

MAY 2008



# Zündfolge

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





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Schedule meeting for next Tuesday. Talk to Mark about that new client  
Business lunch with A.T.C. next Thursday  
Call back Diane and Matt Doctor's appointment next Wednesday at 2pm  
Buy present for sister's birthday Buy groceries  
Get quotes from printers Take Sam to eye doctor appointment Pick up kids from daycare  
Dentist appointment on the 13th Julie's recital next Friday at 6pm  
Upgrade computer Refill toner cartridges Make vet appointment Paint the shed  
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# ZÜNDFOLGE

May 2008

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## Postal Notice

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## Boilerplate

This magazine is the monthly publication of the BMW CCA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

*Zündfolge* design and layout by  
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# KALENDER

**Club members are encouraged to submit articles for publication.**

### April 24

**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.

### May 6

**Deadline** for the June 2008 *Zündfolge* issue, all submissions must be received by this date. Send to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

### May 17/18

**Tri-Cities Wine Tour**. Join Club Members for an overnight tour to wine country. See article in this *Zündfolge*, or online in the *Events* section of our website at [www.bmwpugetsound.com](http://www.bmwpugetsound.com). Send RSVPs and any questions to Scott Hieronymus at [tour@bmwpugetsound.com](mailto:tour@bmwpugetsound.com).

### May 18

**BMW Seattle 135i & M3 roll out** from 12:30 to 3 p.m. at 714 East Pike Street. To RSVP contact Jeff at [jeff@hauryscollision.com](mailto:jeff@hauryscollision.com) or 206-365-1565.

### May 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.

### June 3

**Deadline** for the July 2007 *Zündfolge* issue, all submissions must be received by this date. Send to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

### June 7-8

**7th Annual E30 Picnic Weekend**. See promotion article for locations and times.

### June 13

**Northwest Rally Council Invitation** for Club members to run in an all BMW class. See details of event on page seven.

### June 21

**Griot's Garage Car Care Tech Session**, 10 a.m., Fife. See details on page seven.

### June 26

**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.

### July 1

**Deadline** for the August 2008 *Zündfolge* issue, all submissions must be received by this date. Send to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

### July 5-6

**Historic Races at Pacific Raceways**. Look for more information on page eight.

### July 13

**LeMay Car Museum Tour**. Join fellow Club members on a tour of the fabulous LeMay Car Collection ([www.lemaymuseum.org](http://www.lemaymuseum.org)). A collection of over 300 cars, trucks and motorcycles. See page twelve for more information. Contact Mike Ellis at [ss337@comcast.net](mailto:ss337@comcast.net).

## 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](mailto: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](mailto:jimngloriamillet@comcast.net) for information about display ads.
- Send all address change notices to [bmwcclub@aol.com](mailto:bmwcclub@aol.com).
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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

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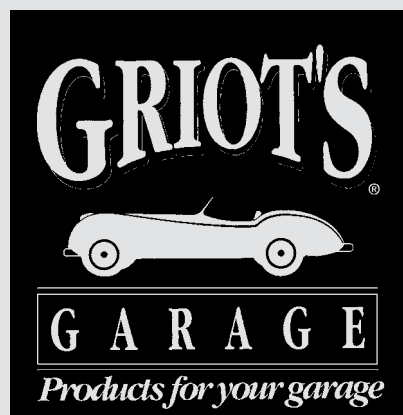




## Richard Griot's Ultimate Garage

EVERY CAR NUT dreams of owning their own ultimate garage, well organized and functional, with all the necessary tools to work on their ultimate driving machine. Many of you have already taken the opportunity to visit Griot's store in Fife, WA. Whether you have a two-car garage or 20,000 sq ft garage for twenty-five cars, here is your opportunity to meet the man who owns Griot's garage. Richard Griot has generously invited our Club members to his own residence to see his personal twelve-car garage and have a bar-becue after the tour.

