



MAY 2009

# Zündfolge

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



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# ZÜNDFOLGE

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<http://www.bmwcca.org>

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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  
Paulette Eickman 206.283.1423.*

## Club Activities 3

## Motorsports 7

## Live to Drive 6

## BMW 528e 10

## Classified Marketplace 24

# KALENDER

### April 30

**Board Meeting:** starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

### May 5

**Deadline for the June 2009 Zündfolge issue:** all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

### May 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.

### May 28

#### 2009-2010 Banquet Benefactor

**Presentations:** See details in this magazine and contact de-Anna Martin at 206-295-3663 or [demartin@pc-resource.com](mailto:demartin@pc-resource.com).

### June 2

**Deadline for the July 2009 Zündfolge issue:** all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

### June 6-7

**E30 Picnic Weekend:** For more information see: [www.E30Picnic.com](http://www.E30Picnic.com).

### June 13

**Dyno Event and BBQ:** Begins at 10 a.m. at the Carb Connection, 13611 NE 126th Place, Suite 240, Kirkland, WA 98034. To RSVP or ask questions contact Jeff Butler at 206-365-1565 or [jeff@hauryscollision.com](mailto:jeff@hauryscollision.com).

### June 20

**Car Care Tech Session:** at Griot's Garage in Fife, 10 a.m. start time.

### July 4 & 5

**Historic Races:** at Pacific Raceways. See article for more information on page four.

### July 10-12

**Willamette Valley Wine Tour:** details in magazine or contact Dane Martin 206-274-5274.

### July 26

#### BMW CCA Puget Sound Region

**Concours:** The Club's annual Concours will be at Cedar River Park, in Renton. Contact Michelle Miller [atwearthemillers@clearwire.net](mailto:atwearthemillers@clearwire.net) for more information.

### August 23

**M-Car Day:** at Griot's Garage in Fife.

## Patronize Our Advertisers!

**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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## 8th Annual E30 Picnic Weekend!

June 6/7

### Saturday, June 6 E30 Tech Session

Feedback was positive from last year so we're again 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 brakes, track prep, basic E30 maintenance, paint care, engine swaps, etc. in one-hour blocks all afternoon.

**Griot's Garage**  
3500 - 20th Street E  
Fife, WA 98424  
[www.GriotsGarage.com](http://www.GriotsGarage.com)

### Sunday, June 7 E30 Show & Shine

Sunday will be the traditional E30 Show and Shine starting at 10 a.m. The E30 Picnic has evolved into the largest gathering of E30s in North America. There will be special E30s on display, and plenty of opportunities for all E30 owners to share questions and stories. We are planning on over 200 E30s that day; 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. 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.

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Auburn Foreign Car and the BMW Club are graciously covering some of the costs for the event. We are asking for a \$10 donation for Sunday to help cover the additional costs that day. Saturday at Griot's Garage is free. It is important to RSVP so we can better plan for parking and coordination with the Griot's Garage and the Triple-X Restaurant. To register and for the latest picnic information go to [www.E30Picnic.com](http://www.E30Picnic.com). See you there!

*Lance Richert*  
E30 Picnic Chairman  
[lance@richertnet.com](mailto:lance@richertnet.com)  
425-443-2188



Photo by Joel Parker.

## Griot's Garage Car Care Tech Session

June 20

FROM 10 A.M. TO NOON ON SATURDAY, June 20, 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. For those planning to enter their BMW in the judged category at the Concours 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 now carry all of their car care products in-house. Everything is now located at their corporate headquarters in Fife, a half a mile west of BMW Northwest. 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, RSVP by email to me at [Lance@Richertnet.com](mailto:Lance@Richertnet.com). Guests are welcome.

*Lance Richert*

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

## 2009 Concours Featured Car: BMW E46

July 26

THE TWENTY-NINTH ANNUAL BMW Club Concours will feature the BMW E46, 3 series BMWs produced from 1999–2005 and the E46 M3. E46 owners, we look forward to seeing your special BMWs on the lawn at the Concours on Sunday, July 26 at Cedar River Park in Renton. Of course, all other models are welcome. BMW Seattle and Griot's Garage will again be our gracious sponsors and providing some great raffle prizes. More information about the event will be in future issues of the *Zündfolge* and at [www.bmwpugetsound.com](http://www.bmwpugetsound.com)

*Michelle Miller, Concours Coordinator*  
253-334-9948, [wearethemillers@clearwire.net](mailto:wearethemillers@clearwire.net)



### ON THE COVER

This month's cover features Club member Jeff Lehman's newly acquired and freshly brought back to like-new condition E28 528e. To read about the search and repairs Jeff undertook see the story starting on page ten.

*Photo by Jeff Lehman.*

# Pacific Northwest Historics

July 3-5

THE 21ST ANNUAL PACIFIC NORTHWEST HISTORICS will be held July 3 through July 5 at Pacific Raceways, off SR18, just outside Auburn, WA. This is the premier vintage sportscar 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.

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.)

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 a legal size self-addressed stamped #10 envelope. If you have questions, call Lucetta Lightfoot at 206-282-2641 or email [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

## 2009 Pacific Northwest Historics Registration July 4 or July 5 (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 4 at \$25 **OR** ☐ Sunday, July 5 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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# Willamette Valley Wine Tour

July 10–12

REGISTRATION FOR THIS TOUR is limited to 20 cars or 36 people, whichever comes first. If you want to attend, do not delay registering or you might miss out as our wine tours usually attract 40+ cars.

In our annual tradition of wine tours, this year takes us south to the Willamette Valley which is located 35 miles southwest of Portland. Oregon is the third largest wine producing state, behind California and Washington, and produces a high concentration of world class pinot noir, a finicky grape variety that thrives in the cooler temperatures and long growing seasons of the region. If you are not a pinot fan, there are many other varietals to keep you entertained at the 80+ wineries in the area.

A number of major changes are occurring for this year's wine tour. First is that we are expanding the length of the event to three days, Friday July 10 through Sunday July 12. This will allow plenty of time on Saturday for a relaxing day of wine tasting in the valley, book-ended by the great drive down on Friday and a leisurely return on Sunday.

## Tour Agenda

The tour will begin on Friday with our fearless leader Scott Hieronymus gathering everyone in a parking lot, usually of the QFC variety, to lead us south from the Seattle area through the hills, valleys, forests, fields and mountains towards northwest Oregon. Scott always treats us to the best driving route that money can buy, highlighted by the fact that he pre-drives all the tour routes for the best experience possible. We travel safe and sane, with the joy of driving a BMW providing all the excitement you'll need. We will stop mid-way on the drive down for a brown bag lunch, which of course you brought in a large cooler, right? Your cooler can be used for wine storage in your vehicle, safe from the heat of the day that would otherwise wreak havoc on the precious cargo you acquire in Oregon.

