



SEPTEMBER 2006

Zündfolge

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



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KALENDER

August 31

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.*

September 5

Deadline for the October Zündfolge issue. All submissions must be received by this date. They may be sent to the Zündfolge Editor at lucettalightfoot@msn.com.

September 17th

Hood Canal Oyster Run. See article in this Zündfolge. RSVP to Scott Hieronymus at scottnlaurie2@comcast.net.

September 24

Diablo Lake Boat Tour. See article in this Zündfolge. Contact Alan James at alan.james@comcast.net.

September 28

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.*

October 1

Deadline for Club Board of Director nominations for 2007 positions. See article in this Zündfolge for additional information.

October 6-8

BMW Club at Oktoberfest Northwest 2006! October 6-8 at the Puyallup Fairgrounds. Enjoy German music and dancing, arts and crafts, authentic cuisine and family activities in the Festhalle Biergarten. (www.OktoberfestNW.com)

October 7

BMW Club Lunch at Oktoberfest, Puyallup Fairgrounds. See page three for details.

October 7/8

Hood River Tour. See article in this Zündfolge for more information. Check the Club website message board for updates. Please RSVP and direct any questions to Scott Hieronymus at scottnlaurie2@comcast.net.

October 10

Deadline for the November/December Zündfolge issue. All submissions must be received by this date. They may be sent to the Zündfolge Editor at lucettalightfoot@msn.com.

FROM THE EDITOR

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

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BMW Club Lunch at Oktoberfest Puyallup Fairgrounds

October 7



THE BMW CLUB will be setting aside tables for Club members to enjoy lunch together at this year's Oktoberfest at the Puyallup Fairgrounds. Let's plan on meeting a little before noon on Saturday to enjoy authentic German cuisine and beverages in the largest Oktoberfest Festhalle Biergarten in Western Washington. There will be traditional and contemporary German and Bavarian entertainment on two stages all day long.

The festival runs from Friday through Sunday, October 6-8. Admission is \$6 with children five and under free and parking is free outside of the Blue Gate. Visit www.OktoberfestNW.com for more information, overall hours of operation, and driving directions.

In order to plan for the number of tables to reserve, please RSVP via email to Lance@Richertnet.com, no later than Friday evening stating how many in your group are coming is appreciated. If possible, wear something BMW related to lunch!

Last year nearly 15,000 festival attendees enjoyed German music and dancing, many arts and crafts booths, authentic cuisine and family activities over the three days of the event. The Club hopes to see you there!





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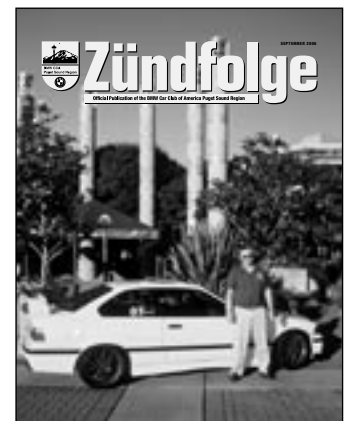
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This month's cover features Best in Show, Concours d'Elegance winner Rick Gulstrom with his 1999 Dakar Yellow M3. To read a complete review of the Concours turn to page eight. For additional photos of the event, taken by many other Club members, see the center color spread.

Photo by Duane Montagne, taken at Carillon Point.

Seattle City Light Skagit Tour—Diablo Lake Adventure

September 24

PLEASE NOTE date and time changes from the August *Zündfolge*.

Join other Club members exploring the remote Skagit River Gorge high in the North Cascades wilderness! The two-and-a-half-hour escorted tour departs from the Skagit Information Center in Newhalem, Washington. Travel by motorcoach across massive Diablo Dam and board the Alice Ross III for a cruise on emerald green Diablo Lake. Cascading waterfalls, jagged snow-capped mountain peaks, alpine vistas and abundant wildlife are yours to enjoy.

We'll leave the Seattle area at 8 a.m. for a group drive to Newhalem, arriving at approximately 11 a.m. in time to have a picnic lunch (you provide) on the beautifully landscaped grounds. Check in for the dam tour is 12:00 p.m. followed by the bus leaving at 12:30 p.m. The exact meeting spot for the drive to Newhalem is yet to be determined, but all participants will be notified via email or phone.

The tour requires some walking and climbing of stairs, so be sure to wear comfortable shoes. Wheelchair access is

available with two-week advance notice. Please indicate at time of reservation if members of your party have difficulty walking. Dress for comfort and adaptability. Mountain weather is unpredictable and the tour operates rain or shine, so it's a good idea to dress in layers which can be worn or shed as conditions change. Don't forget to bring a broad-brimmed hat and sun glasses, and your camera!

After the tour you can check out some of the other attractions of Newhalem including Ladder Creek Falls and Rock Gardens, Old Number Six locomotive, Trail of the Cedars and the Skagit General Store.

The price of the tour is:

Adults	\$25
Seniors over 62	\$20
Youth 6 to 12	\$12
Five and younger	Free

Reservations are required. Please contact Alan James at 206-300-9314 or alan.james@comcast.net (preferred) to reserve your spot or if you have any questions.

Alan James



Photo courtesy of SkagitTours.com.