We will meet at Griot's corporate headquarters garage (3500 20th St. East, Suite A, Fife, WA 98424) at 10 a.m. on Saturday, May 3, 2008. We will leave promptly at 10:30. If you have a larger BMW or other large vehicle we will be carpooling from Griot's shop to Richard's private residence. You must be on the list to join us on the tour. The event will be limited to just forty Club members. As of March 24, 2008, I have thirty-two Club members who have sent in their RSVP, so there are only eight places left. Please RSVP to Rick Gulstrom at [rick@gmsarch.com](mailto:rick@gmsarch.com) or call 425-644-1446.



## Tri Cities Wine Tour

May 17 &amp; 18



JOIN FELLOW CLUB MEMBERS on a tour of Yakima Valley and Tri Cities wineries. We will be visiting wineries mostly in Prosser and Benton City, but the weekend will be flexible enough for you to wander west to explore on your own if you desire. Prosser has established wineries such as Hogue, Snoqualmie and Kestrel, as well as lesser known boutiques that you've likely never tried, like Airfield, Chinook and Alexandria Nicole. In Benton City we will visit premier wineries such as Fidelitas, Kiona and Hedges. Benton City is also host to the Red Mountain appellation. Red Mountain's Klipsun Vineyard and Ciel du Cheval Vineyard contribute to world class Washington wines from Quilceda Creek, Mark Ryan, Long Shadows, Col Solare, Betz and more.

Overnight accommodations will be at the Hampton Inn in Richland. A block of rooms has been saved for us, but you will need to contact the hotel directly for reservations. To get the discounted rate, call 1-509-943-4400 and tell them you are with the Puget Sound BMW Club. King or double queen city view rooms are \$104, river view rooms are \$114.

Plan on meeting at 8 a.m. in the parking lot of the Seatac Mall, on 320th in Federal Way. To get there, take exit 143 off of I-5, and go west for a few blocks. The mall will be on your left. After a short drivers meeting, we will depart at 8:30 sharp. Bring a picnic lunch, just make sure it will survive a four-hour

drive over the mountains! We'll find a lawn to have lunch on, prior to an afternoon of tasting. Some wineries may charge a tasting fee, so bring a small amount of cash.

One needs to be either a BMW CCA member in good standing, or if you are a newbie, you are allowed one run with the Club prior to joining. Check the Club Events section at [bmwpugetsound.com](http://bmwpugetsound.com) as we get closer for any updates. Email RSVPs and questions to Scott Hieronymus at [tour@bmwpugetsound.com](mailto:tour@bmwpugetsound.com).



This month's cover features the new BMW 135i convertible. Be sure to come to the roll out of the new 1 series at BMW Seattle on May 18.

Photo by BMW Press.



# BMW Seattle Hosts a Technical Review and Test Drive of the new 135i and M3

May 18

Sunday, May 18, BMW Seattle (714 East Pike St., Seattle) will be hosting an exclusive event for the BMW Club featuring the roll out of the 135i and 135i convertible as well as the long awaited M3. (btw, I have test driven the M3 recently and the car is amazing.)

BMW Seattle has set aside the entire service department for us to view the new cars. One of their master BMW technicians will be on hand to discuss the technical aspects of the new cars and answer questions. After the technical review, BMW Seattle will make the cars available for brief test drives. Look for a future update to this event on the web as we get closer to the date.

Circle Sunday, May 18 on your calendar and join us at BMW Seattle for a look at BMW's latest and a chance to test drive some cars from 12:30 to 3 p.m. Coffee and snacks will be served so arrive early. Find out more about BMW Seattle at [www.bmwseattle.com](http://www.bmwseattle.com). RSVP to Jeff Butler at [jeff@hauryscollision.com](mailto:jeff@hauryscollision.com).

*Jeff Butler, Tech Events Coordinator*



Photos by BMW Press.

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# 7th Annual E30 Picnic Weekend!

June 7 & 8

## Saturday, June 7—E30 Tech Session

With so many people coming from out of state, we thought it would be good to provide more to do. So we're holding an afternoon nuts and bolts E30 Tech Session at Griot's Garage in Fife starting at 1 p.m. Griot's Garage are graciously letting us use their R&D facility to get technical with the E30. We'll be covering timing belts, brakes, track prep, paint care, turbos, etc. in one-hour blocks all afternoon.

