





# ZÜNDFOLGE

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## KALENDER

- October 5  
Board Meeting at the Mercer Island Community Center, 8236 S.E. 24th Street, Mercer Island. Starting time is 7:00 PM. Note—this is a Thursday.
- October 7, 8  
IRDC Race at SIR. The last chance this year to see Club members racing BMWs.
- October 9  
BMW Car Club of British Columbia Driving Event at PIR for experienced drivers. Contact Rolf at [info@bmwccbc.org](mailto:info@bmwccbc.org) or check [www.bmwccbc.org](http://www.bmwccbc.org).
- October 14  
Detailing Session at Exeter Garage. Let Dennis Nolan and his experts show you how to protect your BMW against the ravages of winter.
- October 27  
Deadline for the combined November/December Zündfolge.
- November 2  
Board Meeting at the Mercer Island Community Center. Same time and address as above.
- November 11  
Fall 2000 Mini-Rally. See Ken Olsen's article on this beginner TSD rally.
- November 12  
Karting Day at Crazy Redhead. Full details in this issue of Zündfolge, including a registration form. Start putting your teams together.
- January 27  
Annual Banquet. This is a long way off but set aside the date.

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## COMINGEVENTS

### Exeter Garage Winter Detailing Clinic

Plan on attending the Winter Detailing Clinic conducted by Dennis Noland and his associates at Exeter Garage Service Center, 1211 8th Avenue; downtown Seattle near the Convention Center. Entrance is on Hubbell Place (7th Ave.) between Seneca and University Streets. Valet parking will be provided. A long-time BMW ACA supporter, Dennis operates one of the Northwest's premier professional automobile detailing shops. Dennis and his crew will demonstrate how to protect your valuable Bimmer from the ravages of our wet winter weather. The local Meguiar's representative,



October 14  
9:00 a.m. - 12:00 noon

Camren Jones, will feature their car care products. Breakfast and coffee provided. Find out more about Exeter Garage at [www.exeterauto.com](http://www.exeterauto.com). Contact Jim Millet with questions.

Jim Millet, 425-348-2603,  
[james.millet@gte.net](mailto:james.millet@gte.net)



### Karting Event

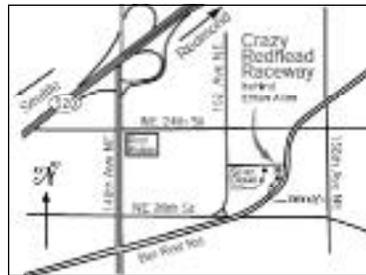
November 12

Dust off your helmets, it's karting time! The date is Sunday, November 12th at Crazy Redhead in Redmond. The event will start at 11:15am with a track walk and a review of the rules. The competition will be good so plan your teams wisely. You are also welcome to sign up individually and we will put you into winning teams.

The event will be set up as a two hour endurance race so make sure to bring your Gatorade. There will be door prizes from BMW of North America and trophies awarded to the top four teams and the top drivers.

The cost will be \$50 per driver and there is a limit to 40 driver's total. Each team will consist of five drivers. The

spots are limited so make sure you sign up quickly. If you do have any questions send them to Rick Brown at [coug@earthlink.net](mailto:coug@earthlink.net). You can make the checks payable to BMW CCA, Puget Sound Region, and mail your checks and registration forms to: Rick Brown, 18501 SE Newport Way H-136, Issaquah, WA 98027. Rick Brown



### Karting Enduro Registration Form

Name \_\_\_\_\_  
 City/State/Zip \_\_\_\_\_  
 Phone No. Home ( \_\_\_\_\_ ) \_\_\_\_\_ Work ( \_\_\_\_\_ ) \_\_\_\_\_  
 Email \_\_\_\_\_  
 Team Name (if any) \_\_\_\_\_  
 Team Leader \_\_\_\_\_  
 Other Team Members (if you have a team): \_\_\_\_\_

Please mail your registration form and \$50 per person to:  
 BMW CCA, P.O. Box 1259, Bellevue, WA 98009. Make checks payable to BMW CCA.

### Washington State BMW Riders Meeting

October 8

Presentation: Tour of Mainland China on a BMW Motorcycle

The Washington State BMW Riders (WSBMWR) is the motorcycle equivalent to our regional BMW ACA car club. They are a thriving club with many members and a newsletter called Shaft. I know that some of our BMW ACA members are members of their club and vice-versa. Their Co-President is Megan Barritt who is also a member of our club.

