff cover as promised, leaving us with a diff that is mostly in place and secure in its cocoon, only to be either evacuated and drilled or worse, swap covers with the old one!

Wouldn't you know it, the vote is to swap covers with old one, and of course this meant that we had to drain the precious Red Line blood from the new diff in order to swap covers. As I sigh, everyone consoles me by saying, "You know it's the only way to do it right," to which I reply "Ok, let's get it done." Upon relenting, draining the new diff and dismantling the old diff to gain its much needed cover, we realize we have no way to put the fluid back in the unit.

After trying several procedures all of which had merit but to no avail, we simply filled a water bottle full of the precious Red Line and squirted it into the top drain plug of the 3.73. Of course, we weren't able to fill it completely, but it would get us to the nearest Oil Can

Henry's. We were now able to reverse the dismantling procedure and button everything up tidy and torque fasteners to the Bentley specifications.

Now before we started our little adventure we documented our 3.25 diff's numbers, such as 40 mph in 1st gear, 60 in 2nd, 100 in 3rd and so on. So of course the new 3.73 has to be compared and analyzed, and after driving for roughly a half hour we concluded that the shift points were all approximately twenty mph lower than that of the 3.25, keeping the car in it's optimum power band at all times, which is exactly the desired outcome.

Was it worth it? Heck yes. Would I do it again? Only if my faithful friends are by my side with their resourceful thoughts and playful humor. This task was not only rewarding, it was fun. After all, if you cannot share your passions with others, they are merely thoughts waiting to be explored.

(A special thanks to Mike Alness for his advice and trailblazing differential swaps. See pictures at http://www.liv2drv.net/differential_swap.htm).

Dave Cook

DaveCook@liv2dr.net

www.liv2drive.net

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Portland BMW ACA Touring Event Schedule for 2006

April 30, 2006: Central Willamette Valley Tour

Down to the Eugene area to start. Not by any means in a straight line ... ;-) We will take a run out to King Estates Winery via the *back roads* and proceed up the ever scenic 99W from Eugene through Corvallis and up to Dundee.

May 21, 2006: Winery Tour, Oregon

Great roads along with breathtaking scenery and good cuisine and of course, wine tasting!

June 4, 2006: Mt Hood Driving Tour / Golf Tournament

Fun mix of driving really great roads, beautiful scenery, shopping and golf.

June 25, 2006: Columbia Gorge "Backroads" Tour

A truly fun and scenic tour of the Columbia Gorge. We will be delighted with the fun roads and scenery along the way.

July 15-16, 2006: Crater Lake Tour

Enjoy really great roads, scenery and of course, Crater Lake! An overnight trip. The funds we raise from this tour will go towards the *Forget Me Not* program for the elderly.

July 30, 2006: Three Mountains Tour

Awesome roads for those who love to drive your BMWs.

August 12-13, 2006: Joseph Bronze, Blues and Brews Tour

Our annual fund-raising event for the Doernbecher's Children's Hospital here in Portland!

August 20, 2006: Oregon Coast Tour

An opportunity to visit the scenic Oregon Coast!

August 26-27, 2006: Silver Lake/Bend Golfing and the Best Darn Steak in Oregon Tour

Packed with fun events to participate in!

September 10, 2006: Huckleberry Tour

The roads are simply fantastic.

September 15-17, 2006: SunRiver Exotic Car Show

A true *gearhead's* delight.

October 15, 2006: Fall Colors Tour

A great drive on great roads with great colors!

October 28, 2006: 1st Annual Halloween

Charity Fund Raising Costume Party

A *Must Not Miss* Event! Not a touring event at all, but rather a costume party. A charity event for the *Make a Wish* foundation. The monies raised from this event will go towards helping them obtain whatever is necessary to be able to help a terminally-ill child realize their wish.

November 19, 2006: 1st Annual Turkey Run

A drive to help stave off the winter blues.

December 10, 2006: 3rd Annual Toy Drive

Benefits the Doernbecher and Legacy Emanuel Children's Hospital along with KGW's Channel 8 "Great Toy Drive."