Saturday will be an organized wine tasting afternoon in Yamhill County, the heart of wine country in the Willamette Valley. The winery schedule has not been confirmed yet, but as your wine snobby guide, I plan on visiting some of the best wineries that the valley offers.

The second change for this year's tour is a group dinner on Saturday! Many previous tour attendees had wished we could make this happen, so here's your chance to dine with BMW enthusiasts at a private dinner. The location is a premier modern American restaurant. Further details will be provided to registrants including a four course prix fixe menu with choices that highlight seasonal ingredients such as wild Alaskan king salmon, northwest organic meats, fresh Oregon produce or a vegetarian option. Great food doesn't come cheap, and great restaurants don't accept guesstimates for head count when we reserve the entire dining area, so part of your registration will be a \$75 per person dinner fee. This includes all food and gratuity, but not beverages (they will open a bottle you purchased earlier in the day for a corkage fee).

Lodging for two nights will be at the Shilo Inn Suites in Newberg at a 35% discounted rate of \$74.99 per night! The Shilo Inn Newberg is a newly renovated hotel with services such as a spa, sauna and steam room, outdoor heated pool and fitness center. All rooms include suite amenities like a refrigerator, microwave, kitchen sink, and the choice between a single king or two queen beds. Wireless Internet access and a continental breakfast are included as well.

## Registration Information

**Phone:** Call Shilo Inn Suites in Newberg Oregon at 503-537-0303. Tell them you are reserving a room for two nights with the "BMW Puget Sound" group rate (\$74.99/night) checking in July 10 and departing July 12.

**Computer:** Click on *Willamette Valley Wine Tour* at [www.bmwpugetsound.com](http://www.bmwpugetsound.com). This will take you to a registration page where you will provide information, prepay for the dinner and officially register for the event. The registration fee is refundable until June 10 with a \$10 cancellation fee, and no refunds after June 10. You must register online. Email, snail mail, Pony Express, frantic last minute phone calls or any other form of communication delivery are not accepted.

**Brain:** Reserve your calendar for July 10–12, take Friday off from work. Get a sitter for the dogs and kennel for the kids. Or maybe it is the other way around. I have neither.

Remember, this tour is limited to 20 cars or 36 people, whichever comes first, due to limited space at the restaurant and hotel. The registration deadline is June 5 in the event that space is still available.

Questions—contact Dane Martin at [danem@pc-resource.com](mailto:danem@pc-resource.com) or 206-274-5274 (evenings or leave a message).

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### Cook where is my hassenpfeffer!!

MAYBE YOU'RE OLD ENOUGH to remember the famous Bugs Bunny cartoon where the king yells, "Cook, where is my hassenpfeffer!" Well in this instance I'm Bugs, you're the king and the hassenpfeffer is the member car article you are supposed to be reading.

I have a few member cars lined up for feature articles and I am excited to get them to you, however there has been a breakdown in the hassenpfeffer recipe. The car you are supposed to be reading about this month is undergoing some surgery and will need to undergo recovery before its unveiling. This is understandable considering the member feature is about our cars and how we love and take care of them. Of course part of that process is the infrequent surgeries we subject our cars to.

Okay, so this should not be an issue. I will just move on to the next member in the queue and we'll feature his or her car then catch up on the car in surgery next month, right? Well that didn't work out either because the next member in the queue is racing at Laguna Seca of all things (good for him).

You can see where this is going, although my queue has widgets in it, it does not have enough widgets in it to

make a proper presentation. In other words, I could serve you hassenpfeffer but without the proper ingredients it just won't taste right. So let me take this opportunity to give you some tips on how we can fix this in the future as well as let you know what's on the horizon.

Coming up we have an absolutely beautiful E30 M3, I mean this car is gorgeous. We also have an M2. What did you say, an M2? That is right: an incredible 2002 mod so radical it's called an M2. If that's not enough for you, how about a stunning CS or a pair of matching 2002 racers? I'm telling ya we have some very savory hassenpfeffer on the way.

Sadly though I have no feature car for this month, so here is how we patch up this hole in our widget queue or make sure we have the proper ingredients for a good hassenpfeffer. Submit your car for the LIV2DRV feature, it's really that simple. Remember here is what to send.

1. Tell us about your car?
2. When you bought it?
3. Why you bought it?
4. Modifications you've made?
5. Whether or not you like the mods you've made (We could all use each others experience and wisdom).
6. Maybe an interesting story involving your car?
7. What was your first car?
8. What was your first BMW?
9. What car would you buy if there were no limitations?

*Dave Cook*

*davecook@liv2drv.net*

*www.liv2drv.net*

## 2009 Driving Events Calendar

### BMW CCA PSR Events

<b>May</b>	
<b>21</b>	Driving School & Car Control Clinic at PR
<b>July</b>	
<b>10</b>	Driving School & Car Control Clinic at PR
<b>September</b>	
<b>13</b>	Driving School & Car Control Clinic at PR

### Other Events Open to CCA Drivers

<b>May</b>	
<b>15</b>	PCA School at Pacific Raceways
<b>19</b>	BMW ACA School at Portland
<b>22</b>	ALFA School at Bremerton
<b>23</b>	PCA Skills Day at Bremerton
<b>30</b>	BMW CCBC Car Control Clinic at Pitt Meadows, BC
<b>June</b>	
<b>10</b>	PCA School at Pacific Raceways
<b>12</b>	BSCC Lapping Day at Bremerton
<b>17</b>	ALFA Evening School at Pacific Raceways
<b>July</b>	
<b>3</b>	BMW CCBC HPDE at Mission, BC
<b>6</b>	BMW ACA School at Portland
<b>9</b>	Corvette Club School at Pacific Raceways
<b>12</b>	BMW CCBC Skills Day at Pitt Meadows, BC
<b>17</b>	BSCC Lapping Day at Bremerton
<b>18</b>	PCA Skills Day at Bremerton
<b>22</b>	ALFA School at Pacific Raceways
<b>29</b>	PCA School at Pacific Raceways
<b>August</b>	
<b>10</b>	BMW ACA School at Portland
<b>16</b>	BMW CCBC Skills Day at Pitt Meadows, BC

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

#### BMW Car Club of BC

[www.bmwccbc.org](http://www.bmwccbc.org)  
Rolf Drommer: [schools@bmwccbc.org](mailto:schools@bmwccbc.org)

#### Bremerton Sports Car Club

[www.bscc.net](http://www.bscc.net)  
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)

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# MOTOR SPORTS



EVERYBODY DESERVES A SECOND CHANCE.

And that's what each and every one of you have in May; a second chance to attend a Car Control Clinic (CCC) or High Performance Driving School (HPDS). We hold both events concurrently at Pacific Raceways. Our May event is on May 21, a Thursday. Register early on MotorsportsReg.com. You'll need to set up an account. Also, make sure you have time to get a tech inspection of your car; a requirement for participation.