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Lance & Stephanie Richert's 1988 Pro-3 325i

Congratulations Lanceman! Pacific Raceways Pro-3 Race Lap Record: 1:39.896

Second Annual Hood River Overnight Tour

October 7 & 8

THIS WAS A GREAT TIME LAST YEAR, with a little bit of something for everyone. Day one will find us on a portion of the Mountain Twisties route, headed down past Mt. St. Helens to the Columbia, then East to our overnight stop, Hood River. We should roll into town early enough to split into groups and enjoy either

the great local twisties, or the Hood River Hopfest. Live music, artsy craftsy booths, good food, and over thirty-five of Oregon's best seasonal microbrews on tap. On our own for dinner, we'll regroup the next morning for a mini wine tour near Yakima, and lunch at one of the wineries. Back over one of my favorite

roads, Highway 410 to Chinook Pass, we'll be back into town late Sunday afternoon.

We have twenty-five river-view rooms held at the Best Western Hood River Inn at the rate of \$94 per night. Please make arrangements with them with your personal credit card by September 15. Call 541-386-2200, and tell

them you are with the BMW Club to get the rate.

We will meet in the parking lot of the Issaquah QFC (1540 Gilman Blvd) at 8:00 a.m. for donuts and coffee. After a short driver's meeting, we will depart at 8:30. Bring a picnic lunch! If you prefer, box lunches can be pre-ordered for pick-up that morning at QFC by calling 425-392-4475.

One needs to either be a BMW CCA Club member to run or if you're a newbie you are allowed one run with the Club prior to joining. We drive safely but we focus on having fun. Any dangerous drivers or scofflaws will be asked to leave the drive.

Please RSVP and direct any questions to Scott Hieronymus at scottnlaurie2@comcast.net.

Scott Hieronymus



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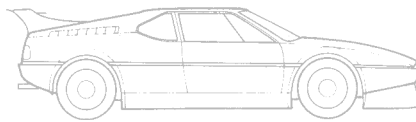
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MOTOR SPORTS



Ralph in the Afternoon

EVERY TIME I go to the track, in fact, every time I go out on track, I hope to learn something new. Some skill, some technical aspect, some speed secret I didn't know before I went out. Sometimes, as the saying goes, be careful what you ask for.

We encourage our instructors to offer rides in their cars as charity auction items. It's good PR for the BMW CCA, it brings people into our world of high performance driving (and maybe they will come back and take a school), and finally it raises money for good causes. Last year I had the pleasure of giving a ride in my car to an auction for a local school. Some weeks later I received a call from the auction winner, a school mom that had bought the ride for her teenage son. She described her son as a "speed freak" who "raced motorcycles and loved everything that goes fast."

Sometimes, as the saying goes, be careful what you ask for.

Over the course of the next few weeks, I talked to her and her husband about the arrangements for getting their son into my car. I also gave them a good idea of what to expect when they came out to the track and that because "Ralph" (not his real name) was a young driver, I would emphasize safety, awareness and that the track is the place to go fast, not the streets and highways.

On the big day, Ralph and his dad were to show up after lunch when things aren't so hectic at the track. When they arrived and I got a chance to talk to them, I was vaguely aware that most

of the conversation was with dad and Ralph, while interested, was very quiet. In fact, he only spoke when I asked him specific questions that required more than a yes or no. They were ready to go!

We got down to the business of getting Ralph fitted for a helmet and strapped into the car. I talked about the car, and what to expect as we moved through pre-grid and finally out onto the track. As I always do for new riders, I described as much about the track and what I was going to be doing as I could. I took the first few laps at a slow, but increasing pace so he could get used to the new sensations. As I talked to him, he always responded with muted enthusiasm about his aspirations for getting into racing cars and his present hobby of racing bikes. As we pulled off the track, although quiet as was his nature, he seemed really excited about the ride and

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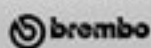
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he looked forward to talking to his dad and going out for a second ride.

When the second ride came an hour later, we repeated the preparation of his first time out and entered the track with him smiling from ear to ear. I picked up the pace a little from the first session and continued to describe what I was doing, thinking about, looking at, and why. I also spent a lot of time talking about the responsibilities of driving. Now, normally I can assess how comfortable my passenger is by changes in their speech patterns—specifically, if they become quiet it's usually a sign that they have stopped enjoying their ride for one reason or another. Unfortunately Ralph was a quiet young man and so my first indication that he was becoming uncomfortable was exiting Turn 2 when he asked if we could take the next few corners "a little easy." "No problem," I said as I peddled around the back side of the track and waved cars to pass me as we worked our way around the twisty bits. My brain was still locked on "speed freak, racer, etc." and I hadn't quite shifted gears yet to the fact that most of this came from mom and dad, while Ralph was much more reserved. Just before we got to the track exit, Ralph quickly asked if we could pull off and just as I did, I heard that horrible sound through the communicator that no one wants to hear, that sound of death in

the afternoon, that sound that forecasts hours spent shampooing carpets, swabbing leather and digging into every nook and cranny of the right seat. Oh, the humanity!

In the aftermath after Ralph got his legs back, I apologized again for making him sick, and he apologized to me for messing up my car. And then dad gave me the key bit of information they should have told me before we started. He said, "Don't worry about Ralph, he does this every time we go fishing!"

So what did I learn about Ralph in the afternoon?

1. Ask your rider if they have any problems with motion sickness
2. Don't set your expectations based on anything the parents say
3. Don't assume anything
4. Carry an air sickness bag
5. Even a 7/10s pace can be a handful for some people
6. Most importantly, don't let your rider go out for a Mexican lunch before you take them on track!

Walt Conley

Most importantly, don't let your rider go out for a Mexican lunch before you take them on track!

