



Volume 30
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Boilerplate
This magazine is the monthly publication of the BMW ACA, 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.

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INHALT

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KALENDER

January 6
Board Meeting hosted by the Lightfoots. Call David or Lucetta at 206-282-2641 for driving directions. All members welcome as always.

January 14
Deadline for the February Zündfolge.

January 29
Annual Banquet at the Bellevue Harbor Club. Plan now to attend this outstanding event.

February 3
Board Meeting at the Spornitz home. Call Bill at 425-836-2760 for driving directions.

February 12
General Meeting at Griot's Garage. The time is 9:00 until noon. See Lance Richert's article on this session.

March 5
Karting Enduro at Crazy Redhead's. See Karl Seeger's article.

March 18
General Meeting at Vintage Racing Motors. Don't miss this chance to see some of the most exotic racing cars in the Northwest. Incredible!

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Annual BMW Club Banquet



Phil Smart

Your presence is requested. This is the last reminder for the annual BMW Club Banquet. If you have not reserved your spot, do so now. The spaces are filling up quickly.

The Banquet is scheduled for Friday, January 29th atop the Bellevue Harbor Club. The food is always excellent and plentiful. This year we have three choices of entrees all served with a selection of fresh winter greens topped with a citrus vinaigrette:

- Alder Smoked Salmon with spiced apple cider sauce, wild rice medley with fresh market vegetables
- Roast Strip Loin of Beef with a Cabernet sauce, whipped garlic mashed potatoes, fresh market vegetables
- Red wine-spiced Chicken with a ground mustard cream sauce, parmesan risotto, fresh market vegetables
- The dinner will be topped of by a lemon meringue tartlet.

Our evening will begin with a silent auction in the Cascade room. The dinner will follow the silent auction in the Olympic dining room. Before and during dinner the live auction items will be displayed for you to view. The live auction will follow dinner. The Club will be able to accept Visa, Mastercard and Amex for auction items. Bid early and often. We've got some great stuff available.

After the live auction we will be treated to a wonderful talk by Phil Smart Sr. Phil Smart will be talking about his history in the automotive industry and

also his involvement with Children's Hospital.

The auction items are flowing in and we are getting some outstanding donations from area businesses. Don't forget you too can make a donation to the auction. Part of the proceeds from the auction are going to Children's Hospital. Also remember to bring a can of food for a donation to Northwest Harvest. We look forward to seeing you at the Banquet.

Rick Brown, Banquet Chairman
coug@earthlink.net

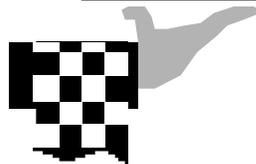
SCHEDULE

6:00 PM - Silent Auction

7:30 PM - Dinner

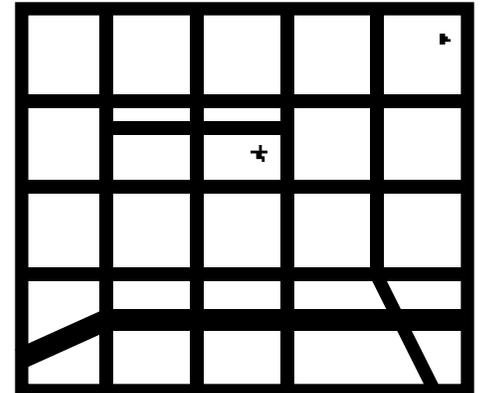
8:15 PM - Verbal Auction

9:00 PM - Phil Smart's Talk



Auction Donors (So Far)

Car Tender	BMW Seattle
Bellevue BMW	AlbertLtd.
Dinan	Blowsion Kolors
Bradley's	R-sports
KISS 106.1	SeattleT-Birds
Tacoma Sabercats	Dent Wizard
Nancy Sportiz	Exeter
Crazy Redhead Raceway	
Colormasters Northwest	
David and Lucetta Lightfoot	
Carburetor and Fuel Injection Connection	



BMW ACA Banquet Registration

Saturday, January 29, 2000 • The Harbor Club - Bellevue

Name _____ Mem # _____

Address _____

Phone No. Home (_____) Work (_____)

Email _____

Entree Choice (indicate number in box) _____ Total Number of Dinners _____

Alder Smoked Salmon _____ Total Amount Enclosed _____

Red Wine Spiced Chicken _____ (\$55 per Dinner Entree,

Roast Strip Loin of Beef _____

Please note: Make checks payable to BMW ACA. Mail to: Rick Brown, BMW ACA Banquet, P.O. Box 1259, Bellevue, WA 98009.

Griot's Garage Tech Session

Saturday, February 12 • 9:00 am till 12:00 noon

Join your fellow BMW Club members at Griot's Garage R & D Center for a fun and informative session on cleaning and detailing your winter-ravaged car. You'll get a hands-on demonstration of their fine products. In addition there will be several vintage race cars on display and a special gift for attending. Drive your BMW and join us

for some fun. There will be free car care product samples to all those attending plus breakfast eats, coffee and juice compliments of Griot's Garage. Directions and a map will be published in the next Zündfolge. Griot's Garage is located at 2004 48th Ave. Ct. #E in Fife. Contact Lance Richert with questions at 425-644-8009 or lance@richertnet.com.

COVER CAR: This month's cover features the race cars of four members. It also shows cases four generations of BMWs. The orange and black 2002 at upper left is Terry Forland's (photo by Ed Millman). The E30 325is at upper right belongs to Jacqueline Kahn (photo by Lance Richert). The E36 M3 at lower left is Alex Long's steed (photo by Roz Rosintoski). The black E21 320i featuring colorful tulips at lower right is raced by Doug Jennings (photo by Lance Richert). See Lance Richert's feature article on some of the racers in BMW ACA. The centerfold features more BMW race cars.



STALLS

by Thomas B. Nast



The almost-annual Puget Sound Snowstorm is imminent, so it is time once again to review *How To Drive In Snow and Ice*. In addition to consulting Leading Experts on this subject, I have personally investigated the matter for many years. In my first experiment I nearly

totalled Fritz, my first 2002, in Dryden, New York on sheet ice in 1972 (driving to pick up winter tires I'd ordered, ironically). About three years later I refined my technique, rolling Eric (another 2002) on black ice on the north side of Mt. Shasta pass, at speed. A 2002 is a very stout car, and it can be empirically stated that a driver can walk out of one after a serious rearranging of glass and sheet metal, without the benefit of airbags, side rails, bridge-girder bumpers, reactive armor or whatever else is making cars weigh half again what they should these days. But I digress.

Rule Number 1: Borrow your friend's four wheel drive SUV. There are certain things that are depleting of time and money, and are only needed a few times during the year. Boats and pickup trucks most readily spring to mind, but 4WD vehicles certainly qualify. Your friend with the Land Rover has always wanted to borrow your 325iC, and now is the time to let him. Lend him the Hide Food and Meguiar's kit too, so he has something to do with the car until the thaw.

Rule Number 2: Use traction devices. I can't tell you how many times I've slipped and fallen on my kiester trying to reach my car without the assistance of showshoes or skates. I have found that attaching a tennis racket to each boot with bungee cords is an effective traction device, though they tend to snag the brake pedal when I push the accelerator.

Rule Number 3: Warm up the car. Start the car at least an half-hour before you intend to leave. This will give it sufficient time to get nice and warm inside, and for the defroster to melt the snow off the windshield so you don't snap the blades off the wipers when you turn them on. After the holidays, leftover cardboard can be used to block part of the radiator to speed the warm-up time. Plan on increasing oil and spark plug changes to, oh, weekly or thereabouts.