## Sunday, June 8—E30 Show & Shine

Sunday will continue to be the traditional E30 Show & Shine starting at 11 a.m. The E30 Picnic has evolved into the largest gathering of E30s in the USA. There will be special E30s on display, and plenty of opportunities for all E30 owners to share questions and stories. We are planning on 150+ 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.

Auburn Foreign Car and the BMW Club are graciously covering some of the costs for the event. We are asking for a \$7 donation for Sunday to help cover the additional costs that day. Saturday at Griot's Garage is free. It is important for you to RSVP to me so I can better plan

for parking and coordination with the Griot's Garage and the Triple-X Restaurant. I need to know which days you'll be attending, 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!

See [www.E30Picnic.com](http://www.E30Picnic.com) for all the latest information regarding the E30 Picnic.

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# Griot's Garage Car Care Tech Session

June 21

10 a.m. till 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 planning to enter their BMWs in the judged category at the Concours d'Elegance in July, our hosts will present special tips and tricks to help you score maximum points.

Griot's Garage recently completed construction on a new Car Care School and R&D garage. They also enlarged their retail store and carry all of their car care products in-house. Everything is now located at their corporate headquarters in Fife, a half-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 a.m. and 2 p.m. and on this day only, those in attendance will receive 10% off any items purchased in their store. A great way to stock up for the year.

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

*Lance Richert*

**Griot's Garage, 3500-A 20th St East, Fife, WA 98424  
800-345-5789, [www.griotsgarage.com](http://www.griotsgarage.com)**

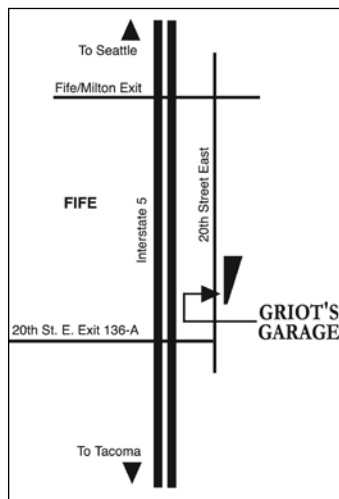
## DRIVING DIRECTIONS

### From Seattle:

- Motor south on I-5 and 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 offramp will take you right.
- At the T-Intersection, turn left on to 20th Street East. Continue east about 1/4-mile and turn right into their parking lot.



# Rally

June 13

THE NORTHWEST RALLY COUNCIL INVITES the BMW Club to an evening of road rallying on Friday evening, June 13, 2008. BMW Club members will be rallying with the other local rally enthusiasts on the NWRC June Friday Niter Rally. A special BMW class will be created for the participating BMW Club members.

The rally will begin at the Eastgate Park-n-Ride in Bellevue (next to Bellevue Community College). Directions to the park-n-ride can be found at [www.nwrally.com](http://www.nwrally.com). The rally will be approximately sixty miles in length and will last approximately three hours. The rally will end somewhere in or around 4 Corners in South King County at a local Pizza establishment. The rally will be a touring type of event, without any course following "traps." Trophies will be awarded to the podium placing BMW Club members. Rally registration opens at 6:30 p.m., with the first rally car out at 7:31 p.m. The rally entry fee \$15.

There are no limits on the number of BMW Club teams participating in this event. For planning purposes however (e.g., how many sets of route instructions are needed), please contact John Humphrey at [bakirroo@earthlink.net](mailto:bakirroo@earthlink.net) to pre-register your attendance. And, for all you procrastinators out there, you are welcome as well. Just show-up at the park-n-ride, and join the fun. The hardest part of this rally will be figuring out which car to use, and who will drive and who will navigate.

If you have any questions, or need any additional information, please contact John Humphrey at [bakirroo@earthlink.net](mailto:bakirroo@earthlink.net).

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# Pacific Northwest Historics

July 5 & 6

THE 20TH ANNUAL PACIFIC NORTHWEST HISTORICS will be held July 5 and 6 at Pacific Raceways, off SR18, just outside Auburn, WA. The Pacific Northwest Historics is the premier vintage sports-car race in the Pacific Northwest and is the largest event of its type in the USA where all proceeds go to a charitable cause. All of the entry fees and any other donations go to the uncompensated care fund at Children's Hospital.