We are invited to their monthly meeting on Sunday, October 8th, at USA of Yesterday in Tacoma starting at 9:30 a.m. WSBMWR member Mark Mitman has recently toured Mainland China on a BMW motorcycle and created a slide show presentation. The meeting includes a brunch that costs under \$10. USA of Yesterday is a classic car museum/showroom/salesplace and is kind of interesting itself, with lots of neat old cars around to check out.

Here's how to get to USA of Yesterday:

- From I-5 North or South, take the Tacoma Dome exit to I-705 until it splits, staying in the right-hand lane so you can take the Stadium Way exit.
- At the end of the exit ramp, turn right.
- Go one block and turn left on S. 4th, then go two blocks and turn left on St. Helens. USA of Yesterday is on your left at the corner of 6th and St. Helens.

In order to prepare the brunch they would appreciate an RVSP. To RSVP for this meeting or to inquire about the Washington State BMW Riders in general, contact Dan Patzer at 425-259-3601, or [bmrfamily@nwlink.com](mailto:bmrfamily@nwlink.com). Dan Patzer is heavily involved with the WSBMWR and is also a long-time BMW ACA member, including being the very first Zündfolge Editor.

I plan on going, hope to see you there!

Lance Richert, President



This month's cover features a new E46 M3 in Laguna Seca Blue. This car was displayed outside the PTG race paddock at Portland International Raceway during the American Le Mans Series weekend. This is one of two pre-production M3s in North America. It is making the rounds giving fans a glimpse of the car that will be arriving in BMW showrooms soon. The color is a new one, and exclusive to the M3 for this year, named for one of our favorite race tracks. Photo by Lance Richert.

## Fall 2000 Mini-Rally

November 11

On Saturday, November 11, 2000, a one-day rally will be presented in Washington's Snoqualmie Valley followed by an awards buffet. Presented by the BMW Seattle Classic Motor Rally organizers, the Fall Mini-Rally will serve to encourage new rally teams to experience TSD rallying and provide regular participants in the BMW Seattle Classic Motor Rally with an opportunity to improve their rally skills. This may also be a great opportunity to introduce a new navigator or driver to vintage rallying, perhaps a son or daughter.

The idea is to make available a TSD rally to people who might not otherwise try it, and who might not take their cars to a track event, but who want to challenge themselves more than just a tour.

We will hold a drivers/navigators meeting at the start to explain the process and

answer any questions. We will have a debrief at the end to do the same. All roads will be paved roads, all speeds will be at or below posted speed limits. This event tests accuracy, navigation and communication, not speed.

You will be handed route instructions 30 minutes before your scheduled departure.

In words and diagrams, these describe the route you are to take, and at what speed you must proceed. Cars leave the start at one minute intervals. There will be checkpoints at undisclosed but visible locations along the route to time your progress. Driver and navigator must work together to stay on the route and at the required average speeds. Depending on your approach, this can be very simple or very complex. Mostly it is good fun, in your favorite car on really good roads, with a favorite companion! You will also find those with the experience in rallies

to be very helpful and eager to share their knowledge. Those with no experience are also eager to share their knowledge! It's all in good fun!

The rally will be three hours in duration and will be followed by an awards buffet. A 30-minute rally orientation will be provided prior to the 2:00 PM start. Teams will assemble at Marymore Park in Redmond, WA for the orientation and start. Participating teams will be allowed to bring sporting motor cars of any vintage due to the possibility of inclement weather. Vintage rally rules will apply.

Participating teams will receive a commemorative rally plate for the event and awards for the top-ten positions will be presented. A Northwest Buffet will follow the rally featuring fresh salmon and Alaskan halibut. The cost per team for the

event and buffet is \$85. The Rally will conclude in Issaquah, WA and options for lodging will be provided for any out-of-town participants.

For more information visit <http://www.collegeplan.org/rally.htm> and see "Fall Mini-Rally" for information, registration and more. While there search the site for information on past rallies, photos of cars, rally rules and other info.

The Fall 2000 Rally is sponsored by BMW Seattle and all proceeds will benefit the nonprofit College Planning Network. For more information, call Doug Breithaupt, Rallymaster at 206-323-0624, or e-mail [seacpn@collegeplan.org](mailto:seacpn@collegeplan.org).

Information on Vintage TSD rallies can also be had by contacting BMW ACA/CCA Club Member Ken Olsen at [kenolsen@nwlink.com](mailto:kenolsen@nwlink.com) or calling 425-898-8544.