Rule Number 4: Do not use the brakes. When I was knee-high to a go-kart, Jimmy Roosevelt taught me how to do 180s in his MG Midget with the handbrake, a very useful skill when evading law enforcement or appearing in most any movie made in Hollywood. ABS, I'm told, changes the equation a bit, but in general the use of the brake pedal on ice is a touchy

subject. Like Thai food, it should be done gingerly, and if overdone, you'll be seeing stars. Best just to avoid the brakes altogether, and rely on your drag chute for emergency stops.

Rule Number 5: Do not go up or down hills. Ever wonder why Iowa and Kansas

are so flat? Because of all the snowfall there, our government has, at considerable expense, regraded that region, to the benefit of all motorists. Almost all winter driving problems are caused by losing traction on hills. Be informed by this! Calculate your critical routes, and during the summer get to work with the 'dozer. There's no substitute for preparation.

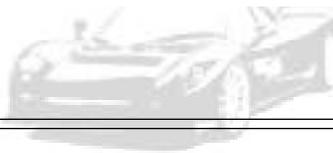
Rule Number 6: Carry a few bags of sand. In a BMW, carrying sand over the rear wheels assists traction; in a front wheel drive car, carrying sand in the trunk worsens traction. But in either case, sand should be carried, together with a spade and pail. If your car gets stuck, take the sand, spade and pail out, and build a sand castle. A nice one, with at least three towers and a drawbridge. Not only will this help you pass the time until help arrives, but imagining you are at the beach will offset the wind chill factor.

Rule Number 7: Spin in the direction of the turn. If you spin in the direction opposite the turn, you will be billed for a guard rail and your insurance rates will go up. Many Porsche drivers who eased off the gas in turns discovered this. Nambypamby do-gooders will tell you to turn in the direction of the spin, but since you've already spun you obviously don't know what you're doing and this advice is just so much treacle. Give it a good spin in the right direction, and you can't spin the wrong way.

Rule Number 8: Avoid bridges. As I tiptoe my way around ice-sheeted streets, I mumble the mantra, "Bridge freezes before road surface. Bridge freezes before road surface. Bridge freezes before road surface." (Do not practice this at airports, upon pain of eviction.) You can ski the road, but you'll be skating the bridge. Ever wonder why bridges don't have heaters under the pavement? Why is it that airplane wings have anti-icing and bridges don't? A lot more people go over the bridge in an hour than are flying in that plane. It's just another example of priorities gone awry, and you're the one who's going to pay the price. Don't buy into this insanity! Avoid the bridge altogether, and take a boat instead (see Rule Number 1).

Well, I've got a lot more tips, but the editor is telling me I'm out of space and it's time to take my medication. See you at the body shop.

MOTOR SPORTS



Instructors' Clinic

by Jacqueline Kahn

Get ready for the return of the Instructors' Clinic, February 26th. This year we're back out at Seattle International Raceway for the event! Last year's clinic was so successful and the choice of SIR proved invaluable for our instructing lessons. The cost for the instructors is a bit more but the feedback we've received is clear that it's worth the cost.

Our goal for the clinic is to set standards and continuity between instructors so our track events run smoothly and our quality continually improves. Anyone who has an interest in instructing at future events should attend this clinic.

We will be accumulating a Master list of Instructors for 2000 so be sure to attend

the clinic. If you can't make it please send in the form with the needed information so that we can ensure your name is on the Master list.

This year's format will include an extensive track walk and discussions on teaching at SIR. There will be plenty of track time to warm yourselves up for the season and plenty of information to gain about how best to handle the role of instructor.

Our instructors are all volunteers and come out with enthusiasm to help others to become better drivers and in turn often learn something new themselves from our talented students! It's a great way to give something back to the club and all the hard work is so appreciated – just look at the students and you'll see!

Prerequisites:

- Must be at a level two in your Log Book (If you have questions as to your level and eligibility, please call)
- Possess a positive attitude and demeanor to work with students at all levels.
- Be a good example both on and off the track.
- Be calm in all situations.
- Be able to explain what is happening between the track and the car, as well as between the car and the driver clearly and concisely.

To register please send the attached form to Jacqueline Kahn at 18922 81st Avenue NE, Kenmore, WA 98028 by February 21st. Questions? Call (425) 481-9571.

2000 Driving Events Calendar

February

26 BMW ACA Instructors' Clinic at Seattle International Raceway. See this month's article for details and registration form.

May

5 BMW ACA High Performance Drivers' School at Bremerton Raceway.

7 BMW ACA Second Day of High Performance Driver's School at Seattle International Raceway. Novice drivers only.

July

23 BMW ACA Lapping Day at Seattle International Raceway.

August

27 BMW ACA Lapping Day at Seattle International Raceway.

October

22 BMW ACA High Performance Drivers' School at Bremerton Raceway.

Additional events and those outside of our club will be included within this schedule in upcoming issues as they become available. Events are subject to change or cancellation, so watch future Zündfolge issues for updated information.

February 26, 2000 Instructors' Clinic Registration Form

Name _____ Mem # _____

Complete Address _____

Year & Model Car _____

Phone No. Home (_____) _____ Work (_____) _____

Email _____

Number & Type of Previous Track Events: Type and Where? _____

Driving Level: I II III Instructor (Circle One)

Driving Goals _____

Cost of Clinic: \$100 Attending: Yes No (Circle One)

T-shirt size? SM MED LRG XLRG (Circle One)

Non-members, Add \$25 (which will be applied to a BMW ACA membership)

Mandatory: Please attach a brief history, "Bio", of your track experience and driving goals.

How many events do plan on instructing at this year? _____

Please make checks payable to BMW ACA.

Join the Corner Worker Team!

Our Club's track events are top notch when it comes to safety. One aspect of conducting such safe events is being able to know what's happening on all areas of the racetrack. We rely heavily on our corner workers to keep us informed. If you ever wanted a close up view of a racetrack, here's one great way to be in the center of the action. If you're either not driving at a particular event or are interested in participating at our events this year we encourage you to sign up! Corner working is a blast and you will play a very important role. Please give Jacqueline Kahn a call if you would like to sign up for any of our upcoming track events-425-481-9571.

BMW ACA and BMW CCA

Analysis of the Impacts of Joining the CCA

This is the second article on the ACA/CCA issue. For background or a refresher, please see the first article in the November/December Zündfolge.

Your BMW ACA Board formed a subcommittee to study the “Pros” and “Cons” of joining, or really converting the present ACA chapter to a chapter of the National Club, BMW CCA. What the subcommittee found was that we were not going to end up with a simple list comparing advantages and disadvantages. Most of the issues are too complex for that. What we found is that in certain areas, joining might be a “Pro” for some people and a “Con” for others. For a simple example, please see the section on Dues. Further, some of the changes that would occur if we joined would have a direct impact on all members and some would have a direct impact on some of the members.

Therefore, we are considering this document to be a study of the potential impact of becoming a CCA chapter and not a list simply of “Pros” and “Cons”. As you review this, please be aware that this document reflects how the ACA operates now and how we understand things would change if we joined. You never know how things will actually be until you make the change. Further, a change in operating procedure by either Club could render certain parts of this to be inapplicable.

We have selected several topics to review. Taken as a whole, we hope that the various discussions will form a comprehensive assessment of the impact of becoming a CCA chapter. You will probably find this to be a little disjointed and redundant as many of the topics really apply to more than one Club activity or organizational duty.