2006 Driving Events Calendar

BMW CCA PSR Events:

September

9-10 Driving School at Pacific Raceways with the PCA

November

5 Car Control Clinic at Bremerton

Other Events open to CCA Drivers:

September

1 BSCC Lapping Day at Bremerton

2 PCA Skills Day at Bremerton

14 Alfa School at Pacific Raceways

17 BMW CCBC Car Control Clinic at Pitt Meadows Airport

25 BMW CCBC School at Mission

October

6 BSCC Lapping Day at Bremerton

10 BMW CCBC School at PIR (Portland)

14 Alfa School at Pacific Raceways

22 PCA School at Pacific Raceway

28-29 Inland Empire Chapter School in Spokane

29 Alfa Skills Day at Bremerton

November

4 PCA Skills Day at Bremerton

4-5 Golden Gate Chapter School at Infineon Raceway

19 BMW CCBC Winter Skills Clinic at Pitt Meadows Airport

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Views from the Grass

Photo by Matthew Mar.



This photo shows an overview of a section of the BMWs on the lawn at the Concours.

Concours Chair

Lance Richert, 1988 M3

The 26th Annual Concours d'Elegance was another sun-drenched day on the lush green lawn at Cedar River Park in Renton. I was hoping for sun, and that we got, but with 95 degree afternoon temps, yikes!

Roughly 165 BMWs were on the lawn, including a few BMW race cars, a dozen BMW motorcycles (Beemers) and even a display class for the MINI! Out of this, a record 59 members entered their BMWs in the judged competition. Clean, these BMWs are! At 2:45 p.m. we had a Best in Show winner . . . congratulations to Rick Gulstrom with his Dakar Yellow 1999 M3. Well done Rick!

BMW Seattle was again our major sponsor, and Marty Blanchard from the dealership brought the recently introduced Z4 M Roadster in black out for Club members to see. This car was a stunning jewel. BMW Seattle also provided a BMW Cruise Bicycle that was raffled off at the end of the day to one of our lucky members. Griot's Garage was also on hand again, doling out great car care maintenance kits to those in attendance. Everyone has no excuse to not keep their BMWs leather soft and supple now. Mark Greene of Griot's Garage picked Denny Organ's 1972 Bavaria as the winner of the yearly Preservation Award.

Great to see many of the SIGs coming out as groups! The only thing better than seeing one E31 is seeing eight in a row! Same with the 3s, 5s and 7s out

on the lawn. The featured BMW this year was the Z3 Coupe. I lost count, but was told by Coupe Group leader Doug Mill that an amazing forty-six of these beautiful machines made it out! This was indeed a record for Featured Car turnout. The People's Choice award went to a very special Coupe, an S54 powered Coupe brought by Mike Helton. Mike's car

which races nationally in the Grand Am Cup is believed to be the only race-prepped S54-powered Coupe in the country.

Thank you to all the volunteers who put in many hours making the event so fun. The work of the judges was particularly hard this year with the heat and the record turnout of judged BMWs. We'll be looking for a few more volunteer judges to help next year.

The Renton River Days Festival lets us use the lawn at Cedar River Park for free, however they ask for us to make a donation to a local Renton charity. We are happy to be able to donate \$1,000 to the Renton Lions Club.

Rob Wagner 1988 M3

When my wife and I arrived at the BMW Concours, we were extremely excited to get set up and to start mingling with the BMW crowd. I am an E30 M3 owner who looks forward to every gathering our Club can think up. At the concours, there was a freshly cut green lawn that was prepped for us BMW Club enthusiasts to park. As I pulled my car into its resting spot for the day, I was directed to get the car just perfect by the lead of a volunteer of the Club. I shut off the motor and began to unload the cooler, along with chairs and suntan lotion that was all in the trunk. A man that I parked next to was Don, a friend of the Club for many years and an E30 M3 owner as well, who needed a hand getting his canopy set up and ready for the day. After I had talked to a few

members, another E30 M3 parked next to mine on the other side of me. Marty, who had worked hard on his silver beauty, offered to let my wife and I use his canopy for shelter during the event. Marty had a story about his car and pictures to go along with it . . . about how he found his M3 and the condition it was in and how he was going to make it beautiful again. After we did the registration dance, we got caught up checking out a few pristine rides and talking to local BMW owners. We sat in our chairs under the canopy, drinking sodas and watching the crowd of people taking pictures and asking questions about the early 3-series. We were getting hungry for Thai food, so we asked a neighbor who'd already moved in on Marty's canopy, to watch our car as we departed to get food and look over a few more exquisite examples of BMW heritage. The day was hot, the people were friendly, and overall I enjoyed myself seeing Keith's Henna E30 M3 win first again this year. We passed him on the way home on the freeway, and I gave him a honk and a wave, and he gave me a thumbs-up. Thanks to Lance and the many volunteers for making a totally awesome BMW event.

Doug Barritt 2000 M Coupe

This being The Year of the Coupe (the Z3 Coupe being the featured marque), it was a foregone conclusion that I would be participating in the Concours, which I had never done before, except to display my BMW motorcycle. My primary goal was to help urge the Northwest Coupe Groupe to make a good showing, and that we did, with 46 of our fifty-nine members showing up (apparently setting a record for a featured marque).

I've always kept my cars pretty clean and had mastered the techniques of making a previous black car look really good (thanks to Jim Millet), but I've never been quite anal enough to go all the way to true concours-level preparation. In fact, I've been under a standing threat of divorce if I ever became one of those "Q-Tip Guys!" So I just signed up for "Display Class" only.