Participation in track events is really the only way to properly appreciate the abilities of these amazing cars. Try to put at least one of these events on your "bucket list" and do it before you die!

Over the first weekend of March, Karl Seeger, our Chief Driving Instructor and yours truly, David Lightfoot, the Driving Events Coordinator, joined our peers from the other chapters around the country in New Orleans for a long weekend. This wasn't a pleasure trip. This was a weekend of work to share information and ideas about track events. The goal was to make the chapters' track events better and safer.

The national office organizes these every three years. In alternate years there are similar gatherings for newsletter editors, website masters, treasurers, chapter presidents and membership coordinators. The idea with all of these "Congresses" is to share information from national and to share experiences between those volunteers who make the chapters work. Here are some of the topics covered in New Orleans:

## Insurance

Insurance is always a hot topic. Pete Lyon, the club's national risk manager, spoke about the coverage we have. This protects the chapter. It also adds as named insureds, everyone who signs the waiver. And everyone is required to sign the waiver. This is liability coverage. Damages to your car are your responsibility. And on that topic....

Those of you who have insurance carriers who will not cover damages incurred at the track will be pleased to learn of a new alternative. Lockton Affinity is offering HPDS insurance. This coverage is by the day and the premium is \$55 per \$10,000 of vehicle value. This opportunity pops up when you register on MotorsportsReg.com. This is a terrific program for those looking for a little peace of mind.

## Coaching for Personal Performance

We heard a two-hour presentation from Ronn Langford of Master Drive in Colorado. It was terrific but, for Karl and me, it was mostly a repeat of the six-hour presentation that our local instructors had from Ross Bentley in February. By the way, our instructors used their own funds and spent an entire Saturday to improve their skills.

## Convertibles

Allowing convertibles at events remains a chapter option. It was interesting to find that most chapters are reaching the same conclusion as our chapter, which is to not allow convertibles at HPDS. (We do allow them at CCCs.) There was a lot of frustration that we are not serving our convertible-owning members well,

but there was a general feeling-not a consensus-that convertibles just aren't safe at a HPDS. Everyone wants to find a way to accommodate convertibles at these events; we just haven't figured it out yet. And on the topic of convertibles, retractable hardtops are considered convertibles. This was made official.

## Windows Down vs. Windows Up

National policy is that cars at HPDS run with their windows down. This facilitates point-bys and also allows extractions in case of a crash. We asked for the option to run with windows up if it is raining so hard that it is impractical to run with windows down. The Minnesota chapter backed us up on this and it was made a chapter option based on conditions.

## Event Feasibility

It seems that everyone is having a few common problems. One is the lack of availability of track dates. The second related problem is that of the high cost of track rental. This then means that event fees keep getting higher, which has led to a decrease in participation and the resultant difficulty with financial feasibility of track events. Our chapter is experiencing these issues. There were a lot of good ideas from our peers on how to make events work financially.

## Cultural Enrichment

We did get to make a quick trip into the French Quarter on Saturday night for some cultural enrichment. The Big Easy seems to be back to full party mode. We hope to see you out at Pacific Raceway on May 21!



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# Meet the Board



## Tech Events Coordinator Jeff Butler

I have lived in the Seattle area my entire life. After serving a ten-year tour of duty in the restaurant business from age 12, I graduated from Everett Community College with aircraft mechanics license (Airframe and Power plant license) and immediately started working on cars. Since I witnessed my first drag race from the back seat of my parent's car at age six I have always had a car fetish and have had some sort of car project happening whether it's an Alfa, Porsche or a BMW. I now live in Mukilteo with my family, Kelley and our eleven-year-old son Evan. When I turned eighteen, I attended my first high performance-driving event at an IRDC driving school. Since that day I've been at the track every year. I purchased my first BMW in 1998 and joined the BMW Car Club. After repairing a few Club members BMWs, Jim Millet asked me to put on a clinic for the BMW Club. In '04 I was indoctrinated (read solicited) onto the board of directors and been the technical events chair since. Currently we have a 2008 X3si and E36 M3 in our personal stable and the use of the company E90 M3 whenever possible. I enjoy High Performance Driving Events and have been coaching at the Club HPDEs since 1999. When not at Club event, I enjoy cooking, wine tasting, downhill skiing, spending time with family and friends and bench racing.



## Tour Coordinator Scott Hieronymus

I was born in Seattle and raised in Normandy Park, where I currently live with my beautiful wife Laurie. We have two grown children, Ryan and Stephanie. In October of 2002, I took a very short drive in a friend's Z3 and was hooked. Two months later I purchased an M Roadster and joined the Club. A Tour was my first Club event, and I had a great time. When the position of Tour Coordinator opened up, I jumped at the chance to show our Members around this state and share some of my favorite back roads. The Roadster was great for Tours, but too nice to track, so I found a 1990 325is and began my High Performance Driving Education. After several track days, I was introduced to Wes Hill, and most of you know what that means. A quick slide down a very slippery slope, and that track car is now my PRO3 race car. Thanks Wes! I've shared the track with this fantastic group for the past three years, and am very excited that my son Ryan will be sharing the car with me for the upcoming season. Last year I was fortunate enough to be selected as an Instructor, and really enjoy helping our members get the most out of their cars and themselves in a controlled environment. In December of 2008, the M Roadster was replaced with a nearly perfect Alpine White '95 M3, which at that time only had 19,000 miles. Laurie and I plan on changing that and Touring as much as race season will allow.

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#### **Track Chief Driving Instructor Karl Seeger**

I was born in Kirkland, Washington and have lived here in the Pacific Northwest all my life. I've always enjoyed cars and found that I could work on them pretty easily myself. I've had an assortment of cars starting with a VW bug that I un-bodied, then drove around the yard! That first car saw many miles, all off road, and taught me how to shift a manual. Almost every vehicle I have owned has been modified in some way, I can't leave well enough alone! My first BMW was a new 1985 325e, and I did NOTHING to it! It was traded for a new 1997 1.9 Z3 that I did EVERYTHING to! It was my track car for many years and those who remember it will always be impressed with it. It is now "retired" to my garage for an "easy" life of weekend drives on nice days. I joined the local BMW Club (ACA) with that car in 1997 and attended my first driving school at Bremerton. I was hooked and became an Instructor the following year. I sat on the Board as the Tour Coordinator that year and then became the President in 2002. I took some time off from the board then came back as Track Stewart, Assistant Chief Driving Instructor then to my current position as Chief Driving Instructor. Through this Club I have designed and lead tours; driven, instructed and raced at seven different tracks and met some of the best people I could ever wish to be around!