## BMW Fest Northwest Full of Fun

The Bavarian town of Leavenworth was "extra-Bavarian" as BMW club members from numerous local clubs descended on the town for the third annual BMW Fest Northwest on September 15-17. The BC club was the host club again, and the event was tweaked and improved from last year. Participants enjoyed scenic drives around Lake Wenatchee and Plain Valley, shopping in Leavenworth and some great food. Dinner included viewing a vintage BMW movie played on an old-fashioned projector. The Bug Count Concours had 36 cars lined up, which included a nice mix of old and new cars. Our Puget Sound club caravanned on Saturday morning with ten cars, half of them Z3s! We took a nice detour over the old

Wenatchee pass. It was twisty, turny, and just about one car wide! Very fun and very scenic. The whole group went home

over the North Cascades Highway. We look forward to the fourth annual event next year; thanks to our Canadian friends for hosting it again!  
Lance Richert





# STALLS

by Thomas B. Nast

## Looking Back

Like a moth-eaten coat, I have been hanging around a long time. Without notice or fanfare, this column passed its tenth anniversary. Twice. When it started, there was still a two-liter engine in a 320i, and a 2.8L six was as big as you got in a five series. BMWs built then were built to last forever, but were good for about ten years. BMWs built now can last forever, but are marketed to last for ten years. This is called "progress."

When this club was formed (and later, when I joined it in 1975) BMW was emerging from its kit-car era. BMWs were exceptionally well made kit cars (as opposed to, say, Lotus, which made exceptionally poor kit cars), but they were kit cars nonetheless. There were few aspects of a 2002 and Bavaria that could not be improved with aftermarket parts. The club was a good R&D exchange; we were trying out all manner of wheels, springs, shocks, cams, pistons, carbs, exhausts, you name it, and reporting back the results. In addition to driving the hell out of them, most members did their own maintenance. There was plenty of it to do, and no computer was required. A good thing, since the PC was still years away. The only BMW car you could buy then was a 2002 or 530i.

The 325e and 325i marked the beginning of the end of the kit-car era. These

cars were much better built overall, the engines had adequate power, the ridiculous gearing between first and second was fixed, and reliance on computers became dominant. Their suspensions still needed tuning, and user maintenance was still viable with a good multimeter, but the road to the future was charted.

In addition to the 325 was a 318i, 524td, 528i, 535i, 635i, 728i and 735i. A new line of motorcycles, with water-cooled, in-line, fuel injected engines, was also inaugurated. About five years later BMW ratcheted up the complexity of its machines and its market position with an aluminum V-12. The V-8 was not far behind. The AWD 325iX was singing its swan song, and a station wagon was imported. Computers began to be assigned duties beyond braking and engine management. Computer diagnosis, the need for special tools and more limited dissemination of service information deterred home wrenching, and the people affluent enough to afford many of these cars don't do their own maintenance anyway. Perhaps a dozen engine-chassis combinations could be ordered in America.

Fast-forward to today. Engine lines have been developed, but no new engines added in the States. The Z and X series have been inaugurated, and air-cooled motorcycles were replaced with an oil-cooled line seven years ago. Computers control stability and traction, memorize seat and steering wheel positions, control windows and sunroof, even authenticate the ignition key. There is little hope about today's products, and tomorrow's will be less so. About twenty models can be ordered.

During this 25-year period, corporate BMW has become a little government. It prescribes the dealers' facilities and inventory, even while cutting their margins; there are no mom-and-pop dealers left. Complete user dependence

on BMW is increasingly built into the products, right down to what oil can be used. Much worse, there is an arrogance which penetrates the organization, even in the face of manifest engineering and business mistakes. Even the marque clubs are under its thumb. BMW builds damn fine cars, it's just the baggage that comes with them that's objectionable.

To me, BMW CCA is another corporate monolith. The joining of this organization is diminishing, not empowering. I do not need or want decisions made for me, my family or my club. In other words, I don't fit.

I am a Bavaria in a 540i world. Times have changed, and I am unable to change with them. I believe in simplicity, in acknowledging errors, in self-reliance, virtues abandoned by citizens, government and corporations alike.

This issue of Zündfolge ushers out BMWACA, and it is appropriate that this column expire with it. I thank the many readers, local and around the country, for compliments received over the years, and even more so for tolerating the occasional excesses and tedium. I thank my editors for correcting my errors without bending my intent. These pages can now be devoted to a new author, fresher and probably more clever than I, whose temperament is more congruent with current ethos. It's been a long run. Times change, and columnists change with them.