DUES

This is a good example of why simply listing Pros and Cons doesn't work. Our annual dues are \$25 and our membership is a “family” membership. CCA annual dues are \$35 but the membership is an “individual” membership. CCA has an “associate” membership status for an additional \$5. There can only be one Associate Membership per Individual Membership, so a third membership in one family would cost \$35 for a total of

\$75 for all three. There is a provision for a CCA Chapter to charge “local” dues in addition to the \$35. The 275 or so ACA Members who are also CCA members would only have to pay dues to CCA at CCA rates.

CLUB FINANCES

At this point in time, our chapter has approximately 1,100 members. Based on information provided by CCA, it appears that there are approximately 550 CCA members who live on this side of the Cascades and who are not currently ACA members. While these 550 can join any CCA chapter they want, we assume almost all would become members of a Western Washington Chapter if one were formed. Based on these numbers, a switch to CCA appears to be financially viable as demonstrated below.

Our basic approach as an ACA chapter has been to have all events and activities, except for the Concours and Zündfolge magazine, to be self-supporting. Dues, therefore, have been intended to cover Administrative Expenses, the net costs of the Concours, magazine and “contingencies.” In reality, Track and the Banquet have made a “profit.” Roughly speaking (the per member and total figures do not match exactly), the figures on a per member basis and for the Club as a whole for 1,100 members based on expenses for 1998 and 1999 to date are as follows:

	Total	Per Member
Income – Dues	\$27,500	\$25.00
Net Income		
– Track/Banquet	4,500	3.90
	32,000	28.90
Administrative Expenses	7,000	6.35
Concours Net	1,500	1.44
Event Deficits*	500	.40
Zündfolge Net		
(at current rates)**	19,500	17.84
	28,500	24.51
Net	\$4,500	\$4.39

* These represent unbudgeted short falls on minor events such as Baseball, Hockey, Emerald Downs, Dyno Day and SOVREN outings. They do not include other “contingencies.”

**Based on 12 issues/year although we only published 11 in 1999.

If we became a CCA chapter, two things would happen financially. First, we would gain approximately 550 members, hopefully. Second, of the

\$35.00 paid to CCA, the chapter gets only \$13.50. There is another \$1.00 or so available through rebates from CCA if certain conditions are met. This does not include the potential insurance rebates that would be credited to Track. It appears that Administrative Expenses would be reduced to approximately \$2.75 per member if we joined CCA and acquired most or all of the potential 550 new members. Assuming that the Track and Banquet “profits” do not increase in total and that the Concours and Contingencies stay the same in total, the figures based on 1,650 members might be as follows:

	Total	Per Member
Income – Dues	\$22,000	\$13.50
Net Income		
– Track/Banquet	4,500	2.75
	26,500	16.25
Administrative Expenses	4,500	\$2.75
Concours Net	1,500	.90
Event Deficits	500	.30
Zündfolge Net	17,000	10.20
	23,500	14.15
Net	\$ 3,000	\$ 2.10

The above does not take into account the potential extra income (up to about \$1.00 per member per year) through CCA's Incentive Program and is based on 11 issues of the Zündfolge per year. We had been concerned that we might have to change the Zündfolge drastically if we become a CCA chapter. We have always felt that this magazine has been the one benefit of the club that ties all the members together. As you can see from the above figures, we found that the economies of scale resulting from printing more magazines actually had a slightly positive impact. We are pleased that we would be in a position to continue the magazine in its current format if we were to become a CCA chapter.

Before moving on, there is one more financial consideration related to becoming a CCA chapter. CCA dues payments go directly to the CCA National Office. The National Office then sends the chapter one monthly dues check for 1/12th of \$13.50 (\$1.13) for each member. For the first month we would get \$1.13 for only those members who renewed in that month. It would take a full year before our income was up to

its full expected level. We have done a Cash Flow Analysis which shows that we would be able to deal with this temporary income reduction in the first year. That coupled with the CCA loan program (see below) should enable the us to get by financially. Additionally, understand that there is also a provision for CCA chapters to charge Local Dues.

As mentioned above, CCA has a Chapter Loan Program. Basically, CCA will provide a chapter with "seed money" to finance events. These interest-free loans must be paid back within sixty days after the respective events.

MORE ON PUBLICATIONS

Membership in CCA includes a subscription to CCA's national monthly magazine, the Roundel. If we became a CCA chapter, members would get the Roundel plus the Zündfolge.

INSURANCE

While we are awaiting confirmation on some points, we understand our insurance situation would improve if we joined CCA. We understand that the coverage we would get from CCA would be identical to what we now have. However, our limits would increase and our cost would be considerably less. In buying insurance, size does matter. Based on our current schedule of track events, our coverage costs \$5,470. Under the CCA program, it would cost \$2,170. We understand that CCA has a rebate program that could return up to 50% of that figure if certain conditions are met. Again, as this is being written, we are awaiting answers from CCA to our insurance questions, so the above could change a little.

ADMINISTRATIVE CHANGES

The administrative functions of the club would change if we were to become a CCA chapter. This, of course would only apply to those people who administer. If we became a CCA chapter, renewals would be handled by the National Office and the Membership Database would be kept there. So, the duties of our current Membership Chairman would, in theory, be reduced. In reality, that person would have more time to devote to recruiting new members. Also, our Roster Chairman's duties would be eliminated with respect to renewals. Currently, we have our own membership Database which we would continue to maintain. On the flip side, CCA would require certain financial and other reports to be made on a periodic basis.

TRACK EVENTS - DRIVING SCHOOLS/LAPPING DAYS

We at ACA feel that our Driving Schools are second to none both in terms of instruction and safety. We have developed our own set of rules, regulations and procedures drawing heavily on other organizations. The CCA Operations Manual has an extensive array of both requirements and recommendations. There would be some changes in what participants (both students and Instructors) can do. Some of them are minor and others more significant.

Before going into the requirements that affect students, it needs to be said that the manual does have a provision that allows a chapter to propose procedures not in accordance with the manual. Variation from the manual, however, is subject to CCA Board approval.

The requirements directly affecting participants include:

- 1 CCA - Requires that helmets comply with either the current Snell 95 rating or the previous Snell 90 rating. There is a one-year grace period so one year after Snell 00 is adopted, Snell 90's would no longer be acceptable.

ACA - Our current requirement is that helmets be Snell 85 rated or newer, although we would like to see us move to 90 or newer.

- 2 CCA - Students may not carry passengers other than instructors. In no case can a passenger be under the age of 16. Instructors are allowed to carry passengers.

ACA - To promote motor sports as a family venture we allow students to carry passengers when they have reached a Level 2 in our Licensing System.

- 3 CCA - Convertibles must have Roll Bars and either 5 or 6 Point Harnesses. The Chapter may accept Factory Roll Over Protection as compliance with the Roll Bar requirement.

ACA - We allow convertibles with Roll Bars or Factory Roll Over Protection and accept 3 Point Belts.

- 4 CCA - The CCA Manual requires that cars be teched by a "qualified entity" (eg. dealer, authorized service center, mechanic).

ACA - We do our own teching of cars either at the track or at Teching Sessions a few days prior to each event. We would be hopeful that we could arrange free technical inspections with a number of dealers and independents. If not, inspections would be an added cost

and, in any event, could pose some additional inconvenience compared to how they are now handled. Ultimately we instruct students that the responsibility lies with them that the vehicle is in reasonable shape for the event.

- 5 CCA - CCA requires that both the driver's window and passenger's window (even if there is no passenger) be completely open.

ACA - We require that the Drivers window be completely closed or completely open. Risks are discussed and recommendations made. Northwest weather can sometimes play a role in these decisions as well.