There will be approximately 250 vintage race cars, 1969 and older, entered in the races. The featured marque this year is Porsche, who is celebrating their 60th Anniversary this year. Al Unser, Sr. will be the guest celebrity.

As usual, the car corral provides an opportunity for local car clubs to meet and display their cars. The BMW Club will once again participate in the Car Corral.

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. Reduced price tickets are available for children. The BMW corral has always 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 for Club members to visit and to answer questions about the Club for potential members. 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 and send it with a check and self-addressed #10 stamped envelope. If you have any questions, please call Lucetta Lightfoot at 206-282-2641 or email [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

## 2008 Pacific Northwest Historics—July 5 or July 6 (choose one day only)

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_ Work ( ) \_\_\_\_\_

Email \_\_\_\_\_

Year/Model/Color of BMW you will be driving \_\_\_\_\_

Volunteer at the BMW tent? ☐ Yes ☐ No

☐ Saturday, July 5 at \$25 **OR** ☐ Sunday, July 6 at \$25 (**one day only**) \$ \_\_\_\_\_

Please make checks payable to BMW CCA Puget Sound Region.  
Send registration and checks to Lucetta Lightfoot, PO Box 99391, Seattle, WA 98139.  
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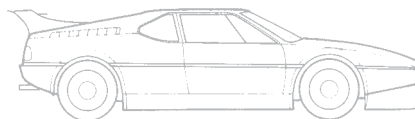
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# MOTOR SPORTS



I'VE BEEN SURPRISED by the level of interest in our Car Control Clinics and High Performance Driving Schools. The interest is high! That's great as these programs are two of the best benefits the Club offers to members.

We have events scheduled at Pacific Raceways on Thursday, May 1, Friday, July 11, and Thursday, September 25. All these dates will include a High Performance Driving School (HPDS) on the track and a Car Control Clinic (CCC) on the paved parking area. Attending a CCC is a prerequisite to the HPDS. The cost of each CCC is \$80 per participant. The HPDSs are \$210 per participant.

Attending a CCC is something every Club member (every driver!) should do sometime. It will teach you a lot about your car. You will be a better driver. Attending a HPDS is a thrill; one of the best things many people ever do for themselves. But I'll be the first to admit, it isn't for everyone. While we build up to it gradually, there is no getting around the fact that the speeds are high. It is, after all, a *High Performance Driving School*.

The CCCs at Pacific Raceway will include these exercises: slalom, high performance braking and collision avoidance. After lunch time you'll get to take "parade laps" of the big track. Then you'll get a chance to autocross. The end of the day will bring ride-alongs with the Instructors on the big track. It will be quite a day!

For the HPDS, we put everyone into one of four groups. Each group gets four driving sessions on-track. At all times you will have an instructor in the right seat. These are schools and you'll always be learning. And having fun.

Remember, registration for all events is handled through the website [www.MotorsportsReg.com](http://www.MotorsportsReg.com). Make sure you open an account there. And make sure you register for the right event because the CCC and HPDS will share a date and location.

## Welcome Back Convertibles

A couple of years ago we made a decision to exclude convertibles from our CCCs and HPDSs. This was due to the specific circumstances at the tracks we use. Both Bremerton Raceway and Pacific Raceways have limited runoff space and ditches or embankments that make rollovers possible. It just isn't safe to drive convertibles at these locations. We hated to make the decision to exclude convertibles but it was the right thing to do.

With our new plan to hold CCC on the paved area at Pacific Raceways, the circumstances are different. The large, flat paved area makes rollovers virtually impossible. So we've decided to allow convertibles in the CCC at Pacific Raceway. Welcome back convertible owners!

Remember, this is limited to the CCC. We still can't allow convertibles on the big track.