#### **Driving Events Coordinator David Lightfoot**

I have been a Club member for many years and I have been a Board member for over twenty-five years; so I'm a very active member. I have held almost every Board position over the years. In the 1980s I did the track events and I'm back to doing that. The track program is quite a bit more complicated than it was twenty years ago and I'm fortunate to have a good group of people who volunteer their time towards making our program work so well. I think the opportunity to drive one's BMW at a race track is one of the greatest benefits of Club membership. Professionally, I'm a CPA by training. I work as the CFO for a small Seattle company that does architecture, engineering, real estate development and home building. Most of my hobbies revolve around BMWs. I've got a lot of BMW art in my home and a big collection of BMW books and models. I drive a 2005 Mini Cooper S. I rent a PRO3 car from Bill Spornitz which I race in the EIP class of Conference racing.

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# The Efficient and Collectible BMW 528e

WOULD YOU RATHER have a pristine 1985 BMW 528e or a new 2009 Hyundai Accent? I think I already know your answer to my question.

Not everyone would even think to compare these two car choices when it's time to buy another vehicle. They each serve a different purpose...or do they? All dollars being equal (or less), I'll take an older well kept BMW any day. Let's face it mostly all cars will depreciate. Even after restoration costs, my "new" 528e still cost less than the lowest priced new car in America for 2009. If you plan to keep a car for a long time, playing the "which one would depreciate more or less" or "what if I needed to sell it tomorrow" game is really irrelevant.

I recently polled 44 of the 70 millionaires who contributed to my latest book, *The Frugal Millionaires*. I asked them what the smartest and dumbest vehicles were that America should be driving. The smartest wasn't a new car at all, but a "good, used, fuel efficient car." I figured that was a good place to

help jump-start the economy, so I began my quest for an additional good, used car. (FYI—The dumbest vehicle was the Hummer H1/H2 by a landslide—those millionaires are smart people.)

Not long after that survey was conducted, I read a Roundel article by Bob Roemer entitled "Ten You Want" which focused on rare and collectible BMWs. They were all beautiful, and very expensive! As much as I admire these vehicles, I wouldn't want to drop a wad of cash on them. I'm just fine admiring them from a distance. For most of us, the focus on collectible BMWs isn't about the rare, low volume models it's about finding one that's available at a reasonable price and something we can take pride in rescuing, restoring, driving and showing.

I put those two ideas together and came up with this: Why not restore an older more readily available BMW for my next fun car? For my vintage "good, used, fuel efficient car collection of one" I'd probably take just about any 1980s

BMW that was well kept, maintained by the book and wasn't a rust bucket. Those cars are out there if you look around carefully. And, you don't have to be overly protective about driving them.

Owning a collectible BMW that was high volume and mass produced has its advantages when trying to find new and used parts. Ultimately it's all a numbers game—the more BMW made of a particular model the better your chances of finding a clean one and the spare parts to go with it. But, as Bob Roemer rightfully points out, it's clearly an emotional decision as well when it comes to exactly which one to buy.

And here's a personal example of just that; the first BMW I ever test drove was a used 1986 528e. I loved that car. Unfortunately, just as I was about to make the purchase the dealer admitted that it had a salvage title, so it was ultimately a "no go" for me. That was a sad day. Now fast forward to last year. Seven BMW cars and two BMW motorcycles later (currently a 2003 525iT and a 1993

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**The 528e faces stiff competition at the Hyundai dealership. No trades happening on this day.**

K75s), I recalled my fond memories of the 528e and set out to find a well kept version to work on over the Seattle winter. That proved to be a good decision as it seems like we've had four or five winters so far this year.

That decision also seemed like a good "green" choice. The car had already been built and it was fuel efficient. In my search I found that were also a few 533i and 535i's out there, some with over 300K miles on them (a good sign of durability). And, there were a fair number of E28 M5s. None of the other E28 choices were as fuel efficient as the 528e and they are all more complicated (= more

expensive to work on). The M5s were going for over 3-5 times what I was willing to pay for a 528e. But, they are 3-5 times faster as well!

In my estimation, a completely stock car would be more desirable. So, any car that had aftermarket wheels or tuner parts was immediately off my list (sorry all you Dinan fans!). I wanted the car to be as close to what it was when it rolled off the line in Germany.

Finding the right 528e was almost a fluke. I was searching across the US on Autotrader.com for one. I found twenty of them. Many of them were abused, damaged, rusting, etc. Some were amaz-

ing! To give you some perspective on what's out there. I saw a black 528e that had a custom white interior with black piping, and white vinyl landau top with thick see-through BMW letters cut-out in the back window. It also included a set of chrome three spoke wheels (maybe off an old Saab?). That car was nothing short of hysterical, and clearly not for me!

As it turns out the best 528e available was near Portland just 150 miles away. I needed a resident expert on E28s so I enlisted fellow BMW CCA member Steve Larimer to help me check it out. His first BMW was a 528e. We drove down to Hillsboro, Oregon on a snowy gray January day to look at the car.

Any car that is 24+ years old is going to have some issues. This one had a few, but it appeared to be generally well taken care of. Best of all, it was all stock and had no rust. Many of the parts were recent like the transmission, head gasket, radiator, muffler and air flow meter. It was a one-owner car that was originally delivered by Kuni BMW. The thoughtful owner ultimately donated it to the Humane Society. It was then flipped to an auction company so it could be liquidated for cash. A local dealer in Portland bought it and it didn't

*Continued on Page 14*

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Jeff Lehman



# BMW E28 528e



**The 528e poses in front of the Space Needle at Kerry Park on Upper Queen Anne Hill. The BMW CCA grill logo is almost as old as the car.**



**The 528e with matching number license plate. (I borrowed this idea from my fellow Porsche friends...or did they borrow it from us first?) Note how the front bumper shines...and I haven't touched it!**



**Check out that massive rear bumper. What an interesting place to put a tailpipe!**





The all original eta engine after three degreasings and a hot pressure wash...still not clean enough!



The interior is all original. The only two options were an automatic and leather seats. Glad I didn't throw out all those cassette tapes! Retro coco floor mats complete the "time capsule" look.

take long for me to find it. I gave the car a twice-over look and took a test drive. Steve, the 528e expert, gave it a thumbs-up and the dealer and I agreed on a fair price. The car became a “she,” which is what all my BMWs are to me. I drove her home that day and got 32+ mpg.

Then I made a list of all the things that needed fixing and got to work. The biggest fight I had was with grime 24 years worth on the engine and undersides, and a few minor water leaks in the trunk. After four days of intense detailing (which I called “her spa treatments”) she was looking pretty good. When I took her to get smog tested the attendant asked me if she’d just been painted. Nope, I said, it’s the original paint (except for two body panels).