In addition to the above, there would be additional requirements imposed by CCA on the Track Committee which include creating a curriculum for required classroom instruction, reports to CCA National in the event of accidents, requirements as respects run groups, and requirements with respect to corner workers. Most of these can be currently accommodated but some could create extra work for the Track Committee members.

In summary, for better or worse, if we become a CCA chapter, track events would change. These changes would impact some participants more than others. The real impact of several of these changes would not be known if/until they are implemented and experienced. There would be "adjustment" pains.

TRACK EVENTS - CLUB RACING

ACA has created a curriculum and has been accredited as a valid program as an introduction to racing, and accepted by the regional racing authority, ICSCC (International Club of Sports Car Clubs). There is not the opportunity to "sponsor" a BMW club race; however there are enough cars running locally to create our own "grid" and potentially sponsor or co-sponsor an ICSCC event.

If we became a CCA chapter we would have the opportunity to host a Club Race as part of the CCA Club Racing Program.

CAR BUYING PROGRAM

Periodically, BMW North America offers a special rebate program to CCA members. Our understanding is that the amount of rebate currently ranges from \$500 to \$1,000 depending on the model. To ensure that people don't join CCA just to get the rebate, BMW North

America has required that one must have been a member for at least one year before becoming eligible.

NATIONAL EVENTS

As a CCA member, one would be able to attend National CCA events such as Oktoberfest.

CCA NATIONAL MARKETING EFFORTS

BMW North America and CCA have some joint marketing deals. CCA membership information is provided to dealers. Further, CCA advertises in BMW Magazine. The M Driver newsletter lists CCA events, especially Club Racing. And some of BMW North America's

sales and marketing materials promote the CCA and Drivers Schools. So, BMW North America is promoting membership in CCA and we should benefit in membership if we were to join CCA.

CLUB DISCOUNT LIST

Our members are provided discounts through some of our Zündfolge advertisers and through other local businesses. We expect that those businesses who now offer us discounts would continue to do so if we became a CCA chapter. Additionally, local chapter members would be able to receive discounts from national advertisers who offer discounts to all CCA members.

CONCLUSION

As you can see, this is a complex issue. There are a number of items to be considered in the larger context of whether to remain independent or become a chapter of CCA. And apart from the above, there are philosophical leanings and emotions.

The ACA/CCA Subcommittee of the Board has tried to present this information in a balanced and unbiased way in order to help members with this important decision. We look forward to questions and concerns from all members.

BMW ACA/CCA Subcommittee; BMW ACA, Puget Sound Region, Board of Directors
Steve Niver, Lucetta Lightfoot, Greg Mierz and Roger Wales.

Message from the CCA Regional Vice President

My name is Keith Wollenberg and I am the current elected Pacific Region Vice President of the BMW Car Club. I am also a 28-year member of the Puget Sound BMW Automobile Club. While in Seattle, I served as technical adviser to the club and as a driving instructor. I have enjoyed the Zündfolge for years and am familiar with the long history of success of the ACA as an independent entity.

When I moved to the San Francisco Bay Area, I became involved in the local club here, the Golden Gate Chapter of the BMW CCA. Initially I joined the CCA for the excellent full-color magazine, Roundel. In 1996, when BMW was featured marque at the Monterey Historic Races, I became involved in the local BMW community in a big way, when my wife Kelly and I ended up as co-chairs of the club gathering. Later I served on the board of the GGC, before being elected to the National Board of the CCA.

Contrary to what I had feared before I was elected to the chapter board, I found that the loss of local control was far less than I expected, and that the GGC was rarely being told what to do, nor were they much bothered by the national organization. Instead, we were members of a larger community of BMW clubs in the region. We cooperated closely with the LA ACA as well as the other CCA chapters in the area.

When LA chose to merge with the CCA, they experienced an enormous surge in their membership due to the

large pool of CCA members already in their region. What was more revealing, and more important in the long run, was that they also experienced a tremendous growth in the rate at which they acquired new members. In the two years since they merged, they have more than doubled in size, and are now the third largest chapter in the U.S. Their growth last year was over 17%. This difference in the growth rates of the two club organizations is one of the major reasons why I think it is in the interest of the Puget Sound BMW ACA to join with the BMW CCA.

Another reason to consider a merger is the desire of the manufacturer to have a single BMW Club organization in the U.S. In 1971, one of the reasons we chose to become an ACA club was for the closer ties with BMW. In the years since, as CCA has grown, their relations with BMW have grown closer, with BMW becoming very supportive and involved with the CCA's major regional and national events. Recently, BMW NA offered a \$500 to \$1,000 discount on new BMWs to CCA members who have been members for more than one year. Much more of this support is available to clubs affiliated with the CCA than to independent BMW clubs, by BMW's choice.

Finally, by joining with the CCA, more advantages of regional cooperation are possible. Pooling of experience at Chapter Congresses, Newsletter Editor Congresses, Driving Events Congresses,

can be of great benefit to the members, as can the sharing of driving instructors and the reduced cost of insurance for club events. In addition, for those interested, the BMW CCA Club Racing Program offers another outlet for having fun with their cars in a safe and exciting venue. In any club, you have some members who are very active, and some who are relatively less so. Those in the latter group tend to be the bulk of the membership. In a merged club, they would get both Roundel and Zündfolge. This allows members to feel a part of both the local community of BMW enthusiasts and of the larger, national community as well.

I am pleased to answer questions about this possible merger, and address concerns you may have. I can do so in the Zündfolge, or in person. I will be at the meeting in March to discuss a possible merger. I know that the Puget Sound ACA has been a vibrant, successful BMW Club as an independent organization. I am proud to have been associated with this club for almost 30 years. I am confident that if the ACA chooses to stay independent, it can continue to be so. However, as a member of the larger community of the National BMW CCA, I think it can grow faster, be more successful, and better serve the interests of the BMW Enthusiasts in the Northwest.

Aus Freude am Fahren
(For the Sheer Joy of Driving),
Keith Wollenberg

Some of your fellow Puget Sound BMW Club members have been plenty busy racing at tracks in the Northwest, North America and around the world! Here's a short description of how each competitor did in '99 and what their plans are for 2000. Do you have an interest in racing or in helping a race team? Flag one of these fellows down at a future BMW Club event or contact them at their listed phone or e-mail numbers. They will be more than happy to tell you all about racing from their point of view. The racers here range from those completing their novice programs to those that have lost count of all the races they have entered! So look out, every one of them says it's addictive!

TERRY FLANAGAN



Terry raced in SCCA and SOVREN in a BMW 2002 B/sedan. He entered six races in '99 and won all six. Terry's best experience of '99 was probably setting two lap records in the Portland Rose

Cup races, winning over an M3 Lightweight in the BMW Class. His plans for 2000 include more of the same, hopefully.

TERRY FORLAND



Terry raced in SOVREN and SCCA vintage in a BMW 2002. He had three second place finishes to his credit. Terry's best experience in '99 included running the new motor Byron Sanborn built, doing the modified Le Mans start at Bremerton, and starting next to last and finishing second behind a Corvette. And, a huge tire frying burnout at the start of the hill climb. His worst experience was earning the name Fireball Forland at the same hill climb. His plans for 2000 are a total rebuild of the 2002 this winter due to major fire damage at the hill climb.

HUGH GOLDEN



Hugh raced in Conference ITS in a 1987 BMW 325is. Hugh's best three finishes in '99 included a first at SIR

on 10/3/99, a second at Mission on 9/26/99, and a second at PIR on 9/12/99. His best experiences in '99 include the great people he met this year and the help he received from friends. Hugh's win at SIR was a great finish to his first season of racing. His worst experience was having the engine in the car expire! His plans for 2000: "I am looking to improve on my first year of racing. I will be back racing my BMW in Conference ITS. I will try to expand my racing experience — try to race at some tracks in California."