**The large, flat paved area makes rollovers virtually impossible.**

## Another Policy Change

We have made one other policy change. This relates to the electronic safety systems on modern cars. These include traction control and Dynamic Stability Control (DSC). In the past we used to advocate that these systems be disabled under limited circumstances. Our new policy is that these factory electronic safety systems remain enabled at all times at our HPDS. We still allow and encourage disabling these systems during certain exercises at the CCC to demonstrate their effectiveness.

This policy change caused a lot of discussion and dissent among the Instructor corps. However, we used the new policy at our first HPDS and the experience was generally good.

*David Lightfoot*

*Driving Events Coordinator*  
[dec@bmwpugetsound.com](mailto:dec@bmwpugetsound.com)

## 2008 Driving Events Calendar

### BMW CCA PSR Events

#### May

**1** Driving School at Pacific Raceways

#### July

**11** Driving School at Pacific Raceways

#### September

**25** Driving School at Pacific Raceways

### Other Events Open to CCA Drivers

#### May

**15** PCA School at Pacific Raceways

**19** BMW ACA School in Portland

**23** ALFA Lapping Day in Bremerton

**24** PCA Car Control Clinic in Bremerton

**25** BMW CCBC Car Control Clinic at Pitt Meadows

**27** BMW CCBC School at Mission

**31-6/1** LA Chapter School at Willow Springs

#### June

**18** ALFA School at Pacific Raceways

**20** BSCL Lapping Day in Bremerton

**20** Tri-Club Day in Portland

**21-22** Inland Empire Chapter School in Spokane

**22** BMW CCBC Car Control Clinic at Pitt Meadows

**26** PCA School at Pacific Raceways

#### July

**18** BSCL Lapping Day in Bremerton

**22** BMW CCBC School at Mission

**23** ALFA School at Pacific Raceways

**26** PCA Skills Day in Bremerton

**31** PCA School at Pacific Raceways

#### August

**21** ALFA Lapping Day in Bremerton

**25** BMW ACA School in Portland

**29** BSCL Lapping Day in Bremerton

**30** PCA Skills Day in Bremerton

### Contacts:

#### BMW CCA Inland Empire

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Greg Meythaler: [greg.meythaler@intel.com](mailto:greg.meythaler@intel.com)

#### BMW Car Club of BC

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#### Bremerton Sports Car Club

Dave Ely: [de2mr2@msn.com](mailto:de2mr2@msn.com)

#### NW Alfa Club

[www.nwalfaclub.com](http://www.nwalfaclub.com)

Herb Sanborn: [blue74gtv@earthlink.net](mailto:blue74gtv@earthlink.net)

#### Porsche Club

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Tom Pritchard: [DriverEd@pnwr.org](mailto:DriverEd@pnwr.org)

[www.bmwpugetsound.com](http://www.bmwpugetsound.com)



# Petit Le Mans

The Petit Le Mans is a sports car endurance race held annually at Road Atlanta in Georgia.



Seth Thomas cut Pete Cunningham's day short when he got a little over zealous on the restart.



The start of the Speed World Challenge race. Note the extra tire in the center of the shot—oops!



The green flag drops on the 2007 Petite LeMans.



Petersen Motorsports made the switch from Porsche to the Ferrari F430 in 2007.





Heading down the hill into the Esses.



Maserati MC12 racing into the sunset.



Bill Auberlen waiting for the driver change.



Record crowds were expected for the 10th Anniversary of The Peite Le Mans.



# LeMay Car Museum Tour July 13



10 a.m. to 3 p.m.

COME JOIN fellow Club members in a tour of the largest private collection of cars, trucks and automotive memorabilia in the world.

The tour will comprise a two part presentation: A two hour guided tour of approximately 300 cars at the Marymount facility at a cost of \$10 per person.

Following a short lunch break a rare guided tour of the 350 plus collection at the LeMay private residence at an additional cost of \$15 per person. Bus transportation from Marymount to the

LeMay residence will be provided. No private vehicles at the LeMay private residence please.

More LeMay info at [www.lemaymuseum.org](http://www.lemaymuseum.org)  
Please RSVP to Mike Ellis at [ss337@comcast.net](mailto:ss337@comcast.net).