Tom Nast has provided Zündfolge readers with many years of wit and wisdom. The highest quality writing we have published has come from Tom. His analysis has at times been extraordinary incisive. There have also been more times than we can count when he has angered readers. So be it. We're sure going to miss Stalls.

The Editors

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# MOTOR SPORTS



## Our Last High Performance Driving School of the Season! by Jacqueline Kahn



Our very popular High Performance Driving School is being offered one last time this year, Sunday, October 22nd, at Bremerton Raceway. We encourage all those folks who have wanted to come and out and see what our events are all about to join us. You need not have any prior experience to attend this school; you just need enthusiasm and the desire to learn more about you and your car's abilities.

The day will begin with a series of drill stations. Each station is designed to focus on specific car control skills. Instructors will be available to ride with you and coach you at each station. You will learn the limits of your car and how to keep your car within those limits. During the afternoon you will use those skills you learned in the morning to run more advanced exercises. In addition to the school on Sunday, we will also be holding

a ground school during the week prior to begin sharing theory and terminology that students will be introduced to during the school.

The objective of the school is to make you a safer and more confident driver. You'll have a blast and have a whole new appreciation for your BMW! If you've ever

been curious why they call these 'The Ultimate Driving Machines'—spend a day with us and find out what German Engineering is all about!

Our schools do fill up quickly so get your registrations in early! Due to our high level of participation, BMW members with BMWs will have first priority. A certain amount of non-members and non-BMWs are welcome and will be confirmed in order in which they are postmarked. To register, please fill out the attached registration form and mail it to Jacqueline Kahn at 18922 81st Avenue NE, Kenmore, WA 98028 by October 16th. Call with any questions you may have, 425-481-9571. After your registration is received you will then be mailed a confirmation letter outlining specific details for preparing you and your car for the school.

## Maryhill October 7 Loops Hillclimb

The Society of Vintage Racing Enthusiasts (SOVERN) is holding a weekend of events on October 7th and 8th. The weekend includes vintage sports cars racing up the Maryhill Loops, a car show on the lawns of the Maryhill Museum, a barbecue dinner, a Saturday evening dance, tours of the Maryhill Museum of Art, a chance to visit Stonehedge and other local activities.

The Hillclimb originated in 1955 and was held each year from 1955 through 1963 on the oldest paved road in the state. The event was discontinued after 1963 due to the deterioration of this historic road. SOVERN was able to revive this vintage sports car event last year after the majority of the road was restored and repaved. They were able to bring back some of the original cars and drivers including the Cad-Allard that won the Hillclimb the first four years of the original event. This year there will again be vintage cars from the '40s, '50s and '60s.

For more information, contact Robert Bush, Event Coordinator, at 253-939-9670.

October 22nd High Performance Driver's School Registration Form

Name \_\_\_\_\_ Mem # \_\_\_\_\_

Address \_\_\_\_\_

Year & Model Car \_\_\_\_\_

Phone No. Home (\_\_\_\_) \_\_\_\_\_ Work (\_\_\_\_) \_\_\_\_\_

Email \_\_\_\_\_

Number & Type of Previous Track Events \_\_\_\_\_

Driving Level: (Novice, I, II, III, Instructor) (Circle One)

Driving Goals \_\_\_\_\_

Cost of School: \$75 - Two Drivers in One Car, Add \$35 (Non-members, Add \$25)

Total Amount Enclosed \$ \_\_\_\_\_

Please make checks payable to BMW ACA. Mail to: Jacqueline Kahn, 18922 81st Ave. N.E., Kenmore, WA 98028



## 2000 Driving Events Calendar

### October

- 7 BMW ACA Portland Lapping Day at PIR.
- 9 BMW Car Club of British Columbia Driving Event at PIR for experienced drivers.
- 21 PCA/PNWR - Porsche Club's Driver's Education Day at SIR. Experienced drivers only, no Novice drivers. BMW ACA Intermediate and Advanced Drivers welcome.
- 22 BMW ACA High Performance Drivers' School at Bremerton Raceway.
- 28 Alfa Club School at Bremerton Raceway.

### CONTACTS :

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425-868-8770 (H). Event information  
and registration can be found on  
their web site: [http://platz.com/pca/  
pnwrpca/](http://platz.com/pca/pnwrpca/).

## Z8 Open House at BMW Seattle

On September 12th, about 150 Club members were treated to a look at the new BMW Z8 and a few other beautiful cars. The Z8 was the star of the show and the reason why people were there. Steve Norman, owner of BMW Seattle, generously allowed us to sit in the car and have our photos taken. Many did.