But as the Concours approached, I kept half-heartedly working away on the car a little here and a little there, especially under the hood, telling myself that if I could make the engine bay presentable, maybe I would upgrade to "Judged" class. Finally, on the Tuesday before the Concours, the engine bay suddenly looked pretty damn good (by my standards!), so I went ahead and removed and fully cleaned up the wheels, scrubbed out the wheel wells (a real messy job, however, a totally wasted effort since I found out later that wheel wells weren't judged (but I did see a lot of tidy wheel wells at the Concours). By this time, I "hurt so bad" and had "significant hours" invested in the project, that I emailed Lance that I would upgrade to Judged class at the Concours (for just \$10 more). I was really committed now!

The rest of the prep work (deep clean the interior, wash, mask, glaze and wax the exterior) was pretty straightforward, enhanced significantly by important tips from perpetual-winner and friend, Keith Fournier. But (don't tell Meg), there WERE places where I was forced to use those dreaded Q-Tips, a toothbrush, and even a few toothpicks (shhhhhhh) to remove all visible dirt, stain and residual wax from the nook and crannies. The kicker was that I was down to my last two days, and the weather had gotten really hot, running about 92-95 degrees in my garage most of the day and evening. Ughh! That last day of waxing and final primping was a killer!

Feeling really good about my final results, I showed up on Sunday at the Concours reasonably confident of a "podium finish," even though it was my

first time. (Aren't all true competitors confident? Otherwise, why would they do it? I could be Rookie of the Year!) Well, when I got a chance to see my competition lining up at the Park, two lengthy rows of immaculate Coupes, I suddenly realized that nearly ALL of them looked GREAT (Oh, my god!). I did a furious last-minute primping of the car all-around, and sat down with the car in the broiling heat to await the judges. It was during the judging that I learned that "all visible surfaces clean" isn't good enough; the criteria REALLY is, "all accessible surfaces clean," where "accessible" means "can you reach it with your little finger?" And, heaven forbid, I left some towel lint on my hood liner!

So, no, I didn't win any trophies, but I did enjoy making my car look the best it ever has, I learned what it's really gonna take, and I certainly enjoyed the camaraderie of my fellow competitors! The biggest thrill of all though, was seeing those two perfectly aligned rows of Z3 coupes and M coupes, almost "as far as the eye could see." Now that made me proud!

John Maki 2001 Z3 Coupe

On June 30th, the manager of our local QFC store saw me drive up in my Z3 Coupe and asked if I was a member of "the Club?" After a few moments of confusion (mine!) he described the BMW CCA, and explained he was a member of the Puget Sound Region Chapter. Two days later he was kind enough to drop on my door step his latest copy of The Zündfolge which included the feature story on the Z3

Coupe and the upcoming Concours d'Elegance. Inspired by those articles, I immediately submitted an application for membership to the BMW CCA which was accepted on July 4. By the 6th of July I was registered for the Concours and had naively entered as a judged car even though I had never even seen a Concours event.

Taking some advice from a neighborhood friend who had successfully participated in British-car events, I spent about forty hours preparing my coupe for review. The interior and engine areas were both in generally good condition and relatively easy to prepare, but the body had some issues which were more challenging. With some hesitation I submitted the car, accepting the worst possible result being public humiliation!

Having only seen six other coupes since we purchased ours new five years ago, I was shocked to see over forty on the Concours grounds. However, I was even more shocked to receive a 3rd place award in the featured coupe class.

Win or lose this was a great experience and a chance to meet some interesting new people. Thanks to all those who made it possible!

Doug Mill - SIG Contact 2000 M Coupe

History was made at last month's Puget Sound Region BMW CCA Concours d'Elegance and Heritage Picnic. For 2006, the Z3 Coupe was chosen to be the featured car. With fifty-nine enthusiastic owners on the current Northwest Coupe Groupe roster, chances were good that several Coupes would attend the show.

Continued on Page 12

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Photo by Matthew Mar.



Members visiting Griot's Garage booth, a Concours d'Elegance sponsor at the event.



Some noses of the featured Z3 Coupes.

Photo by Dan Loyola.

Photo by Lucetta Lightfoot.



Most of the Class Winners, with their beautiful glass trophies from the event sponsor BMW Seattle.



BMW Pro3 race cars on display.

Photo by Dale Beuning.

Photo by Michele Miller.



Club member, Cam Scott's, replica Polizei BMW, which he drove up from Portland for the event.



A rear angle view of several of the featured Z3 Coupes.

Photo by Jeff Newton.

Photo by Matthew Mar.



The lucky winner of the BMW Cruise Bicycle, donated by event sponsor, BMW Seattle.



Griot's Garage Preservation Award winning BMW; a 1972 Bavaria owned by Club member Denny Organ.

Photo by Greg Sessler.



Club member and featured BMW M Coupe owner, Doug Barritt, getting some relief from the hot weather under his BMW Motorsport umbrella.

Photo by Jason Tang.

Photo by Spencer Steffen.



A row of E30 BMWs.



A line of E36 BMWs mostly all were M3s.

Photo by Matthew Mar.

Photo by John Maddox.



Club members posing with BMWs.



Some E46 BMWs on display.

Photo by Joe Fenstermaker.

Photo by Eric Schuler.



Some vintage BMW motor bikes (Beemers) attended the event.



Newer BMW motor bikes on display.

Photo by Jason Tang.

Photo by Matthew Mar.



Activities were enjoyed by all.



Jeremy Mar having some seat time in the People's Choice BMW, an M Coupe race car owned by Club member Mike Helton.

Photo by Matthew Mar.



Some very clean E28 BMWs.

Photo by Spencer Steffen.