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# Concours d'Elegance Returns to Cedar River Park, Renton July 27

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This year we will be honoring the summer sun by featuring convertibles! Look for more featured articles, registration

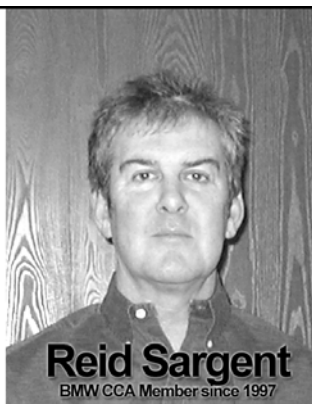
forms and information in the upcoming *Zündfolge* issues and on the website. As before we will be running both judged (based on cleanliness, not originality) and display classes. We will be looking for volunteers to help with judging and other positions too. If you would like to help out or have any questions, please don't hesitate to contact the event chairperson, Ken Hill, at 425-785-4080 or by email at [khill178@earthlink.net](mailto:khill178@earthlink.net). So take a few minutes and roll back that ragtop (OK, some of you just reach up and push the button...) and mark your calendar for Sunday, July 27, and plan on joining us at the 28th Annual Concours d'Elegance!

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THE 2002ti HAS FINALLY HIT THE ROAD with everything in working order. The stiff brakes that haunted the final stages of its return from the accident were cured by a new boost unit and a new master cylinder. It was great to be able to bomb the brakes and not break my leg, and to slam my chest into the shoulder strap. I wanted to just replace the booster and see if that was my problem. I didn't think the master cylinder was the issue but I purchased a new one just in case. I decided to do the work only once so I put in the new master cylinder when I did the booster. The booster was definitely bad as this one passes all the tests. That was the last system that stopped the car from again being worthy of some track time. Previously the entire suspension was refreshed and the new short neck 3.91 LSD was swinging with new Tii rear trailing arms, and polyurethane bushings everywhere—a bit squeaky but REAL tight and crisp. The drive train was all set for a return to the land of legal speed and G-force.

It's been a number of years since I've spent any driving time at the track as the 2002 was needing to be refurbished again and the house projects took time and money away from doing the work on the car. The accident screwed the time frame again but forced the complete refurbishment. The time had come to enjoy the roar again. I went over all the work to recheck everything and tweak some clearance at the front struts for the 15x7 Kosei with the Bridgestone SO3s check the timing, reset

the carbs and wait for the Sunday event. Since the car hardly gets driven it seemed wasteful to keep much gas in the car. The fix of the right rear trunk mated a later quarter panel to the car. The later quarter panel uses a different tank and rubber filler



Photo by Pete Stoppani.

neck. It turns out the later filler neck has a much different connection at the fender/filler neck. The extent of the difference wasn't discovered in time for my fix to prove not up to a full tank and left hand g-loads.

It was a bit odd going out to the track as a participant instead of an organizer. The anticipation of the weekend, and the week bonding with the car, was a real throw-back. It was fun again. The car was filled and out to the track I went. The looks the car got as I unloaded it were a bit strange. Many of these

attendees hadn't seen a 2002 all ready to scream around the track. I jokingly reminded a few that the car was older than many of them. Respect your elders, my parents always told me. A few there remembered the old days. The greatly increased grip was the

seat time would come back in time. The car had so much stick and the brakes worked so well that the memory brake points were all wrong. Hit them there and coast to the turn-in point. Brake later next time was the mental note. The new grip made it

new variable in the way the car and I would feel around the track. Although it had been a few years, the muscle memory of the many years of

easy point to the car where I wanted. No understeer at 3A—at least with the entry speeds I was using. No fender rub either, but 205/50-15s really fill



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the wheel well and will touch at full lock. The chicane is a rhythm section that the car has always worked well in. The 15 inchers turned in so quickly and the car changes direction quickly so it was easy to get the timing and the uphill left at full tilt in a full 4-wheel drift out to the exit point was one of the highlights of the day. Turn eight was a kick with the turn-in I had. I was able to put the car exactly where I wanted on exit to set up for the new-to me turn nine. My concerns of how to deal with this were overdone. Just late apex and the car was geared such that I could just feather and turn the car and stick the throttle about