Complementing the Z8 was the BMW 507 owned by Vintage Racing Motors. It was interesting to compare the two cars as the 507 served as the starting point and inspiration for the Z8. In addition, Steve showed his BMW 503 and a new acquisition, a 1928 Bugatti. All in all, a group of glorious cars.

BMW Seattle provided refreshments. Club President Lance Richert raffled off a few door prizes. A terrific time was had by all.

Probably even more of you would have been there had it not been for horrific traffic the night of the meeting. Not only was there a Mariners' game, but the I-90 bridge had two lanes blocked westbound due to a truck accident. So, if you couldn't make to the meeting, try to stop by the dealerships some other time to see the Z8.

Our thanks to Steve and Annie Norman and the crew at BMW Seattle for being such gracious hosts.



Photo by Lance Richert.

## The Second BMW ACA SUV Tour

Thanksto all that joined us on the SUV tour of the Naches area and Manashtash Ridge! This region, set aside by the Bureau of Land Management as an Off-Road Vehicle Park, includes some of the most beautiful landscapes and views that one could hope to visit. A sport utility vehicle or light-duty truck can be more than an image booster and boulevard cruiser.

Hopefully the 19 vehicles that joined us for the day-long excursion left with a better idea of where their vehicles can take them and will be inspired to go back and explore some on their own.

Though many consider SUVs an extravagance and a nuisance around on our highways, when you consider that Ford sells more Explorers in one year than BMW sells cars you realize that SUVs

have made their mark on our culture. Whether deep in the outback or just carrying the kids around on a snowy day, SUVs have limitations and handling characteristics that are different than your average sedan. Though capable in certain situations, because of higher ground clearances and historically weak braking they deserve everyone's undivided atten-

tion when behind the wheel.

The idea of the SUV tour is to show people some of the area they can visit if they have four-wheel drive, and some of our views on how to do it safely and responsibly. For those that missed the opportunity to join us, we plan on taking another trip next year, and we look forward to seeing you then!

Cecilia Hill



Bill Linder (left) and Steve Norman pose with Steve's Z8.

Everyone's seen the photos of the Z8 and many have now seen the car in person. I've had the pleasure of driving the Z8, thanks to the generosity of Steve Norman, owner of BMW Seattle. There aren't many perks to being the Zündfolge Editor, but occasionally there's one. This was a special treat.

The car has received tons of press, as well it should. The Z8 is a limited edition, muscular, sexy roadster with few compromises. How limited? There were 400 model year Z8s built, 200 for the U.S. and 200 for the rest of the world. For model years 2001 through 2004 there will be 2,000 built each year, again half for the U.S. and half for the rest of the world. Speculators are selling Z8s in the secondary market for far in excess of the \$130,000 list price. But this should end soon as production "ramps up." The dealerships will be receiving their second Z8 in late December or early January.

In recognition of the fact that this is a BMW like no other, BMW has guaranteed parts availability for 50 years.

## The Looks

The Z8 is an extraordinarily beautiful car. The proportions are perfect and the detailing is exquisite. Colors available include only four: silver like our test car, black, red and blue. The entire body is done in aluminum and if you bang it, it must be sent to a special center to be worked on. There are three centers in the world.

The interior features a painted metal dash with the instrument cluster in the middle. This takes a little getting used to as the tach is a long way from your normal vision. But one soon learns to move only one's eyes or simply drive by ear.

The most surprising thing about the Z8 is the lack of attention it attracts. I expected that everyone would break their necks trying to see the car. In fact, on the freeway, few people even noticed. Now, I know that most drivers are oblivious, but even the unaware usually notices something like a Ferrari. This didn't happen with the Z8. On city streets the car did generate more attention with pedestrians whirling around to catch a glimpse as we purred by.

I've concluded that the Z8 is so subtle in its beauty that it doesn't call much attention to itself. To the great unwashed, it must appear as just another Z3. The perfect proportions contribute to this, as the size of the car isn't at all obvious from a distance. Put it this way: A Lamborghini is like a voluptuous platinum blond done up to attract as much attention as possible; nothing subtle here. A Ferrari is like a beautiful blond with some subtlety and class. The Z8 is like the most beautiful and classy brunette on Earth, impeccably dressed, and she's got brains too. You pick who you'd want to live with.

## Driving It

So, how's it to drive? In a word: wonderful. In a way, it's just a typical BMW. You get in and everything is where it should be and you feel immediately at home. The usual starting routine is changed slightly by the start button on the dash next to the key. From there, it's like a bigger, faster, stiffer M roadster.