Views from the Grass *Continued from Page 9*

I'm sure all wanted to come, but some had commitments that couldn't be changed. Other owners were "maybes," due to work or other priorities. Starting with some early subtle email reminders, I gradually increased the "arm-twisting" as show time grew near for the last minute hold-outs, sending out individual emails (and a few phone calls) to encourage their attendance. An example of Z3 Coupe enthusiasm came when fellow club members Jerry Helman (a non-Coupe owner) and John Bhend volunteered to drive Steve Lervold's two already registered Mcoupes to the show, as Steve could not make it due to a family priority. Both Jerry and John said that it was a tough job, but somebody had to do it! Sure, guys.

Well . . . it worked! We had a grand total of forty-six Z3 Coupes and Mcoupes, making this the highest number of featured cars ever at our Club's Concours d'Elegance! So, let me extend my personal "Thanks" to all you fellow

Z3 Coupers that took the time and elbow grease to prep your cars for the show. What a rare sight to see so many of these cars that are " . . . a lot like nothing else!" a sight that I will never forget.

Jon Maddux **2001 M Coupe**

This was my first Concours. Preparing for it was at times . . . a challenge. After several days of seeing the midnight hour come and go with my buffer in hand, there was more than one occasion when I thought to myself, "What am I doing? Why am I doing this? This is nuts!" But, then I'd spot another microscopic streak on my exterior paint and got right back to work. (I think at precisely these moments my girlfriend's thoughts were a little less inquisitive and a little more hostile.). I probably could have cleaned for another week and still not thought I was 'ready' when the big day finally came. I'm one of those people who

sometimes get nervous when people even look at my car, let alone touch it. Now I was willingly going to let people inspect it and point out all its flaws!

Nonetheless, on the day of the Concours I found myself surrounded by friendly BMW enthusiasts and a respectable army of Z3 coupes. I thought the Concours went by way too quickly and I didn't have nearly enough time to socialize with other owners of both cars and motorcycles. Aside from my annual pilgrimage to the Z-series Homecoming in South Carolina, it has been several years since I have been this excited about a BMW car event. Running a BMW parts business while working a full-time day job doesn't leave me with much time for 'fun' with BMWs. The Concours restored my faith and has inspired me to do more with the Club. After the event, my girlfriend even suggested we take the coupe every year to see if we can keep it just as clean! Thank you for providing such a great event.

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BMW CCA Puget Sound Region 2006 Concours Total Scores by Class

Best in Show Rick Gulstrom, 1999 M3						
Griot's Garage Preservation Award Denny Organ, 1972 Bavaria						
People's Choice Mike Helton, M Coupe Race Car						
Class 3	Vintage Cars		Total	Exterior	Engine	Mileage
54	Paul Ratliff	1973 - Bavaria	252	99	64	11
110	Eddie Lo	1972 - 3.0cs	249	102	63	6
62	Debra Anderson	1976 - 2002	240	102	57	3
Class 4	Early 3 Series		Total	Exterior	Engine	Mileage
1	Keith Fournier	1988 - M3	287	110	87	2
77	Jerry Warden	1988 - M3	251	95	67	5
52	Jeffrey Bollentin	1980 - 320is	245	96	63	11
Class 5	Early Big Cars		Total	Exterior	Engine	Mileage
65	Stan Chan	1980 - 528i	193	88	54	4
74	Timothy Ebor	1988 - M6	187	87	56	5
44	Jim Bowman	1985 - 635csi	177	88	36	5
Class 6	Modern 3 Series		Total	Exterior	Engine	Mileage
15	Rick Gulstrom	1999 - M3	287	125	86	3
119	Brian Mill	1998 - M3	271	132	70	1
112	Jamie Thomas	1997 - M3	261	116	65	5
Class 7	Current 3 Series		Total	Exterior	Engine	Mileage
116	Jack Brastad	2003 - M3	255	123	68	0
95	Rod Pascua	2004 - 330ci	235	104	64	0
46	Kevin Riley	2001 - 325i	210	100	49	2
Class 8	Modern Big Cars		Total	Exterior	Engine	Mileage
120	Alan Carr	1991 - M5	280	129	76	4
89	Don Dallenbach	1991 - 850i	277	120	79	3
60	Chris Knauer	1997 - 850ci	264	125	77	1
Class 9	Current Big Cars		Total	Exterior	Engine	Mileage
41	Ming Wong	1999 - 540i	260	108	69	3
68	John Fu	2006 - 750iL	252	107	62	0
18	Tom Farrell	2002 - M5	232	99	52	4
Class 10	Z Roadsters		Total	Exterior	Engine	Mileage
57	Scott Hieronymus	1999 - M Roadster	262	119	58	1
16	Pat McBride	2006 - Z4M Roadster	261	109	69	0
145	Kevin Stoiber	2001 - Z3	210	84	43	3
Class 12	Z3 Coupes (Featured BMW)		Total	Exterior	Engine	Mileage
37	Jon Maddux	2001 - M Coupe	286	133	71	0
29	Jerrett Cangie	2001 - M Coupe	281	114	83	1
66	John Maki	2001 - Z3 Coupe	273	112	82	0

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E9	2800cs/3.0cs/ 3.0csi/csl	68-75	Ken Olsen	425-890-9415	olsenres@comcast.net
E10	2002/1600/1600-2	67-76	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
E36/8	Mcoupe/Z3coupe	99-02	Doug Mill	425-747-0934	y2kmcoupe@aol.com
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		e46sig.psr@gmail.com
E50	Mini Cooper/Cooper S	02-Present	David Lightfoot	206-284-3165	d.lightfoot@comcast.net

Hood Canal Oyster Run

AS MOST OYSTER LOVERS KNOW, you never eat an oyster in a month without an R. So, now that we've done away with those pesky summer months, (no Rs) let's head out for fresh oysters! While you can probably buy the same bivalves at your local QFC, the fun way is to travel the twisty roads along the South and West sides of Hood Canal, to the Hamma Hamma Store, and snatch them up just minutes out of the water. The store also sells butter clams, smoked salmon, and more, if you have yet to acquire a taste for oysters.