Then I made my parts list. Tom at Peter Pan BMW in San Mateo, California was highly knowledgeable and invaluable in the process. This is also the dealership where I bought my first BMW, a 1989 325i 4-door. I had my first parts order in a few days and at great prices. As I needed more parts Tom was there to find them. I hunted for a few “no longer dealer available” parts on eBay. A word of warning here some eBay sellers like to put “rare” in their product descriptions. When they do people overpay. I saw one part that was listed as “rare” and looked it up on realoem.com. I gave the part number to Tom and his price was less than half of what someone else paid at auction. Buyer beware!

While the tires on the 528e appeared new, reading the date codes proved otherwise. They were almost “expired” and weren’t very high performance. (A tread wear rating of 700 on a BMW? Uh-oh.) They had also been inflated to 42 pounds when I got the car that explained some of the handling on the way back from Portland. The spare wheel in the trunk still had what looked like the original Michelin XVS tire. The potential of driving on that particular tire was a scary thought, so I connected with Larry at the Tire Rack and ordered up a set of Sumitomo HTR H4 tires. They were shipped directly to Group 2 Motorsports near the Ballard Locks. Chris did the tire install and an alignment. He did an expert job and paid attention to every little detail. It’s nice to have the

steering wheel properly positioned now.

The next step in the process was getting caught up on maintenance, fluids and inspections. At the time there were no available records other than what Kuni BMW told me over the phone. That is until I got an e-mail response from the original owner a few weeks after I purchased the car saying that he would send his entire set of receipts to me. Even the original window sticker was included. I took the car to Precision Motorworks on 15th NW in Seattle. John, Vic, Jeff, Riz and Donnie were very helpful. They went through the car thoroughly. According to Kuni BMW, the oil had been changed about every six months which amounted to every 1000 miles over the last few years. As well oiled as she was many of her other major services were, well a little late. What I couldn’t fix, they did. So they set to work on a timing belt, inspection II, center steering link, thrust arm bushings, changing all fluids, and replacing the starter, power steering pump and reservoir. A lot of work to be sure, but for a car with 137K miles, no rust, a complete interior and paint that still shines it was just the ticket to getting everything back on schedule. Maintenance always has to be done, and parts break on every car. Needless to say, she won’t need any major work for a while fingers crossed.

To put the body back to original condition I called Doug at Dent Solutions and he removed 24 years worth of door and fender dings. Doug is easy to work with and has quite a sense of humor. Now she looks new again. Sometime in the coming year David and Steve at Queen City Auto Body will tackle some poorly painted body panels.

As much of a technological marvel as a BMW has always been, the 528e is minimally complicated and surprisingly easy to work on these days. Changing an interior door handle or replacing a headlight bulb on an E28? No problem. Doing the same on an E39 or E60? Good luck!

I’ve now owned three 5 Series BMWs, an E28, E34 and E39. While they are all different they show a great progression of the BMW tradition of style and handling. There are many reasons to like each version. One day

I was curious about how the 528e compared to more current BMWs, so off to the Internet I went to do some research. I learned that the 528e actually has a shorter wheelbase (which shows up in the back seat dimensions) and is narrower than the current 3 Series. It also weighs 700 pounds less and is only slightly taller. The only major difference is in the length of the car. Once you see the massive bumpers on the 528e you understand why it is longer. The good news is that these bumpers can take the abuse of parallel-parking-challenged-dimwits who could hit you and easily send a modern BMW to the body shop. This particular 528e also has no third brake light, no ABS and no airbags. It is a joy to just drive her.

One final stop along the restoration path was searching for the right insurance company. A car of this vintage with time and money invested in her shouldn’t be insured by your everyday auto insurance company, unless it’s going to be your daily driver. If you are going to cover some conservative miles, do weekend Club drives, and maybe go to a few BMW CCA national events, then go the collector car insurance route. (And no, I don’t sell collector car insurance!) I obtained a very reasonable quote from Hagerty Insurance with a specific “agreed to value” of about 3-4 times more than what my everyday insurance company would pay if the car was ever totaled. I just need to keep her parked indoors (no problem) and keep the mileage reasonable. The latter will be hard to do!

For less than the cost of the cheapest new car in America I now have a collectible, drivable car that makes me happy and gets about the same fuel economy. Plus, she offers about a 1000X higher “fun” factor. The first day I took her out to Kerry Park on Queen Anne Hill to take the pictures you are seeing in this story, a young couple drove by and said, “That’s ni-i-i-ice, what year is your BMW is it for sale?” “She’s a 1985,” I said, “and sorry, she’s not for sale!” What’s not to love about being able to say that?

*Jeff Lehman*

*www.TheFrugalMillionaires.com*

*Seattle, WA*



# 2010 Banquet Benefactor Selection

AT THE MAY 28, 2009 BMW Board meeting the Board will be hearing nomination presentations for the 2010 Annual Banquet benefactor.

## What does selection mean?

It takes an active member in the Club and a 501c3 organization to review the qualifications and prepare for the presentation. Once the Board reviews all nominations a selection will be made via voting and notifications will be sent out after the meeting. We want all organizations represented equally, so please review the details below.

## What happens before the meeting?

You, the active member, make contact with the organization you are nominating and gain their interest in participating. Discuss the commitments they are willing to make in order to be selected.

WHAT	Organizations will be given ten minutes to present—five for presentation and five for Q&A.
WHEN	Thursday, May 28, 2009 between 7 and 9 p.m. (exact time to be obtained from de-Anna Martin)
WHERE	Mercer Island Fire Station 3030 78th Ave SE, Mercer Island, WA 98040

## Nominator Qualifications

- Be an active member in the Club.
- Attend the May 28 Board meeting to present the details and/or introduce a representative from the organization you are nominating.
- Agree to become a member of the Banquet Committee and be the primary liaison between the Club Banquet Coordinator and the benefactor.
- Have the ability to attend vital board meetings where banquet details will be discussed.
- Attend 2010 Annual Banquet.

## Benefactor Qualifications

- Organization be a 501c3 non-profit
- Present at the May 28 BMW Board meeting—ten minutes allocated (five for presentation, five for Q&A)
- Commit to the following:
  1. Provide donated items for both the Live and Silent auctions.
  2. Have a presence at the 2010 Banquet, with the ability to address the audience with high level detail about the organization just prior to the Live Auction.
  3. Provide volunteers to assist with auction activities; set-up, live auction spotting, and check-out

For more details please contact 2010 Banquet Coordinator de-Anna Martin at [deMartin@pc-resource.com](mailto:deMartin@pc-resource.com) or 206-295-3663.

# 2009 Annual Banquet & Auction Donation

I AM HAPPY TO ANNOUNCE that the BMW CCA PSR Club is making a donation in the amount of \$1,000 dollars to Wonderland Developmental Center (WDC), the 2009 Annual Banquet Benefactor which took place January 31, 2009. The compelling stories by WDC Board President Randy Eastwood were heartwarming and the message touched many. Wonderland Developmental Center has provided details on where the funds will be making an impact.