MICHAEL R. HELTON



Mike raced in SCCA, ICSCC, and the NASA Enduros in a 1987 BMW 325is. Mike's best finishes in '99 included a first in class at the Cascade Six-hour

Enduro at PIR, a second in RS class in IROC/ICSCC — 1999, and several firsts in SCCA and ICSCC. His best experience in '99 was setting a fastest lap at SIR (1:41:30) then; two laps later the motor expired! This once again proves the old adage "They always run best just before they blow up." Which turned into his worst experience. His plans for 2000 include possibly running the NASA or Motorola Cup Series in an E36 BMW. (MRHelton@earthlink.net)

SEAN HESTER



Sean raced in SCCA and ICSCC in a Mazda RX7. His best finishes included a first place in ITA with a BMW 2002 at

Portland. (Was it coincidence that his best finish was in a BMW?) And then two second places in ITA and PRO7 in an RX7 at Portland. His best experience in '99 was winning his first race in his first year of racing! His worst experience was collecting three dents, from people bumping him, in one race at SIR. (Those PRO7 races are very "competitive.") Sean's plans for 2000 include more racing with rented cars. He has no room for a car/trailer at his house. So if you have a race car to rent contact him! (206-419-1895, seanh_race@hotmail.com)

KEN HILL



Ken raced in ICSCC in a 1980 Zinc Z18 FV single seater. He raced only half the season, taking a couple of seconds. His best experience in '99 included helping instruct

new students and helping get BMW Club members out to experience the thrill of auto racing for the first time. Ken's plans for 2000 are looking forward to more of the same next year; the sport and people are great! (425-739-6078, Ken.hill@eddiebauer.com)

WES HILL



Wes raced in ICSCC in a BMW 325is. His best finishes in '99 included a second in the Novice race at Mission, and a fifth at the Portland Enduro. His best

experience in '99 was every time he went to the track with our club or the racing group. His worst experience? Nothing having to do with cars . . . how does the saying go? "Worst day racing better than the best day of working?" His plans for 2000 are to compete in the very competitive ITS class in his own BMW 325is. (206-989-9516, whill12@GTE.net)

BRIAN HORNE



Brian raced in ICSCC in a 1987 BMW 325is. As for finishes in '99 Brian notes that any race that you can finish is good. The most satisfying was

the last PIR race, in DP, where he chased down the Camaro to take third behind the two Barracuda V8 cars. The only way he could catch the Barracudas was if they broke. That day they didn't, but the Camaro's brakes went away towards the end of the race. His best experience in '99 was doing a 1:43 second lap at SIR in the race car. While his worst experience was ending the Mission race by toasting the engine. His plans for 2000 are to build an ITS 1992 E36 for Conference, SCCA and CCA Club racing. Ron Newell of Strictly BMW will do the preparation. (253-850-3047, brianBMW@att.net)

DOUG JENNINGS



Doug raced in Conference GT3 – SPU in a 1978 BMW 320i. His best finishes were a first in SPU at the Spokane Memorial Day races as well as a second in GT3 during the same weekend. He says, “The track time is fun but much more time is spent in the pits. My car was always having mysterious problems. The other drivers and mechanics were always there to help with tools, parts, expertise and lots of ideas!” As for a non-memorable experience, “The August Portland Race was a thrash from start to finish. Carburetor problems had us on three cylinders all day Saturday. Then the oil pressure line broke in the first practice session. The motor was running better for the race but I lost the synchros between 4th and 5th gears and finished the race by staying in 3rd gear all the way around.” Doug’s plans for 2000 include returning to Conference to race in SPU or E Production. He also plans to run at the Portland Enduro in October. (360-307-1240, dougj47@AOL.com)

JACQUELINE KAHN – KAHN TEAM RACING



Jacqueline raced in ICSCC- Conference, ITS Class in a 1987 BMW 325is. Her best finishes in '99 were a third place twice at Mission Raceway, and another third at Seattle International Raceway to clinch third place for the year! She received the ITS Third Place Championship Award for the season! (out of 23 drivers in class). Jacqueline commented on her best experiences for the year: “What wasn’t a best experience? It was a GREAT season! From the beginning to the end, my driving improved and I learned such a great deal over the year. But the racing wasn’t the whole picture; spending time with friends was the greatest highlight of all! What a terrific team and I thank everyone for their friendship and support!” Her worst experience? “I’d say running out of room in my tow vehicle for all my stuff!” Her

plans for next year include campaigning the 325is for another full season of racing with Conference in ITS. In addition, she will also be adding additional 325is’s under the KTR team. As in 1999, she hopes to continue in 2000 providing the opportunity for other drivers to be involved in racing by allowing them to drive the KTR cars. This is her way of keeping the spirit of motor sports alive. The year 2000 promises to be another excellent year of racing! (425-481-9571, Jacqueline.KAHN@alstom.esca.com)

ALEX H. LONG



Alex raced in SCCA National T2 in a 1995 M3. Alex’s highlights included being '98 SCCA Northern Pacific Division Champ and 1999 Norpac Champ. In 1999 he raced in six SCCA national races and won five and placed second in the other. His plans for 2000 include attempting to get a hat trick of three consecutive SCCA Divisional Championships. (253-850-6383, jenine5151@aol.com)

BILL MORRIS



Bill raced in SOVREN in a 1964 Lotus 22. His best finishes in '99 were middle of the pack, but his times at SIR have improved consistently with each race. Bill’s best experience in '99 was making an inside pass in the Festival Curve at PIR and leaving in the dust a buddy he’d been dicing with in many races. His plans for 2000 include continued racing of the Lotus in SOVREN. Bill’s also considering getting a vintage 2002 to race as well if he can keep it a secret from his wife. (253-588-9761, Mdrei96@aol.com)

RON NEWELL



Ron raced in Conference and SCCA Novice in a BMW E30 325i. His best finishes included a second and fourth. Ron’s best experience in '99 was starting at the back of the grid and moving his way to the front: “what a

gas!” His worst experience was the ECO going “T.U. in my first race, oh well...” Ron’s plans for 2000 include a full season of ITS racing in his own 1990 BMW 325is prepared by Strictly BMW. He says, “The individuals involved in BMW racing are a ‘great’ group of people! A combined sense of sharing, enthusiasm, and support and competition make for great times!” (425-747-6044, ron@strictlybmw.com)

STEVE OTTAVELLI



Steve raced in ICSCC in a Formula Vee. His best finishes in '99 were “Not last.” And his best experience of the year was staying out of the way of faster cars. His worst experience was hitting the tires/wall at Mission his first race in his new car. Steve’s plans for 2000 are to race/rent/and/or sell his Vee, and maybe run in someone’s 325 race car during the season and at a Portland Enduro.