We will take advantage of what I believe is the best month of the year for driving, with all the kiddies back in school, and most motorhomes headed back to Arizona. Uncrowded back-roads, matched with cool, sunny, Indian Summer days.

Plan on meeting at the Southcenter Starbucks (one of four) at 333 Strander Blvd. at 8:00 a.m. After a short drivers meeting, we will leave promptly at 8:30 a.m., returning around 4:00 p.m. or so. Pack a picnic, and we'll sneak into an under-utilized state park for lunch. Bring a small cooler, or you can purchase them at the store to get your oysters back in good shape. If you just want to come along for the drive, that's okay, too.

Please RSVP and direct any questions to Scott Hieronymus at scottnlaurie2@comcast.net.

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BMW Lust

I HAVE BEEN SMITTEN by the 3.0 CS. I am head over heels in love with this car, I have never driven one, nor do I even know anybody who has one. The longer I look at this car the stronger my desire grows. That is how a BMW should affect you. At the concours there were several BMWs that really turned my head.

The featured M Coupes were a thing of pure beauty. They say you either love them or hate them, I absolutely love them. Again I have never driven one, but their owners gush over them so there has to be something excellent there.

So there it is, two cars that absolutely turn my crank, the 3.0 CS and the M Coupe. Here is the way I have it figured. In the words of John Madden, "If a person buys the car that makes him or her happy inside, then every time they see their car, well then there is a happy person".

Seriously though, have you ever purchased a car that did not really have any affect on your emotions? Every time I have made this mistake, which has not been many, I end up getting rid of the car quickly.

For me the automobile is a work of art and as any art aficionado will tell you, your art appreciation matures over time to reveal your true interest. That

is not to say that you can't like several kinds of art or music for that matter but you surely have a favorite kind.

For me that automobile art is BMW and there are several flavors to choose from within the breed. If you look at the CS for example, the curves and the form are timeless, it has a very Italian look to it. It truly is a work of art as far as I am concerned. Of course not everybody feels that way thank goodness or there would not be enough cars to go around.

So there it is, two cars that absolutely turn my crank, the 3.0 CS and the M Coupe.

If you ever watch the Barret Jackson auction you will see this in action. You see people who are in love with a specific automobile that they maybe could not afford as a young person or a piece that they need to fill a collection. If you watched last year I am sure you noticed the muscle cars going for crazy prices.

I think we will see the same thing happen with High performance European cars as well. If you think about the eighties, the only desirable high performance cars of any kind were Porches, BMWs and so on. Look what Risky Business did for the Porsche 928, we all remember Tom Cruise saying "Porsche, there is no substitute."

The young people who wanted that car will one day be able to afford a nice example just as the people you see on Barret Jackson paying extreme prices for muscle cars today. So then the question begs, what BMW will be worth extreme prices someday?

The Transporter gave some credence to the 7 series; Ronin gave some credibility to the 5 series. These movies were great for BMW and the young fans who said to themselves, "someday I will have a car like that."

Will it be the E30 M3, the E28 M5, the M Coupe, maybe the 3.0 CS.? Of course there has not been as much exposure to these cars as there has been for the 'Vettes or 'Cudas, however I will guarantee you that one day you will be amazed at the prices at which these cars will change hands.

So what is your favorite low production BMW that makes you happy every time you lay eyes on it? If you don't already own it start making plans now to purchase it and give it some TLC. Who knows what it might be worth someday?

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Club Elections

It's TIME to start working on the Club elections for the 2007 Board of Directors. According to our bylaws, a Nominations Committee is to be appointed at the August Board meeting. The committee for this year is David Lightfoot, Zena Bartusch and Lynne Eskil.

The Committee is soliciting members to serve on the Board of Directors for the 2007 calendar year. The elected positions include: President, Vice-President, Secretary, Treasurer, Membership Coordinator, Roster Manager, Concours Coordinator, Banquet Coordinator, Tech Event Coordinator and Tour Coordinator. To be eligible for President you must have been on the Board for the immediately preceding two years. To be Vice-President, Secretary or Treasurer, you must have been on the Board for the immediately preceding year. The other positions are open to those who have been Club members in good standing for at least one year.

If you would like to be involved in the administration of the Club, we always welcome volunteers. But this isn't simply a matter of coming to a Board meeting once a month and voicing your opinion. The Club has no paid staff. That means everything that happens in this Club happens through the efforts of volunteers. In other words, Board positions mean a commitment to work! That's not to say that involvement in Club administration isn't fun, it is. Most Board members find their work on the Board and with the other Board members to be enjoyable and rewarding.

Here are the duties of the various elected Board positions:

President—Responsible for the overall operation of the Club. Leads Board meetings and makes sure all the other Board members are doing their jobs.

Vice President—Fills in when the President is unavailable. Also responsible for social events not assigned to other Board members.

Secretary—Records the minutes of Board meetings.

Treasurer—Responsible for the financial affairs of the Club including preparing financial statements, reports to National and the annual tax return.

Membership Coordinator—Handles mailings to new members and the recruitment of new members. Also picks up the mail at the Club post office box.