*de-Anna Martin CPS/CAP, 2009 Annual Banquet Coordinator*

## Letter from the WDC Interim Executive Director

Thank you so much for the BMW Banquet's \$1000 donation to Wonderland Developmental Center! Your grant is very much appreciated and will have a real impact on the developmentally delayed and disabled infants and children we serve.

The funds will be used to underwrite some of the unpaid costs of our initial intake and goal-setting for infants and toddlers and their families, a prerequisite for receiving services.

A parent's first point of contact when they call Wonderland is one of our three specially trained and certified Family Resource Coordinators (FRCs). FRCs assist families in coordinating services across agencies while serving as a single point of contact for families receiving assistance. Their responsibilities include:

- Facilitation and development of an Individualized Family Service Plan (IFSP)

- Assistance to families in accessing early intervention services and providers
- Information to families on advocacy and support services
- Coordination of services
- Facilitation of transition plans to preschool services with the family's school district.

When a parent first calls Wonderland with concerns about their child's development, an FRC listens to the parents' concerns about their child; tells them their legal rights and safeguards; and describes how our intake and evaluation process works.

If the child qualifies based on the eligibility tests performed by the therapists, the FRC then visits the family and conduct a "routine-based interview." Talking through the family's daily routines, the FRC helps the parents come up with meaningful goals and priorities

for the child. When the parents bring up a problem—"We can't go to the store, because he screams if we put him in a shopping cart;" or "We'd like her to be able to walk so we can go to the park together," for example—then solving that problem becomes a goal in the child's individualized service plan (IFSP). The routine-based interview goes in-depth and takes several hours.

Families' insurance sometimes reimburses part of the cost of our therapists' initial evaluation and the subsequent therapy and parent coaching we provide. However, the work of the FRC's is never covered by insurance or by our school district, state, or federal funding. Our cost for the FRC's work on intake and evaluation is approximately \$108 per child. Therefore your \$1000 grant would pay for the FRC work with nine infants or children and their families!





## Uptown Car Show

I'D LIKE TO INVITE YOU and your Club to the Uptown Car Show May 30 in Gig Harbor, WA. The show will be held from 10 a.m. to 4 p.m. We'll start staging cars at 8 a.m. Go to [www.UptownCarShow.com](http://www.UptownCarShow.com).

The tax deductible registration fee goes directly to the Susan G Komen Foundation for a Cure (the 3-day walk).

Register early—we expect 120+ cars, and hope to fill up quickly. If your Club wants to be together, phone me at 253-534-9600 or indicate on the registration form.

There will be raffles for the people that register their cars (raffle tickets included with registration), music and entertainment, lots of people to see your cars, great cars, breakfast and lunch, and more. There will be a grand prize for people's choice, plus lots of raffles.

The all new Uptown Gig Harbor has many boutiques and restaurants, a state of the art Galaxy Theater. And it is a delightful drive to Gig Harbor. There are links for hotels (with discounts) on the website. Some shops cater to teenagers—and a theater—so it's a good show for the family.

*Dorothy Brinz, 253-534-9600*

## Speedware Tech Session and Shop Tour Recap

SATURDAY, FEBRUARY 28 was the Speedware safety gear event. Club members were treated to coffee and pastries along with a brief presentation of the safety gear required to attend this year's schools and other driving events. We covered helmets, gloves, shoes, driving suits and other items at Speedware's 6,000 square foot retail showroom. As the nation's leading distributor and stocking dealer of brands including ARAI, Sparco, Recaro, Alpinestars and Oakley, Speedware has access to sources and distribution channels that few other retailers can boast. As a bonus to Club members, Speedware provided handouts and 10% discount coupons for the month of March.

After the safety gear portion of the event, we drove over to their 25,000 square foot service center for a tour. What a cool place. Speedware does custom fabrication work, roll cages, restoration work, computerized alignments and corner balancing, as well as general repair and tire and wheel service. We got to see some of the very cool projects under construction, including some vintage muscle cars with a modern twist, as well as a few Club member's BMWs.


Thanks to the Speedware staff for a great tech session and hospitality towards our Club. Find out more about Speedware Motorsports on their website. Go to [www.speedwaremotorsports.com](http://www.speedwaremotorsports.com).

*Jeff Butler*

*Tech Event Coordinator*



Photos by Mike Ellis.



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## Griot's Recap

AGAIN THE SECOND ANNUAL Griot's garage event was a huge success. Over seventy Club members were treated to a special time again on March 14 at Richard's personal garage tour.

Everyone met first at Griot's retail store in Fife, WA and thanks to Griot's a fifty seat bus arrived to take us directly to Richard's residence, which is a 2,600 sq. ft. garage with a house attached.

Richard provided everyone with a handout sheet "Griot's Garage Specifications and Notes." This will guide you on starting your own garage or new basic ideas for your existing garage. I have added several of Griot's products to my own personal two-car garage and it has changed the look. I am much more organized and having more fun working in my garage, because of the environment.

After spending a couple of hours with Richard, the bus returned us to

the Griot's garage in Fife. A barbecue was setup with hamburgers being grilled, plus chips and cold drinks served. When lunch was finished, a Club member brought in his black E46 M3 and one of Griot's detailers showed us how to wash, prepare, clean and polish your car paint back to the beautiful finish it had when it came out of the factory.

The retail store was open for all to browse and of course to buy detailing products for your Ultimate Driving Machine.

Spring is officially here, so watch the *Zündfolge* for more Griot's events coming in the next few months. There will be a detailing and tech session June 20, at the BMW Concours in Renton, WA, (Griot's garage is one of the sponsors) and of course M Car day on August 23.

*Rick Gulstrom, Vice President  
BMW CCA Puget Sound Region*



## Notes from Richard Griot

WHEN LAYING OUT A GARAGE first consider the floor. I like ceramic tiles. They're really made for the long run. Easy to clean up and tough enough to stand up to major abuse, plus they look cool. My next choice would light grey, non-lifting floor paint. I say "non-lifting" because everyone seems to offer a concrete floor paint, they just forget to tell you that it will lift the moment you drive a hot tire over it! Our Non-Lifting Floor Paint has appeared in our very first catalog, and we still sell it! The next choice if you don't want to spend the time painting your floor, would be to use rubber mats that you just unroll and trim to size. After that, the plastic tiles make a great choice. A little more work to clean, and a little tougher to roll a jack around, but it gives you any sort of design you want in a variety of different colors. I like to think of these as appropriate for a show garage, where not too much work is going to go on.