JOHN RICHARDSON



John raced in ICSCC in a BMW 320is. His best finish in '99 was a third out of seven in class, and twelfth of 32 in grid. His best experience in '99 was going racing while his worst experience was losing the oil pump at Mission Raceway and destroying the lower end of the engine. John’s plans for 2000 include chassis set-up and development and more seat time for the driver. He is also interested in renting the car to a novice and providing mentoring through the license process. (253-946-5032 (no calls after 9PM), cassady@gte.net)

TED RODGERS



Ted raced in SOVREN in a Porsche. As for best finishes Ted does not feel this is relevant for vintage participants, as vintage racing is less about finishing positions and more about competition in the vintage spirit. His best experience in '99 was participating in the old/new Maryhill Loops Hill Climb. This event took place on the first paved road in the

state and originally ran from 1955 to 1962, when the road finally deteriorated. The road has been recently repaved as a historic road, and SOVREN, in cooperation with the community of Goldendale and the Maryhill Museum were able to re-create this historic event, with several of the original cars and drivers. Ted's plans for 2000 include continued vintage competition, and possibly adding a new venue such as Mission, BC or Thunderhill in CA. He is also restoring a '57 Porsche Speedster. (206-232-6790, rodggers356@msn.com)

BYRON SANBORN



Byron raced in Vintage and SCCA Solo II. His cars varied and included a 1967 427 Corvette, 1962 Maserati Tipo 63 Birdcage, 1985

Mustang C Prepared Solo II. His best finishes in '99 included a third in the Ferrari-Maserati Challenge at Silverstone, England; first in Large Bore Production Class, Seattle Historics; and second in C Prepared National Championships. His best experience in '99 was the chance to drive the Birdcage Maserati at Silverstone. He arrived at the track on Thursday morning and saw the car and track for the first time. The worst experience was at the Solo II Nationals, after leading the first day's runs by over 0.6 seconds, Byron watched the second place driver pull a flying final run a take the national championship by 0.057 seconds! His plans for 2000 are to drive the Goodman Racing Corvette in West Coast Vintage Races, raising money for Big Brothers-Big Sisters and the Boys' and Girls' clubs. Also some local Solo II and the Nationals as the official tire warmer for Wayne and Sharon Reuter's Mustang. (425-746-1621, bdsanborn@aol.com)

JAMES SHAIMAN



James raced in SCCA and ICSCC in a Pro-7 Mazda RX-7. His best finish in '99 was a first place at

Mission on 7/18/99. His best experience in '99 was his race-winning weekend. He'd never raced at Mission before.

After learning the track James really got to like it. He qualified on the pole and led a grid of ten cars flag-to-flag for his first and only win of the year. His worst experience was lots of mechanical problems. Also losing his brakes at PIR under braking on the back straight. James plans for 2000 include pursuing sponsorship to run with Team Seattle in the American LeMans Series in a GT Porsche. Otherwise, if this does not work out, he will probably build a BMW 325 to run in ITS. (206-399-7778, jshaiman@shaiman.net)

STARKE SHELBY



Stark raced in SOVREN in a 1965 Sunbeam Tiger. His best finishes were at the Maryhill Loops Hill climb and Fall Finale at SIR. His best experience in '99 was the Maryhill Loops Hill climb. The Tiger was the undisputed "Burn Out" King! His plans for 2000 include a full schedule in SOVREN with the Tiger and instructing with Proformance Racing School at SIR (425-483-5758)

BILL SPORNITZ



Bill raced in Radial Sedan Class, ICSCC in a BMW 1988 325i. His best finishes in '99 were a first in Race 4 in Spokane, another first in Race 13 at SIR, and a second in Race 7 at PIR. His best experience in '99 was the Cascade Enduro – finishing in the money (fifth) on his first effort. His worst experience was at the same event; the Cascade Enduro, losing his brakes, resulting in a 15-minute pit stop, which probably cost them second place in class. Plans for 2000 are to re-fit the car to run in ITS and better brakes! (425-836-2760, 70264.2750@compuserve.com)

LEE YATES



Lee raced in SCCA PCA Regional Class in a 1969 Porsche 911S. His best finishes were fourth in class, Bremerton 4/18/99, second in class, Thunderhill 5/30/99, and third in class,

Bremerton, 10/30/99. His best experience in '99 was at Thunderhill in May. "Incredible track, great challenge and fun. Pulling some serious Gs in nearly 100 degree temperature is a challenge." His worst experience was at same Thunderhill race weekend, where he had a rod bearing failure. Plans for 2000 include racing the entire SCCA PNW PCA Class, and PCA Club races at PIR. (206-284-8714)

KEVIN YORK



Kevin raced in Conference in a Formula Vee Lynx C19. His best finish was a first in class at Portland. After having attended professional race driving schools at Renault-Elf-

Winfield, France and Spenard-David Racing School in Canada, a long time goal of actually competing in a race was realized by competing in Portland. Kevin's best learning experience was the mental preparation required in actually competing at an event rather than spectating or helping friends with their race cars. "The approach to a race weekend is very much more focused and intense when you yourself are preparing to race. That mental experience was really enlightening and very fun." Kevin's plans for 2000 are to again race the Formula Vee and possibly a BMW sedan in certain enduro events. There will also be an attempt to run a race or two in a professional racing school series (now accepting sponsorships and grants!). (206-777-1476)

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BMW ACA and BMW CCA Issue: Letters from Members

Dan Patzer

We started out as a mutual sympathy society; the early Seattle area dealer network was lacking in professionalism, courtesy, and technical expertise.

Having joined the club in '71 and creating the Zündfolge shortly thereafter, I remember having to "TOE-the-LINE" as a representative of the official BMW club, taking care to not bad mouth the distributor, Max Hoffman, the dealers as they came and went, or the product. What a love/hate relationship.

The BMW CCA guys could get away with murder. Most local clubs joined with them and now even BMW is pressuring us to. Why did we bother being so good?

In reality, like everything else this boils down to numbers. They want our members to boost their numbers and certainly their coffers. It's staggering to consider the million dollars involved. In addition to fifty thousand membership fees, there are track fees, Roundel ads, and the sales of Club Stuff. I'm in awe at how large the professional staff is and wondering about the salaries involved.

They've recently had problems controlling the ebb and flow of the moneys. Cronyism has crept in, and questions are heard about who even holds the rights on the LOGO.

Do we need to spend more money, and have most of it go away? Will we have about the same product as we have here and now? Do we want what they offer? Nice magazine, professionally produced, and highly financed.

I think Crocodile Dundee said it best, "It's like two fleas fighting over the dog their livin on."

Dan Patzer, #497

29 year member BMW ACA & creator of Zündfolge

Co-president, Washington State BMW Riders
BMW CCA NW Regional Tech Service Advisor

Bill Proud

As one of the initiators of the current move to start subject chapter, I'd like to offer these comments to the ACA club membership.

Put aside thoughts of one entity 'taking over' another as seems to be so readily promulgated. Think 'Working together' for the betterment of Washington BMW owners. Think what 700 CCA membership 'rebates' to a local chapter (\$13.50 per head?) will allow that group to do . . . hope fully NOT just rent racetracks to play boy-racer, how'zabout a picnic for members' kids and sponsoring a BIG fund raiser for a charity? . . . or starting a club tool-chest

(things like reset tools , engine hoists- not everyday hand tools) for members to rent cheaply? All these things would be in addition to the kinds of stuff the ACA does right now (like publish the best local magazine in the country). Why would this be 'mutually exclusive' ?? Doesn't have to be if MEMBERS choose for it NOT to be. Might be some devolution of power , might even be a logical(?) merger some day if seen to be propitious by the MEMBERS when the new entity has had a chance to prove itself.

Any one notice my EMPHASIS on MEMBERS here?? GET OUT YOUR VOTING PENS, it's up to you.

Bill Proud

Ex-President, BMW ACA (1978 !!)

Joni Candey

I just wanted to send a note on my feeling about this issue. I have heard from both sides on this. I don't feel that there is a need for any changes. I like the fact that the club is run locally and I would like it to stay that way. I have been very happy with the Club and activities. The board runs the Club very professionally and I think they do a great job for us, the members. They do this because they enjoy it. I am sorry that they are being accused of not running the club properly. From what I see they do a fantastic job. We already have the option of being members in both the CCA and ACA clubs and if we merged with CCA I can only see that it will take away more benefits than it would give. Thanks.