Roster Manager—Manages the Club's membership database in coordination with the National office. Provides the mailing list for *Zündfolge* and other mailings.

Concours Coordinator—Responsible for all aspects of the Club's annual Concours d'Elegance in July.

Banquet Coordinator—Responsible for the Club's annual banquet and auction in January.

Tech Event Coordinator—Organizes or facilitates Club technical events. These are usually hosted by a business.

Tour Coordinator—Organizes or facilitates Club driving tours.

SIG Coordinator—The Board liaison with the various Special Interest Groups.

There are also appointed (rather than elected) Board positions. These include:

Zündfolge—Responsible for creation and distribution of the *Zündfolge* plus advertising in the magazine. The *Zündfolge* has two staff members who are on the Board.

Track—Manages all aspects of the Club's high-speed track driving program. Track also has two committee members on the Board.

Web Site Coordinator—Handles everything on the Club's web site.

Risk Management—Responsible for insurance, risk management and legal issues.

Besides Board positions, there are other ways to get involved. One is to attend Board meetings as a general member. Another way is to get involved with one of the committees that the Club has. These include the Track Driving Events Committee, the *Zündfolge* staff, the Banquet Committee and the Concours d'Elegance Committee. There is also the opportunity to chair an event such as a general meeting, tour, rally, video night or tech session. Getting involved in one of these committees or chairing an event is probably the best way to find out whether you might enjoy a Board position in the future.

For those that would like to run for one of the elected Board positions for 2007, please contact one or all of the committee members (contact information below) or send your expression of interest to the Club post office box. We can tell you more about the duties of each position and what to expect in the way of a time commitment. The deadline is October 1. If there are any contested positions, there will be a ballot and candidacy statements in the November/December *Zündfolge*.

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

David Lightfoot
d.lightfoot@comcast.net, 425-881-6800 x103

Zena Bartusch
zbartusch@hotmail.com, 206-605-8390

Lynne Eskil
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RTC Offers Auto Detail Class

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

This fall, Renton Technical College will be offering a comprehensive course designed for the serious hobbyist covering all aspects of auto detailing. The course includes classroom instruction and hands-on training covering professional level auto detailing tools and techniques.

*Jim Egelston
BMW Club member*

Topics include

- Proper washing/prep techniques
- Understanding paint technology and problem paints
- Color sanding
- Paint touchup
- Scratch and swirl removal/repair
- Buffing tools and techniques
- Polishing tools and techniques,
- Paint protection
- Paint overspray removal
- Exterior trim and wheel care
- Interior cleaning and protection including vinyl, leather, and carpets.

Students completing this course will be able to perform auto detailing at a high level.

The auto detail class provides forty hours of instruction over ten weeks. Class is held on Wednesdays from 4:30 p.m. to 8:30 p.m. Registration begins immediately and will continue until the first class on September 20. The course wraps up on November 22. To register or to get more information call Renton Technical College at 425-235-2352. The fee for the class is \$193.90 and includes most supplies and tools.



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BMW Car Club of America Puget Sound Region Club Discount List

Discounts can be one of the most valuable benefits of membership (most members save many times their annual Club membership fee). You must let any participating business know that you are going to use your Club discount when first talking to them and be prepared to show your BMW CCA membership card. This will help them in preparing the paperwork and save you the possibility of having your discount denied. Do not negotiate your own discount and then expect the business to add the Club discount in as well.

Some of the participating businesses may be part of a chain operation. The discount is only good at the location listed below.

Auburn Foreign Car

10% discount on both parts and labor, maximum discount of \$50
725 Auburn Way N., Auburn, WA
877-833-8161 (toll free)
Web Site: www.auburnforeigncar.com

Autobahn Custom Detail, LLC

10% discount on all services (no dollar limit).
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Bavarian Motor Sports LLC

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E-mail: info@bmwnorthwest.com

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(These discounts cannot be combined with other discounts)
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Service: 206-328-2300
Parts: 206-328-7788
Web Site: www.bmwseattle.com
E-mail: stravis@liithia.com

CARQUEST Auto Parts (Bellevue Store only)

Ask for the BMW Motorsports Account 020054 discount with current BMW CCA membership card shown prior to parts ordered.
1407 132nd N.E., Bellevue, WA. 98005
425-454-7936 (Chris Bowl)

Car Tender

10% discount on parts and labor, subject to a maximum discount of \$150
1706 - 12th Ave., Seattle, WA 98122
206-324-0345
Web Site: www.car-tender.com
E-mail: steve@car-tender.com

Collision Craft, Ltd. (Eastside)

15% discount on deductible
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425-883-8556

Dependable Wheel Repair

10% discount on most services, maximum discount of \$25. Includes wheel straightening, welds, and some cosmetic work
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425-226-8711
Web Site: www.DependableWheel.com
E-mail: WheelRepair@gmail.com

Eastside Bavarian

10% discount on labor
6000 221st Pl., Issaquah, WA 98027
425-391-1990
Website: www.eastsidebavarian.com
Email: dave@eastsidebavarian.com

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10% off of parts and labor up to \$100, with Club ID card shown prior to work being done or parts ordered, no exceptions
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253-874-3870

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German Car Specialists Inc.

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12408 S.E. 38th, Bellevue, WA 98006
425-644-7770
Web Site: www.germanauto.com

Strictly BMW

Independent Service
10% on everything subject to a maximum discount of \$35
2111 140th Ave. N.E., Bellevue, WA
425-747-6044
Web Site: www.strictlybmw.com
E-mail: sbmw@halcyon.com

SWERVE Driver Training

SWERVE offers the Reality Check, a crash course in collision avoidance. Club member price is \$149 (regular is \$199). The Reality Check is a four-hour program designed to improve the skills of young drivers.
425-883-9434
Web Site: www.goswerve.com/program-the-reality-check

This discount list is maintained by Jim Millet. If you would like your business included, or have questions, corrections or comments, contact him at 206-542-5237 or jimmiloria@millet.comcast.net.