The next crucial step that everyone often overlooks is lighting. You need great lighting if you're going to find that dropped fastener, and as you age you require around twice the amount of light to see as you did when you were 20... I like to shoot for no less than 100 foot candles in areas that I detail and work under. We have a program that can figure all this out for you based on your ceiling height and the type of fixture we sell.

After that: tool storage. There is only one system to get, and it's ours. End of story.







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# Weekend Washer: A Professional's Guide to Hobby Detailing

IN THE LAST TEN YEARS, the detailing industry has grown by leaps and bounds. Unfortunately, so has misinformation and confusion about detailing. My goal is to shed some light on the processes and methods behind detailing to help and encourage owners who want to keep their cars cleaner than 99% of the cars out there.

I've been discussing and advising Club members about bits and pieces of detailing for some time. After my company, 3 Layers of Gloss, was chosen as one of the top nine auto detailers in the US (an amazing honor and joy), I decided it was time to share my knowledge a little more fully.

## Tools for the Basic Wash

The biggest secret in detailing is that it is the process that gives most of the results, not the product. However, the right products and tools make achieving excellent results easier and faster with less wear and tear on you.

Let us start with a basic wash tool kit. It's not just a bucket, a mitt and a hose. A good kit includes all of that and a bit more.

## Bucket with Grit Guard

I prefer a five-gallon bucket with a Grit Guard. The Grit Guard keeps your mitt from sitting in the dirt at the bottom of the bucket. Grit Guard buckets allow you to effectively wash the paintwork of your vehicle with just one bucket of water. You can purchase the buckets as a kit or buy the Grit Guard separately for your own five-gallon bucket.

## Wool Wash Mitt

I prefer a wool mitt to microfiber and sponges because it's far softer on paintwork, it sheds dirt more easily when rinsed and it carries a great deal more foam and suds. The best mitt I have found is the lambs-wool mitt from Griot's Garage. Detailers Domain also carries an excellent mitt. All wool mitts must be used in cool water. Warm or hot water will cause them to shed on the vehicle along with decreasing their longevity. A well-cared-for mitt will last a long time. Wash your wool mitts after every five to ten car washes by themselves in a clothes washer with liquid detergent

on cold wash and cold rinse. Use a pet hairbrush to detangle them, if needed. Store them by hanging upright.

## Brushes

Three different brushes are needed for washing a vehicle. I use a three-inch boars-hair brush for the exterior plastics, wheel wells, and engine bay, and a four-inch horsehair brush for wheels, as it's slightly softer than the three-inch brush. I also use a long-handled wheel scrubbing brush for the interior of the rims and wheel wells.

## Foam Gun

A Gilmour foam gun attaches to your hose and holds soap. It aerates the soap and water mixture, providing you with a large quantity of foam at your hose tip. It applies a layer of foam that helps lift and suspend the dirt from the face of the paintwork. When you foam both sides of your mitt before foaming the car, it gives your mitt the lubrication it needs to keep from marring the paint while wicking away the dirt, soils and oils.

## Car Soap

Car soaps can be daunting. I simplify them into two groups: detail prep washes and maintenance washes. For detail prep washes, you want something that can cut through grime and soils. Despite what people think, dish soap does not have this capability. It's dish soap, not a car wash. For detail prep washes look at the soap's overall cleaning ability. Most washes will not impart a level of protection (even though they say it), meaning they will likely work well as a prep wash.

Maintenance washes are a bit more specialized. Take some time to find a good maintenance wash from a boutique store. Yes, they cost a bit more, but the added benefits are huge. Your sealants and waxes will last longer, plus they will help boost gloss and shine.

## Wheel Cleaners

The key thing to look for is a non-acidic wheel cleaner. Most over the counter wheel products contain hydrofluoric acid (HF) or ammonium bifluoride (ABF). Both are very harsh acids that can damage rims over time. In general most gel wheel cleaners from boutique

stores (Griot's and Detailers Domain) will be safe for all rims. Apply the wheel cleaner to no more than two wheels at a time, scrub the rim thoroughly and rinse the rim completely. Do not let the wheel-cleaning gel dry on the wheel.

## All-purpose Cleaner

Some all-purpose cleaners can be overly harsh, like wheel cleaners. Stick to an APC specifically made for detailing use. Dilute it properly; a strong mixture does not mean a stronger-working APC. Most APCs require at least a 1:16 dilution to achieve optimal ability to lift and suspend dirt, oils and soils. Stick to an APC on the alkaline side of the pH scale. A pH of 9 to 10 is perfectly fine. If the pH of your APC is 11 to 13 it probably contains butyls, which are not healthy when breathed. I use APCs on all exterior plastics, engine bay, tires, wheel wells and exterior rubber trim. After pre-rinsing a vehicle, you can also spray the paintwork down with an APC to help remove things like pollen, road tar, salt build up and liquid deicer.

## The Process

Even with the right tools, it is the process that ensures the least amount of marring (swirling) that is imparted to the paintwork.

Wheels, plastics and engine bay  
First, rinse off the vehicle and apply APC to the exterior plastics, tires, engine bay and wheel wells. Agitate with the three-inch boars-hair brush. In general, I clean the engine bay then rinse. I then clean the exterior plastics and rinse. I clean the wheel wells and tires when I clean the wheels. Then I apply wheel gel to the outside of the wheels and inside the rim. I use the four-inch horsehair brush to scrub down the exterior of the rims and the long-handled wheel brush to agitate the inside of the rim. The reasoning for doing these areas first is the sheer volume of grime, soils, oils and particulate dirt removed. You do not want these particles getting in your mitt and scratching the paint. Clean these areas first.

## Paintwork

Second, take your foam gun and spray foam on the roof and down your windows

on one side of the vehicle. Then spray your mitt on both sides with a good stream of foam. Start by washing one side of the roof in front-to-back motions only. Ever wonder why swirls are circular? It is because people wash their cars in a circular motion. Everything we do in detailing is aligned front-to-back. After the first half of the roof is completed, flip over your mitt and wash the windows that were soaped down.

Third, rinse off your mitt in the clean rinse water of your Grit Guard bucket. Spray foam down half of the hood and front bumper. Then foam up your mitt on both sides again. Begin by washing the half hood front-to-back and back-to-front. Then flip the mitt over and wash the front bumper in the same manner.

Fourth, rinse off your mitt in the clean rinse water of your Grit Guard bucket. Spray foam down the front quarter panel and front door of the vehicle. Foam up both sides of your mitt. Start with the top most section of the front quarter panel. Working in front-

to-back and back-to-front motions, wash the panel in as straight even lines as possible. If the panel is overly dirty flip the mitt over and wash the panel again in the same motion. If it is not overly dirty, flip the mitt over and wash the door panel in the same way.