You may find more BMW ACA Portland tour information at <http://www.bmwacaportland.com/>.

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BMW M COUPE AND Z4 COUPE MAKE NORTH AMERICAN DEBUT IN NEW YORK

Prices start at \$40,795 for Z4 Coupe 3.0si and \$49,995 for the M Coupe

The BMW M Coupe and Z4 Coupe 3.0si will make their North American debuts at the New York International Auto Show. The Z4 Coupe 3.0si, with its 255-horsepower Valvetronic inline six-cylinder will have a base MSRP of \$40,795. The M coupe will feature the 330 horsepower, 3.2-liter inline six-cylinder engine and numerous suspension and drivetrain modifications from BMW M. It will have an MSRP of \$49,995. Both prices include full scheduled maintenance for four years or 50,000 miles as well as destination and handling charges. As with their Roadster counterparts, all Z4 Coupes and M Coupes will be produced at BMW Manufacturing in Spartanburg, SC. These latest editions to BMW's long history of sporting coupes will arrive in U.S. showrooms on May 27th.

New Z4 Coupe based on newly updated Z4 Roadster

Based on the newly revised BMW Z4 Roadster 3.0si, the Z4 Coupe 3.0si features BMW's latest award-winning 3.0-liter inline six-cylinder engine. With BMW Valvetronic technology and unique magnesium/aluminum construction, this 255-horsepower engine can be mated to either a six-speed manual or new six-speed STEPTRONIC transmission with shift paddles behind the steering wheel and direct selection of manual shifting. If, while driving in D, the driver manually downshifts via paddle or shift lever, the Manual mode engages. But if the driver makes no further manual shifts within 15 seconds, the transmission returns to automatic operation.

The design of the Z4 Coupe instantly catches the eye. It also offers practical benefits, including the ability to carry two golf bags. The outstanding handling of the Z4 Roadster is enhanced by the Coupe's increased torsional rigidity. As with the Z4 Roadster, the Z4 Coupe 3.0si features runflat tires as standard equipment. It is also the latest BMW model to include the most advance version of BMW's Dynamic Stability Control. Emergency braking capability is maximized by features such as Brake Drying, which works to keep the brakes dry in wet conditions, and Brake Standby, which immediately positions the brake pads nearer the discs whenever the driver lifts off the accelerator pedal quickly in anticipation of an immediate move for the brakes. Emergency braking is further enhanced by automatic Brake Fade Compensation, which helps to maximize brake pressure and stopping ability whenever the brakes get hot. Smooth starts are facilitated by the Start-Off Assistant, which holds the brakes briefly on a hill after the brake pedal is released in order to prevent the car from rolling back.

The interior of the Z4 Coupe 3.0si can be tailored to individual tastes with a choice of wood trim and the availability of M Sport Seats and Extended Leather Upholstery. A Premium and a Sport Package may both be added. The impressive array of standard equipment includes automatic climate control, on-board computer, and a Premium Sound System that is THX certified.

Uncompromising, purist, and exceptionally powerful: the new Z4 M Coupe

At the heart of the new Z4 M Coupe is BMW M's award winning 3.2-liter in-line six-cylinder engine. In 2005, this engine was voted "Engine of the Year" by an international jury a record fifth consecutive time. With its high-speed concept, this engine works through a six-speed manual transmission to provide exhilarating performance in all speed ranges. As in the BMW M3, this engine features dual

overhead cams, double-VANOS variable valve timing, and six individual throttle plates. This normally aspirated engine generates more than 100 hp per liter. On the road, this means 0–60 in less than five seconds and a top speed electronically limited to 155 mph.

Identical in concept to the suspension on the BMW Z4 M Roadster, the suspension of the Z4 M Coupe shares many features and details with the BMW M3; including the speed-sensitive variable M differential lock. It provides outstanding stability and traction, particularly when accelerating out of bends. To maximize its braking capabilities, the new M Coupe uses BMW M's floating compound high performance braking system originally conceived for the M3 CSL and included in the M3 Competition Package as well as the Z4 M Roadster.