5500 and go for it down the front straight. The kink is just that—a kink—steer it and look for a bigger car to draft. The little car would hit about 105 through turn one and a little more down the short hill. The brakes were up to the next task but there was a completely new brake point. No brake pad fade as the Porterfield RS4S in front and the rear drums retarded the car with control. It seems the only thing I couldn't test turned out to be the 'homecoming' only wet spot. The gas tank/quarter panel interface was leaking in hard lefts like turns 2 and 8, and the cars behind and the turn workers were taking notice. It seems all my really hard test

onramps are rights and never with this much gas. The car was so much fun, but I had to stop and wait for another day. To suffer this after all the little car had to put up with to get here wasn't so bad. Many felt bad for me, but I wasn't safe for myself or others. Otherwise, all the new stuff works really well together. The grip is much higher than I have ever driven, with response. I'm still getting used to. The cobwebs will be cleaned out and the car's repairs are straight forward. The next event will be a real gas, not a gas leak.

The fix is to go totally late model, get the long neck gas tank and new style rubber filler neck. The rubber piece

is nearly \$90 and the used tank was only \$75—thanks BC. To clean, etch and seal will take another \$50 and some external paint, and then it's all good again. I'm going to see if I can put foam from a fuel cell inside my tank to baffle the sloshing. It would reduce my capacity but this car's long touring days are over. I should be able to get the foam through the fuel sender hole. I'll let you know if it works.

The picture is the car on entry to the chicane. In looking close, the weight transfer is just what you'd expect. I've finished braking and turning for the apex. I like the way tire footprints look.

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### My Neurosis Runs Deep

I HAVE A FRIEND WHO WON THE LOTTERY, really he did. He came to me and told me that he had always admired my 740iL and would love it if I could find one for him. He had a few requirements: no i-drive, the E38 body style (95-2002) which is perfect because it has no i-drive, and low miles. He would prefer black or dark green, really likes the privacy screens in the back and, oh yeah, he wants an iL.

This to me is no challenge, I find cars for friends all the time. I always have my ear to the ground and am continually looking at the car market in general. I have often thought I should have my own dealership except for one little issue—I can't let go of cars I really like. In order to sell cars you have to be emotionally unattached to the vehicles; this is always where the trouble starts.

Of course I find the perfect 740 for my friend; a 2002 740iL, black on black, 67,000 and the M-Parallel wheel package. I can't wait to tell him about it. He listens and is intrigued, so I pull it up on the internet and show it to him in all it's beauty. He wonders if there could be something wrong with it because it is not on a BMW dealership lot, so I get the VIN and do some research. It came from the Puget Sound area (remember I live in Central Washington) and has been serviced by BMW of Seattle and BMW Northwest.

I contact him again and let him know that the dealer is being straight up with us on the car. The local dealer stated that he picked up the car in the Seattle area. He then says "Well, what if it has some big issue that we are not aware of." Fair enough; I take the VIN and go a step further. By pulling a few strings I get the complete service history on the car. Good news—the big issues that plague all E38s have been addressed. The radiator has been replaced, the crankshaft sensor has been replaced, and it has been serviced at all required intervals.

Okay, now what do ya say? "I'll go drive it," he says. Do you see what is

happening here? I am getting emotionally involved, and I really want him to buy this car. I mean here we have a perfectly good—scratch that—great BMW! It meets all the stated requirements, the asking price is right, the money is in place. What could go wrong?

He contacts me and says "I am just not sure." Not sure about what? I did the homework; you said you wanted a 740 like mine. You have the means to support this car; if you don't buy it who will; what will happen to this beautiful 740; it could end up on the street.

This car is gorgeous, it is the right year, the right color, it has the most horse power of its generation, all the right curves, low miles and a good service record. Do you see what has just happened? I can't let go.

Why should I care if he buys this car? Why should I care who buys this car? Why should I care if this car has a home or not? I have attached myself to this car to the point of buying it myself. OH MY GOD MY WIFE WILL KILL ME! I will literally lay awake at night and wonder what is going to happen to this car. My neurosis runs deep.