Fifth, rinse off your mitt in the clean rinse water. Take a bit of time during each rinse to massage the mitt lightly and get as much dirt and grime out of it as possible since you're dealing with the heavily soiled areas of the paintwork. Spray foam the rear door and rear quarter panel with your foam gun, then spray foam both sides of the mitt. Proceed to wash the rear door from the top down in the same front-to-back motion. Flip the mitt over for washing the rear quarter panel in the same manner.

Sixth, thoroughly rinse the mitt in the Grit Guard bucket. Proceed to spray foam half of the rear trunk, tailgate, hatch and rear lower bumper. Foam down both sides of the mitt proceed to wash the upper section of the trunk, flip

the mitt over and wash the lower section of the trunk and bumper.

Repeat the above steps for the other side of the vehicle.

Once the vehicle is washed, rinse it thoroughly with a steady stream of water. Using a waffle weave microfiber towel, proceed to dry the vehicle from the top down in the same manner and order as you washed it. All drying is done front-to-back and back-to-front. Wring the towel out as necessary.

Now it's time to apply your favorite detail spray or spray wax. Apply two full sprays to a clean 16x16 microfiber towel. Wipe the towel onto the paintwork (and only the paintwork) in the same manner as you washed the vehicle, working panel by panel. After applying it to one panel, buff it off with a clean 16x16 microfiber towel.

If you have questions or would like a detailed explanation please email me at [3lgautodetail@gmail.com](mailto:3lgautodetail@gmail.com)

*Aaron Kimpton, owner/operator  
3 Layers of Gloss auto detailing*

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# Annual Harrison Fun Run

May 31

BMW CAR CLUB OF BC celebrates the start of our 12th year of events with our Annual Harrison Fun Run. Join us for the scenic drive to Harrison followed by lunch and the opportunity to socialize with fellow BMW owners.

BMW Car Club of BC celebrates the completion of eleven years since founding and the start of our 12th year with our 12th Annual Harrison Fun Run. We always have great turnout for this annual fun event in celebration of the founding of our club.

## Event Costs and Fees

There is no event sign up fee, but there is a cost for The Harrison Hotel buffet lunch (about \$26 CDN which includes GST and gratuity). Each participant is responsible for their own lunch costs. Space for the brunch is limited so sign up early to avoid disappointment.

Newcomers and guests are welcome, however event participation and registration preference is given to valid club members of the BMW Car Club of BC or BMW Club of Canada or BMW CCA, as lunch space is limited to fifty.

Please sign up via Karelo registration services: <http://www.karelo.com/register.php?BID=49&BT=10#Ev7385> or RSVP to [events@bmwccbc.org](mailto:events@bmwccbc.org)

## Event Details

Meet at Guildford Mall north lot at 105 Ave and 152 St Surrey BC between 10 a.m. and 10:20 a.m. for a 10:30 a.m. departure. The drive to Harrison is approximately 120 km. After the lunch you are on your own to site see and explore the area.

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# The PRO3 Line

## James Clay of *BimmerWorld* to Race PRO3!

THE 2009 RACING SEASON has just barely begun and we already have two great announcements of high interest to many faithful readers.

*BimmerWorld* is a leading supplier of aftermarket parts and go-fast racing goodies for all that is "BMW" and one of the title sponsors for PRO3 this season. We now have confirmed that James Clay, owner and founder of *BimmerWorld*, will be traveling from Dublin, Virginia to race with PRO3 at the June 7th ICSCC race at Portland International Raceway, driving Wes Hill's PRO3 car. Joining James will be at least two other East Coast racers, including BMW Club racers Dave White, Jesse Clark and (from Texas) Sean Garrity. James will be driving in at least the PRO3 race in Group 1, if not also in the EIP Group 5 race. The others will be renting PRO3 cars as well and racing in either Group 1 or Group 5, pending the availability of the cars.

This is pretty significant, given James' extensive racing experience involving BMWs in many classes and sanctioning bodies. James has experience in the Spec E30 class (NASA) so this will be a great opportunity to learn first-hand how the two classes are similar and how they differ.

When asked about the opportunity to race with PRO3, James had this to say: "I am really excited to get back out to Portland for the first time in a few years to run with the PRO3 guys. I first really tuned-in to PRO3 over this past winter after receiving a calendar with a lot of pictures of really cool, clean E30 cars. Since then, I have gotten more involved and *BimmerWorld* stepped up to sponsor the series as well. This is a great group of guys, great group of cars, and I am looking forward to rubbing elbows with everyone this summer. Having run a few Spec E30 cars on our side of the country, this will be a really cool experience to run in this similar-but-different series."

As the owner of *BimmerWorld*, Clay is pleased to meet BMW fans around the country and is especially pleased to meet fellow BMW racers who use *BimmerWorld* parts on their cars. Admission to the race is free and anyone is welcome to come down south and join us as we welcome James Clay along with several of his racing pals and watch as they take on the Northwest PRO3 contingent! The specific racing schedule for the weekend can be found at: <http://icsec.com/forms.php>, "Race #3."

### In Other News

PRO3 is excited to announce the launch of its new website, [www.PRO3-racing.com](http://www.PRO3-racing.com). Thanks to the continued efforts of Lance Richert and new PRO3 racer Shawn Debnath, we now have a great new website that is more fitting of the quality of racecars and drivers that make up PRO3. Shawn is responsible for the design and construction of the site with content assistance from Lance. As always, many great images can be seen courtesy of Curtis Creager.

The new website now offers a convenient way for people to contact the PRO3 group for any reason, as well as see who makes up this group of drivers.

Keep checking [www.PRO3-racing.com](http://www.PRO3-racing.com) throughout the season to keep track of your favorite driver's progress.

I would like to give a shout-out to the TCMotorsports crew and drivers Ted Anthony, Jr. and Rick Edwards for their recent victories in the start of the 2009 Mustang Challenge Series. At Homestead Miami, Ted Anthony, Jr. (2006 PRO3 Champ) took Pole and then the win in race #2 while Rick Edwards (PRO3, #148) had a phenomenal showing in race #1 with his strongest finish yet in the series (including 2008) taking fifth. Way to go guys!

*Michael Olsen drives the Spirit Halloween Superstores PRO3 car #130 in local Conference racing.*  
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**1987 M5:** about 89,000 miles. Owner has had it for many years, and wrecked it because of aquaplaning. It is damaged at the two left corners and seems to be "tweaked" since the rear window is partly out. It was totaled by the insurance company, but owner kept it anyway. It has been sitting in a dry barn with concrete floor for years now and time to depart with it. The drive train and the interior are in very good shape and there is no significant hint of rust in the body. Contact the owner at 425-747-7279.

**1969 1600:** Restored engine, rebuilt transmission, two door, needs body work. Contact Jack at 253-844-2919 or jpmarilyn@juno.com.

## Parts for Sale

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