Joni Candey, #15215

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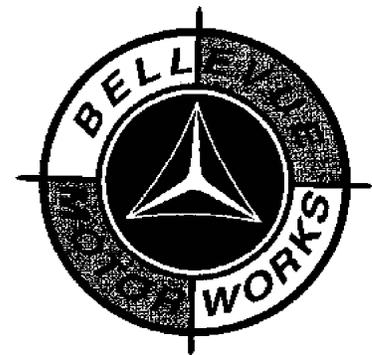
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Peter Wong

I'm a member of both clubs because while I enjoy the local events, I want access to the national activities, Roundel, the specific marque mailing lists, and the discounts. You can think of it as my willingness to pay over \$50/year to belong to one club that offers all the benefits of both clubs.

The ACA/CCA separation has always confused me. I first joined the ACA not realizing that it didn't allow me to participate in the Oktoberfest raffle or to receive Roundel. After some confusion where I called the CCA asking why I wasn't receiving Roundel, I joined the CCA which led to further confusion when I received a letter from east of the mountains! So I called BMW CCA demanding I be switched to the Puget Sound chapter upon which I discovered there wasn't one! I'm sure I'm not the only one who was confused by the arrangement.

I'm not clear on all the issues being a relatively new member without sufficient knowledge of the background behind staying independent, but as it stands, I'm a member of both clubs and wish it to be just one.

Peter Wong, E30 M3

ACA #4976, CCA #170346

Brian Horne

Hello fellow ACA and CCA members. You probably remember me from my stint as ACA VP, and the numerous events I planned and staged for ACA; tours, new member day, Emerald Downs, karting, and others, and driving instructor. It's good to see the ACA board finally present this issue to general members as I've been advocating this vigorously since late last year.

With limited space it's difficult to present the full case, with explanations. So, I'll be brief. If you're a CCA and ACA member, you're paying \$35 and \$25 respectively. If the two clubs merge, then you'll be paying only \$35/year. Your CCA dues go elsewhere, and are not spent in this area. The club newsletter need not suffer, I have presented proposals to the board that would cut costs with no appreciable degradation in presentation. The club currently spends too much on the publication per member. That money could be better spent in different areas. With CCA status, the BoD will be elected by the general members, instead of appointment by select committee. Board meetings will be open to all members. Financial statements will be required, and the club will have a framework for growth that is tested and established.

This is a complicated issue, but simply stated we here in the NW need to join the CCA party and the rest of the country. The world of BMW is waiting for us!

Brian Horne, #3848

Douglas Haussler

I received the November/December issue of Zündfolge. In it I read the article about the ACA/CCA issue. This blatantly jaded article, I use the term loosely, is very poor at best. It accomplishes nothing but to show a total lack of professionalism on the part of the board of directors for BMW ACA and brings serious doubt in my mind as to which group of individuals they are operating on behalf of, the club membership or their own. This overt attempt to skew the facts and opinions of the membership should only be construed as an insult to our intelligence. In a previous letter to the membership it was indicated that the reason that this issue was being brought to the membership was because of some doubt expressed in regard to the subcommittees handling of the issue previously.

This brings up another point, who are "the subcommittee"? I feel the membership has the right to know the names of the individuals representing the club and collecting the information to be presented to us. Who are the individuals petitioning the club to affiliate with BMW CCA?

If the board cannot present future information in a more unbiased format I feel they should find a disinterested party to write the articles. I am very disappointed in the club leadership in their handling of this issue. Doug Haussler, #4851

Editorial Guidelines

We ask that all letters address the issues. We will not publish anything which defames any individual. In order to confine the discussion to the pages of the Zündfolge, and to be sure everyone has access to the same information, we will not publish references to web sites. Everything published about this issue will be posted on the Club's web site (www.bmwaca.org) after it has appeared in Zündfolge. Please keep your submissions to less than 250 words. Letters over the word limit will be returned to the writer for editing.

All responses must be signed and include the member's ACA membership number and a phone number. (We may call you to verify your statement.) Finally, to help the volunteer Zündfolge staff, we would prefer letters that are emailed. Send them to litefeet@foxinternet.net. You may also provide your response on disk or typewritten on paper. Mail your letter to David or Lucetta Lightfoot, Zündfolge Editors, 2641 39th Avenue West, Seattle, WA 98199.

• TERRY FORLAND
• MARK ISRAEL

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Karting Enduro

Get ready for the summer driving events by attending this year's karting enduro! We are holding this event at CrazyRedHead in Redmond. This indoor track features a short road course with electric karts and timing equipment viewable by drivers and spectators alike. Large glass windows give everyone good viewing of all the action on the track.

We will field eight teams of five for the race. Plans for who will drive and for how long will play into each team's strategy for winning this contest. Rules covering maximum run times for the karts will be in place but we should be able to do the whole race without a refuel stop in the middle.

If you haven't done this before it's great fun and a good workout (yes, my arms were useless for a week last year...). The karts are fast and corner like they were on rails. With the timing display placed on the front straight you can see if you are improving (or if it is time to leave...). I'm planning this event for March 5th with a 10:30 check-in and the race from 11:00 to 1:00. There is a limit of 40 people and a cost of \$40 each. Get registered early so you don't miss out. I expect a hard fought battle for the first prize trophy (the one we talk about at the Driving Schools) and the other positions.

Karl Seeger, Tour Coordinator, karl@nwlinc.com



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It has been suggested that some tips on winter car storage may be in order. I thought that we had BMWs to drive and not to store them. Maybe there are some classic CSs, or pristine 2002s, or maybe a convertible or two that might get put away for a while. I searched the Internet and came up with some tips that may be of use.

Probably the easiest way to store a car is to not store it at all. If you think you can drive your car (not idle it in the garage) at least once a month for about 30 minutes, then you're better off without the deep storage routine. Most of the following tips are mentioned by several sources so I am supposing that there is some real validity in them.

1. Warm the car up fully. Go for a drive and get a quart of Marvel Mystery Oil. Pour almost the whole quart into the tank and then fill the tank to the rim. The Mystery Oil acts as an upper cylinder lubricant.
2. Change the oil and filter. Some suggest changing all the fluids, i.e. water/antifreeze, brake fluid and transmission and differential fluid. If the brake fluid is a year old, I'd recommend a flush and change to ensure that there is no water in it to rust and pit the brake system. If the

transmission and differential are near time to change then do so, but if they are fairly fresh and at the proper levels then let them go.

3. Wash and wax the car. Everyone suggests this and thoroughly cleaning it inside and out before putting it away. **DO NOT** use a car cover unless the car is stored inside. The wind whipping the cover around will damage the paint.
4. Take the battery out and store in a dry place. Many recommend cleaning the case with baking soda and connecting the battery to an automatic trickle charger. Remember any radio and OBC codes that you might need when reconnecting the battery. Write them down somewhere where you will find them.
5. Seal up the exhaust and intake with plastic to keep moisture and little animals out. Place regular charcoal briquettes in a small open pan inside the interior to absorb odors. Some recommend a couple of mothballs in the trunk and engine compartment to dissuade the little animals that have been known to take up lodging there. Close the heating vents but crack the windows a little bit for air circulation (assuming storing inside).