Acceleration is remarkable. When entering I-5 on a long ramp, the car just flew. The most lasting impression is the frequency required in gear changes. The engine tachs up to red line amazingly quickly. Is the gearing too close or is the car just that fast? I think it may be both. I used five gears

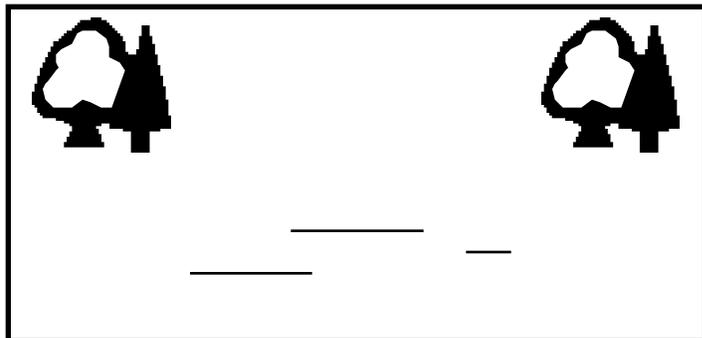
to get to 80 mph and then shifted to sixth above 80. With the broad torque band of this engine, that seems like about one gear too many from 0 to 80.

By the way, one can loaf along in sixth and the motor will pull smoothly from 1,500 rpm on up. It's almost like having a automatic. Curiously, the tach does not have the progressive red line of the M5 even though they share the same engine. I didn't do any vigorous cornering since I was well aware of the rarity and value of this machine. But what cornering I did do revealed almost no body roll and no flexing of the chassis. It is extraordinarily stiff for an open car.

The Z8 has a wind blocker like the Z3. But it does block rear vision quite a bit when up. We didn't use it and buffeting wasn't bad. All Z8s will come with a hard top, although they will be shipped to owners later.

## Conclusion

Would I buy a Z8? If I could afford one, probably. At this price, one has a lot of choices. But this is certainly the best car I've ever driven. And with BMW reliability and the reasonably sized trunk, this would be a great grand touring car. Taking a Z8 down the coast to the Monterey Historics might make a person give up airplanes.



The annual visit of the American Le Mans Series (ALMS) came to Portland the weekend of September 8th, 9th and 10th. This afforded the opportunity to see the BMW V12 LMRs for likely the last time in this area, the chance to see the new E46 M3 racecars from PTG for the first time, and a special surprise peek at the new M3 street car.

## V12 LMRs

Team Schnitzer is campaigning these 1999 cars again on behalf of BMW AG. Last year they came to Portland the heavy favorites, fresh after winning Le Mans. But in 1999 the prototype race was won by Panoz after some poor pit strategy on the part of Schnitzer Team leader Charly Lamm.

This year, Audi came to Portland as the heavy favorite after their dominating 2000 Le Mans victory. Audi had the biggest paddock, the biggest hospitality area and the fastest cars. Between the TT road cars and these race cars, Audi is back in a big way with enthusiasts.

But the Audis weren't much faster than the BMWs had been last year. BMW would have been right on the pace if they could have just matched last year's pace. But in the same cars, with the same drivers, on the same tracks, the BMWs are one to two seconds a lap slower at every track. What's wrong?

We asked driver Bill Auberlen that question. The embarrassing answer is that they don't know. The air restrictors are smaller this year but the team has determined that's not the problem. The undertrays are a little different too, but that's not it either.

The Williams F1 team developed the cars originally and Schnitzer could sure use their help this year. Schnitzer thinks that the problem is chassis and gearbox flex. With as many miles as the cars have on them now, the rigidity isn't there and the cars aren't working right. At least, that's what the team's best guess at this time.

BMW still leads the championship in the prototype class simply by participating in every race and by the reliability of the cars. Auberlen said that the BMW V12 LMR was designed to not break. And it rarely does. The Audi was designed to be easy to fix when it breaks. It does and it is. And the Audi is one year newer and just a bit quicker than the BMWs were last year and considerably quicker than the BMWs are now.

The number 42 V12 LMR of JJ Lehto and Jorg Muller qualified sixth and



The PTG M3s enter the festival curves.

finished third in the race. The number 43 V12 LMR of Bill Auberlen and Jean-Marc Gounon qualified eighth and finished tenth. The Auberlen/Gounon car suffered a major tire blowout in the first fifteen minutes of the race. Auberlen nursed the car to the pits where the crew changed the bodywork, radiator, airbox and other sundry parts in 20 minutes! The capable crew was amazing to watch.