*Dave Cook*

*davecook@liv2drv.net, www.liv2drv.net*

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# Sponsors Grow for PRO3 in 2008

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Toyo Tires is supporting PRO3 again with "Toyo Bucks" at each race. In 2007 Toyo paid out over \$3,000 to PRO3 drivers. This year the PRO3 car counts will be higher and so will Toyo's support of PRO3! PRO3 will again be running on the Toyo RA-1 as their specification tire.  
[www.Toyo.com](http://www.Toyo.com)

## Carquest

Carquest is supporting PRO3 again with quality raffle prizes for the drivers to be distributed at the three races at Pacific Raceways.  
[www.Carquest.com](http://www.Carquest.com)

## Griot's Garage

Griot's Garage have signed on this year to support PRO3. Griot's Garage will be providing \$500 in gift certificates to each of the three Pacific Raceway races in 2008. The gift certificates will be distributed via raffle to those PRO3 drivers entered in the race.  
[www.GriotsGarage.com](http://www.GriotsGarage.com)

## Speedware Motorsports

Speedware Motorsports in Redmond have signed on this year to support PRO3. Speedware Motorsports will be providing \$500 in gift certificates to each of the three Pacific Raceway races in 2008. The gift certificates will be distributed via raffle to those PRO3 drivers entered in the race.  
[www.SpeedwareMotorsports.com](http://www.SpeedwareMotorsports.com)

## Westwerks

Local BMW shop WestWerks in Redmond have signed on again to sponsor the PRO3 Challenge. This challenge recognizes the three drivers who earn the most points at the three PRO3 races run at Pacific Raceways this year. With fields of 20+ PRO3 cars taking the green flag, the competition should be lively as drivers vie for the right to stand on the podium of the PRO3 Challenge at the end of the year.  
[www.WWerks.com](http://www.WWerks.com)

Let's go racing!



2007 PRO3 Challenge winner Ken Hill accepting the check from Westwerks owners Matt Lakey and Francis Stanbury as the winner of the Pacific Raceway PRO3 Challenge.

Photo by Curtis Creager.

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**1985 635CSi Euro:** Metallic burgundy with tan leather. 63,500 miles. Automatic transmission. Tinted glass, power sunroof, adjustable sport seats and side mirrors, a/c, cruise control, anti-theft device, alloy rims, new factory transmission. Everything but the radio is original. Not concours condition but better than excellent. Two meticulous owners. Always garaged, serviced regularly, records, mechanically very sound. \$20,000. Contact Don Barton at 206-679-4080 or at dbarton44@comcast.net for more info.



**1983 320is:** Bronzit beige, black cloth, Recaro seats. Restoration project or parts car. In my immediate family since new. Was my daily driver until two years ago when something in fuel injection went—hasn't been started since. Body is straight with two minor dents. Rebuilt gearbox, new master brake cylinder, factory sunroof, 6CD changer. I hate to get rid of her, but I have too many cars & too little time. \$500 to good home. Contact Karen at 206-719-6964 or kmschlosser@centurytel.net.

**1977 630csi:** Silver, 145,000 miles. Automatic. New rear rotor, calipers and pads. Excellent dash, 17" wheels. Runs great. Please contact Kevin at 541-285-1401 or bebitter@comcast.net for more details and pics.

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## Parts for Sale

**Engine:** M30b35 6-cylinder engine out of a running '89 635csi. Approximately 150,000 miles. Includes accessories and wiring harness. Will work in other models with some modification. Located in Portland, can deliver for a fee. \$500 OBO. Call 253-653-7998 or e-mail dominik@kester.to.

**Automatic Transmission 4HP22:** E24/E28 automatic transmission in excellent condition. Includes bellhousing, flywheel, torque converter, transmission mount bracket with bushings, dipstick tube, new dipstick, radiator to transmission lines, Redline ATF, new filter. \$275. Contact Jon Ackermann at 425-829-4175.

## Miscellaneous

**1973 R75/5 Motorcycle:** original blue paint. Many spares including gas tank, cowling, seat. California bike until three years ago. \$1,500 or best offer. Call Ray at 206-463-1923 or email at raysiddons@comcast.net.

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