6. Properly inflate the tires but leave the car on the ground. Putting the car on jack stands lets the suspension droop and causes more problems that it saves.
7. Some suggest pulling the spark plugs and pouring in about one tablespoon of the remaining Marvel Mystery Oil into each plug hole and rotating the motor by hand to coat the cylinders with the stuff and then reinstalling the plugs.
8. When it comes time to bring the car out and back into service, remove the plastic on the exhaust and intake, take out the mothballs and charcoal and check the fluids. Take your freshly charged battery and reinstall it. Disable the car from starting, either pull the coil wire on older cars or pull the fuel pump fuse and crank the car until the oil pressure light goes out. Reconnect the fuse or coil wire and fire it up and take it for a nice drive.

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SHORT ON SPACE: Sorry for so little M-formation this month. It isn't that there isn't news, there is. It's just that this issue of Zündfolge is so jammed with other stuff we just didn't have the room.

FORMULA 1

BMW continues its engine development program in preparation for the company's re-entry in Formula 1 in 2000 with the Williams Team. Early versions of BMW's V10 were run in a '98 Williams chassis at BMW's test track in Miramas, France. Results were satisfactory but the engine was down on power. The first tests on a current F1 circuit were run at Austria's A1 Ring. Both functional and endurance tests were carried out. The results were evaluated simultaneously at the track and online back in Munich.

In December the BMW engine experienced its first test against the F1 competition. A three day test for many of the F1 team was held in Spain. David Coulthard in his McLaren was the fastest. BMW started three seconds off the pace but shaved the difference to less than 1.5 seconds by the third day. The BMW engine was mounted in a '99 Williams chassis for this test.

Most of the driving has been done by Ralf Schumacher and Jorg Muller. Alex Zanardi is nowhere in sight, leading to speculation that he will be dropped from the Williams team for 2000.

BMW is currently using a blue and white livery similar to that used by Brabham in 1983 when Nelson Piquet won the championship in a Brabham-BMW.

Show & Shine Draws Record Crowd



On a balmy Sunday last October, nearly 1,000 BMW enthusiasts descended on the headquarters of parts cataloger (and Zündfolge advertiser) Bavarian Autosport for Show & Shine 1999. Sponsored by Bavarian Autosport and the BMW CCA, White Mountain Chapter, the event is a low-key concours d'elegance where dedicated BMW enthusiasts compete for prizes in a friendly "People's Choice" voting competition. Awards were presented for Best Interior, Best Exterior and Best of Show. Throughout the day, thousands of dollars worth of BMW parts and accessories were given away in a raffle that was open to anyone in attendance. Next year's Show & Shine is scheduled for October 1, 2000 at Bavarian Autosport headquarters in Portsmouth, NH. For information call 800-535-2002 x1540 or email info@bavauto.com.



PTG Plans for 2000
 Prototype Technology Group, the factory BMW team for North America, will continue to race BMWs in 2000. PTG is currently busy preparing new E46 3 Series cars for the 2000 American Le Mans Series. The ACO, the governing body for Le Mans cars, visited the PTG shops on October 22nd to inspect the cars. Meanwhile, if you want a piece of history, the team is selling almost everything from the last three years, including clothing, driving suits, race cars, etc.

M Power for X5
 BMW has confirmed that it will build an M version of the X5 utilizing the V8 engine from the M5. That will put 400 horsepower in the Sports Activity Vehicle. Transmission choices will likely be manual or automatic six-speeds. (AutoWeek)

New 5 and 6
 The new 5 Series will be designated the E65 in BMW's internal number system. The 6 Series, based on the 5, will be the E63 for the coupe and the E64 for the convertible. (Round1)

5s Arrive

The first M5s started arriving in area dealerships in November. If you want to go eye one, get there quickly. The cars are not sitting on the showroom floors long; they're all presold.

X5s started arriving in early December. While these are mostly pre-sold too, the X5 is a much higher volume item than the M5. Thus, the area dealerships do have demonstrators of the X5 available for test drives. Go try it; the X5 is an extraordinary vehicle.

New M1

BMW is rumored to be considering a successor to the M1. The two-seater would use an aluminum space frame like the Z8. Power would come from a 500 horsepower V10 engine which would play on the F1 program. The front of the car is said to resemble BMW's Le Mans winning V12 LMR. Scissor-style doors will swing forward and up. (Road & Track)

NEW 3 SERIES CONVERTIBLE



The third generation of the 3 Series convertible will be launched in the U.S. in March 2000. Identical to the E46 coupe from the A-pillar forward, the only model available at first will be the 323Ci convertible powered by the 2.5-liter six. (BMWNA Press Release)

Why no 328Ci model? AutoWeek says we'll get the new 330 models in late 2000 and the new 330Ci convertible will be available then as a 2001 model. A year later look for the new M3 convertible.

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CARS FOR SALE

E30 M3: Black/black, 104,000 miles. Recently serviced. Rust-free CA car-not pristine, but very good overall condition. Hartage alloy wheels. Cold a/c. Momo steering wheel, etc. \$9,950. Jim 425-603-9612 or email gio@sprynet.com.

1976 2002: 2-door, 5 speed. White with blue interior. Well cared for but showing its age. Needs engine rebuild. \$2,000 OBO. 206-783-8982.

1974 2002: Black/gray interior. Sunroof. Sound mechanicals. Recently out of storage. Fair to good overall condition. Rust in spare tire well. Excellent BMW alloy wheel/tires. Some suspension work, slightly lowered. Driving lights. Could use partial respray. Needs a little TLC. \$1,450. Jim 425-603-9612 or email gio@sprynet.com.

1971 2002: In mint original condition, \$6,595. Ask Al for details. 425-746-3191.

PARTS FOR SALE

Winter Wheels and Tires: For a E30 325iX: A set of 4 205/55 x 15 Pirelli Winter 210P tires mounted on 6.5X15 alloys. Wheels in good condition. Tires have about 4,000 miles on them. Asking \$400. Mike at 425-228-0848 or email alpina@halcyon.com.

Factory (Pioneer) cd changer: Model #CDX-M90 with cables and disc magazine. Will take any reasonable offer. Please contact Duane Montagne at 253-833-4201 or email flipper7@ix.netcom.com.

2002 2.0L: Rebuilt engine with one-year or 12,000 mile warranty! Only \$1,595, installation available. Core charge may apply. 425-746-3191.

Six Cylinder 2.7L: Rebuilt engine from early 325, 325e, 528e. One-year or 12,000 warranty. Only \$2,295, installation available. Core charge may apply. 425-746-3191.

2002 and 320i: Many body, interior and mechanical used parts. Must sell. 425-746-3191.

Parting out '88 E30 M3: Car is complete less front clip. Clear title. M3 engine \$2,500: new intake gaskets, etc. (needs valve work). M3 5-speed \$500. M3 wheels and tires \$550 for four. Brainbox \$250. Rear clip (half the car) with spoiler \$1,250 (one dent). Left-hand door \$175. Roof clip with electric sunroof \$280. Front brakes and suspension \$275. Differential \$275. Rear suspension and brakes \$250. Tan interior, front and rear seats, tears in seats, \$325. M3 leather steering wheel \$140. Also dash, console/gauges, computer and lots of other good parts. Jim 425-603-9612 or email gio@sprynet.com.

WANTED

1994/1995 530iT: That's the Touring model of the 5 Series. Prefer Cashmere (goldish) or Silver, but all colors other than Black considered. Please contact Dale Beuning: dalus@eskimo.com or 206-605-2010.

Factory (Alpine) cd changer: For '89 E30 325i. Must have all cables. Please contact Duane Montagne at 253-833-4201 or email flipper7@ix.netcom.com.

Deadline for the February Issue is January 14.

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