The BMW V12 LMRs will likely be retired to museums after this year. BMW AG will continue to participate in Formula 1, of course, and perhaps get back into the German Touring Car Series with Schnitzer fielding the cars.

## PTG M3s

Prototype Technology Group is campaigning two E46 M3s on behalf of BMW of North America. The M3s run in the GT class where every other car is a Porsche 911 GT3 R. The Porsches have more power than the M3s. Additionally, PTG has been sorting these new M3s without the benefit of street car parts

availability. After all, they were developing the cars more than a year before the street version would be in dealerships. (More on that below.)

Bill Cobb, one of the PTG Team members gave a few Club members a tour of the PTG race paddock during Friday practice. We got to peek in the immaculate transporters and get up close and personal with the race cars.

About those cars. They share an awful lot with the new M3 street car. We had the two next to each other and this is

clearly a production-based race car. Two of the non-production features are very obvious externally. First is the vents in the front of the hood. These are exhaust vents. The radiators have been laid forward, almost horizontal. The M3s breathe from the bottom and heat is exhausted out the vent in the hood.

The second striking feature is the NACA duct in the roof. Bill showed us the three plastic tubes attached to the NACA duct. Two of these are for driver cooling and one is

to cool the computer in the passenger side footwell. Now you know! By the way, the team has switched from a Fisker multi-part wheel to a new BBS one-piece forged wheel which is lighter. The cost of each wheel is \$1,800! Ouch.

The number 7 M3 qualified fourth and finished the race in second. The driving duties were shared by Johannes van Overbeek and Boris Said. Boris was subbing for Hans Stuck who injured his back at Mosport and was recuperating in his native Austria. The number 10 M3 started eighth and finished the race in fourth after struggling with engine problems all day. Number 10 was driven by Brian Cunningham and Nic Jonsson.

Another by the way. Since the V12 LMRs are likely to be retired next year, Bill Auberlen will likely be driving for PTG in 2001. That's good news because Billy the Kid is quick. The other good news is that Bill says PTG is working on a secret weapon that will make the M3s

Photo by Pierce Hoover.





quicker than the Porsches in 2001. More good news. Bill wouldn't disclose what the secret was but we'd guess something related to horsepower.

M3 Street Car

We've all seen photographs of the new E46 M3 coupe but few have seen it in person. One of two pre-production M3s was on display at the PTG paddock during the race weekend. Also on hand was Thomas Salkowsky, M Brand Manager for BMW NA. Thomas has responsibility for all M cars in North America, BMW NA's involvement in racing, and is the BMW NA liaison with the BMW clubs. Thomas generously gave us a "tour" of the new M3. We got to sit in it but there were no test drives!

The overall styling of the car is meant to be a compromise between the E30 M3 and the E36 M3. The E30 was sometimes criticized for being too "boy racer" looking. On the other hand, the E36 was sometimes criticized for not being distinct enough from the garden variety 3 Series. The new car has enough styling features to set it apart but it isn't quite so overtly aggressive as the original M3.

Those styling touches include an air dam very similar to the M5. The power dome on the hood is something new for a BMW. And the side fender gills are meant to remind one of the CSLs of yore.

The heart of any BMW and particularly any M car is the engine. The M3 gets a world engine. While the Euro motor has been quoted as having 340 horsepower and the U.S. version has been quoted as having somewhat less, Thomas says that the difference is due to DIN versus SAE rating methods. In fact, the U.S. car will get 333 horsepower and it is virtually identical to the Euro M3 motor. 333 hp in the M3; that should be easy to remember. It should also be very impressive. I'm guessing the M3 will be every bit as fast as the M5.

The M3 seats and steering wheel are faultless; the best I've ever experienced. On the coupe, the rear seat will fold so that the owner can haul plywood. Or just plain haul.

Perhaps the most impressive thing about this new M3 is the detail improvements. After all, the E36 M3 was widely praised as the best all-round car in the

world. How did BMW improve on the E36? In dozens of ways.

In fact, Thomas showed us 13 improvements to the trunk! The damn trunk! I'm not going to detail them all, but everyone was a good idea. They've also improved the ducting to the brakes, track fans. And the wheels and tires are huge.

While the approach on the M5 and the Z8 are to make every possible piece of equipment standard and just let the owners pick the colors, the M3 will be different. The M3 will have loads of options to allow each buyer to customize their car. Case in point: the car we viewed had no sunroof. That's very unusual for any BMW. But M3 owners might not want a sunroof because of the cost and because it makes it harder to wear a helmet in the car. The sunroof will be an option.