BMW's for Sale

2004 M3: Coupe with sunroof, SMG, silver exterior—black leather, heated power/memory sport seats, Harmon Kardon sound, sport and premium package, warranty and full service to March 2008, 18" alloys, park distance, CD, Xenon headlights w/ auto adjust, fog lights, rain sensor wipers, aluminum interior trim, DSC, 100% stock and not a scratch, 9,973 miles, \$46,500. Contact Mark at 425-417-9591.

2000 X5: WBAFB3340YLH00759. Pear beige metallic/sand beige leather interior, 43,000 miles, automatic, 4.4L engine, one local owner since new, all records available, \$22,500. Contact Howard at 206-674-3020 or howard@shgllc.com.

1990 M3: Black/black, everything running and working well, minimal modifications include new momo steering wheel, shifter, stereo, shocks, exhaust. Clean title, no rust, lots and lots of maintenance and new parts, full records since 1992, leather and paint in good shape. 142,450 miles, always garaged, \$13,500. Contact Aaron at 503-539-3693 or aaron@limitedslip.net.

1984 533i: WBADB6300E1190993, Delphin with pearl beige leather, five-speed, 3.25 LSD, 230,000 miles. Cylinder head overhaul at 140,000, everything else since. Bilsteins, four Hella headlights, 225/60VR15 Yokohama dB tires on E34 535 wheels. Recent 30,000 service, including all filters, belts, hoses, water pump and thermostat. 35,000 on clutch, less on driveshaft/guibo. Suspension tight, AC blows cold, brakes good. Synthetics in engine, transmission and differential—no leaks. All service records/receipts—bring wheelbarrow. Some spare parts. Interior fair, except wheel and driver's seat. Dent in RR quarter panel, rust on hood—needs paint badly. Wife says, "Good restoration candidate." I say, "Not me." \$2,200. Chuck Christensen at 206-784-4496 or 206-235-6658 or janetzenier@hotmail.com.

1979 320i: Fjord Blue. New motor installed by BMW Seattle three years ago. Receipts & photos available. Second owner for the last twelve years. Well cared & maintained. Mechanically sorted. Original window stickers. Four speed manual. My daily driver. \$3,000 obo. Call Cliff at 425-233-1815.

Parts for Sale

Items for 528i: Four Spoke steering wheel (standard) for 1980 528i. \$35; Front Bra for 1980 528i. \$30; Original Blaupunkt AM/FM radio for 1980 528i. \$35. Call John 360-331-1948 or 206-354-4615.

Wheels and Tires: Factory 530xi style 138 (17") with mounted/balanced Goodyear Eagle RS-A tires (10,000 miles) \$1,000. Check this website for pictures of the wheels <http://www.e60.net/information/options/wheels/>. Contact Reg at 206-285-6581 or email rhnorb@hotmail.com.

Wheels and Tires: Factory 530xi style 124 (18") with mounted/balanced ContiProContact tires (1,000 miles) \$1,500. Check this website for pictures of the wheels <http://www.e60.net/information/options/wheels/>. Contact Reg at 206-285-6581 or email rhnorb@hotmail.com.



Garmin Street Pilot GPS loaded w/ Washington maps, \$100. Garmin Street Pilot Color Map loaded w/ Northwest Region maps, \$150. Garmin EMap GPS loaded w/ Western Washington maps, \$50. Pittsburgh 1-Ton chain fall engine hoist, \$75. Floor jack transmission adapter (cradle), \$50. Coil spring compression clamp, \$25. Roundel Collection: issues from 1984, plus some *Zündfolge*, Best Offer. Contact Mike at 206-817-5146 or mikenicefaro@comcast.net.

Wheels and tires: Factory E24 TRX rims and Michelin tires from a 1988 635CSi. Great rims, tires range from good to average. Act fast—they aren't making these any more. Make offer—contact Mark at 425-259-4540 or mnesse1@msn.com.

Miscellaneous

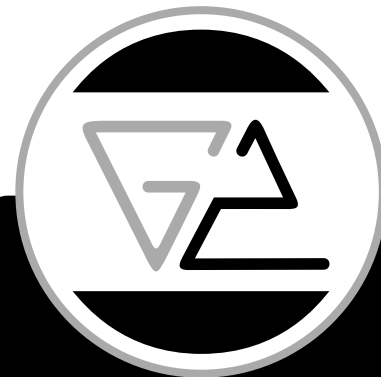
Puget Sound Region Club logo shirts for sale: Adult sizes. Short and long sleeve T-shirts in white and light grey, grey sweat-shirts, and beautiful embroidered Lands' End collared shirts available. Contact Lance Richert for details and pricing at Lance@Richertnet.com.

For Rent: a week at a condo in Orlando during the last two weeks of December 2006 or January-mid April 2007. Two bedrooms, two baths, sleeps six. Beautifully and completely furnished—all you bring is food! Within twenty minutes of ALL major attractions. Think Christmas vacation, Daytona 500 or Spring Break! \$700. Call Leslie or Jim at 303-671-6131 or email colorado924@comcast.net ASAP to get your first-choice week reserved!

DEADLINES

September 5: October 2006 Issue
October 10: Nov/Dec 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 lucetta@lightfoot@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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