Seen from the side, this two-door coupe with its low and dynamic roofline sweeping down to the rear, as well as the "Hofmeister kick" in the rear side windows, ensures a particularly dynamic touch. The M Coupe distinguishes itself from the Z4 Coupe 3.0si starting with its front air dam, consisting of an X-shaped combination of lines and openings, plus the large air intake scoops. The rear of the M Coupe incorporates a horizontal diffuser and the four round tailpipes which have become a hallmark of BMW M design.

The distinctive M touches continue in the interior. As on other BMW M products, the white-on-black instruments include red indicator needles accentuated by white illumination. Also included is the engine speed band in the tachometer. The yellow pre-warning field and red warning field show the safe operating range of engine speed as a function of oil temperature.

New exterior colors, including three that are exclusive to BMW M, allow the new Z4 M Coupe to be tailored to individual tastes.

BMW Press

BMW Youngtimer

40, 30, 20: BMW Mobile Tradition is celebrating three landmark birthdays in 2006. This year marks the anniversary for three series, each of which interprets the theme of sportiness in its own inimitable way. In 1966, volume production started up for the 02 Series. This series was extraordinarily successful in reinterpreting the concept of the sports saloon and played a major role in motor sport long after production had come to an end. In 1976, the elegant 6 Series Coupé entered the limelight at the Geneva Motor Show for the first time. It was distinguished and fast on the road, while being superior and aggressive on the race track. In 1986, the first M3 rolled off the assembly line and took to the road—a thoroughbred racing car licensed to drive on open roads.



CLAS\$IFIED MARKETPLACE

BMW's for Sale

1997 M3 coupe: WBSBG9323VEY75940, Dakar yellow/black, sunroof, cruise, OBC, full leather, prem audio w/CD, elec/heated seats, 18" Fikse FM10s w/PS2s, Motorsport rotors w/SS lines, Dinan S3 suspension w/Motorsport x-brace, Dinan S2 intake/exhaust w/Schrick manifold, Mobil 1+Redline, non smoker, not tracked, 86,000 miles, immaculate, \$16,500. Contact Chris at 503-730-5899 or chris.rotvik@intel.com. (OR)

1987 L6: 206,000 miles, auto, decent condition with many items replaced, M roadster wheels with new tires, (plus original wheels), Black with mixed black and light grey interior, but can include original upholstery parts. \$6,495/obo. Call 360-629-4091 in Stanwood.

Parts for Sale

Two new Alcon Four piston B-type alum./alloy Racing calipers: with 1.5"/1.625" leading/ trailing pistons. External bridge dual bleed, 250mm in length, 180mm three point radial mounting. Cost new \$ 1,715 each. Sell for \$ 500 each. Contact Jon Ackermann at 425-829-4175.

Four new Alcon 328mm x 29mm floating, slotted, rotors: with directional vanes. Ten bolt pattern for hats. Cost new \$ 425 each. Sell for \$ 250 each. Contact Jon Ackermann at 425-829-4175.

Parting out 1985 635CSI: All glass except windshield, doors, hood, trunk lid, front clip, really nice (bottle cap) wheels with good tires, sunroof, engine, (will need flywheel and harmonic balancer), speedo and tach panel, plus lots of miscellaneous. Electronic and electrical parts, real diff, (not limited slip), SS brake hoses, plus many more items. Asking half of wrecking yard prices and all parts are currently removed from vehicle. Call 360-629-4091 in Stanwood.

Wanted

Information wanted regarding parts source, interchangeability and restoration information for a 1967 2000CS. Call 360-629-4091.

Other

Mid 1960s 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.

Puget Sound Region Club Logo shirts for sale:

Adult sizes. Short and long sleeve T-shirts, sweatshirts and beautiful embroidered Land's End shirts available. Contact Lance Richert for details and pricing at Lance@Richertnet.com.

DEADLINES

May 2: June 2006 Issue / June 6: July 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.

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



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