About colors. The yellow of the Geneva Showcar will be one choice. It's called Phoenix Yellow. The second choice we know about is the blue shown here: Laguna Seca Blue. The others haven't been announced yet.

Many Club members are on the waiting list for the new M3s when they start arriving at area dealerships. Previously we had heard that deliveries would start in November. Thomas said early December is more accurate. It will be worth the wait, race fans.



Photo by David Lightfoot.

What's wrong with this picture? Don Panoz (left) made his first fortune from inventing the Nicotine patch.

Now, how about a sedan version? Or a new Lightweight? Both are possibilities and Thomas is the man to talk to. He says that he tells the Germans what he thinks will sell in the U.S. market. But input from customers, in volume, is more persuasive. So, he likes to receive emails from BMW enthusiasts on what they would like to see in future M cars. He then sorts the emails and sends them periodically to BMW M in Germany to make the case for special U.S. market cars.

So here's your chance to influence the M cars we see in the future. Email Thomas C. Salkowsky, M Brand Manager, at [Thomas.Salkowsky@bmwna.com](mailto:Thomas.Salkowsky@bmwna.com). He wants to hear from you.

Our thanks to Bill Cobb and Thomas Salkowsky for their hospitality in Portland.

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## Greetings All . . .

We are in the home stretch to the merger with BMW CCA. Please take a minute to review the CCA FYIs I compiled in the adjacent article. At least one topic will affect you I'm sure. Please be patient with us as we jump over November 1. Hopefully it will be anticlimactic just like Y2K was for the whole world back in January.

I had thought that as we close the book on BMW ACA in this area I'd go back and create a laundry list off all the people who have been President of this fine organization and see where they are now. But I ran out of time. I hope they are all reading, as well as all of the other fine people who have fostered and nurtured this club for the past 30 years. Thank you all for your dedication and hard work. We've had fun, taught ourselves to be better drivers, learned more about our BMWs, and created friendships along the way.

I hope we can keep our can-do independent attitude and not rely on CCA to do some of the work we should be doing ourselves—like membership recruitment.

But we should look to them and the 62 other chapters for the good ideas that are out there and integrate them into our programs as we see fit. I'm an architect and my line on architects is we really don't have an original idea left as a profession, we just re-interpret previous good ideas.

I participated on the SAV tour a few weeks ago. What a gas; thanks Ken and Wes Hill! Sadly no X5s attended, however I hope that by the next time we do this our Club's stable of X5 owners will have their rigs broken in enough to want to bring them out. I rode shotgun with Joni Candey in a rented Jeep Grand Cherokee. If that big rig can make the trip, surely the mighty BMW X5 is up to the journey. I'd even venture to say that the drivers on the SAV tour learned just as much about car control as one of our Bremerton schools. The learning was different though, more applicable to slow speed stuff, like driving in the snow. I'm an E30 guy so I'll have to rent my own Cherokee next time...and I'll gladly pay the \$12 for optional insurance!

That's all for now.

Lance Richert, President

## BMW CCA FYIs

As you probably remember, our membership voted in April to merge our Club (BMW ACA, Puget Sound Region) with the national BMW Car Club of America (CCA). The date of the merger is November 1st. As of that date, we will become a chapter of the national club. This means a number of administrative matters will be handled by the CCA national office rather than locally.

Those of you with November CCA membership renewals should already be receiving your reminder from CCA. They have a provision for a yearly automatic renewal if you give them a credit card number. That is a great time saver!

Those of you with September or October membership renewals from ACA please remember that in order to renew at the old \$25 rate, you must have your check to us by October 31st. After that date you will need to send a check to CCA for \$35 to renew with them, so renew early to avoid confusion!

If all goes as planned you will be receiving the November Roundel, the CCA's fine national magazine, in the first few days of November. If you don't receive it in that time frame that is your first indication that your mailing address may not be correct back at CCANational. They are presently inputting into their database by hand all of our ACA mailing address information. A couple of typos are bound to happen. Please be patient and understanding.

We will be combining the November and December issues of Zündfolge again this year, so expect to see it around mid-November. This will be the first month we will be using the mailing addresses provided to us from CCANational. We are bound to have a few more lingering typos as we fine tune the information at National. If you have not seen your Zündfolge by late November please let us know.

Starting in November the membership cards will be issued by CCANational. If you need a replacement card you will have to contact them. Their information will be listed in the Zündfolge.

If you have one of our postcard sized "comp cards" floating around, either get it to a BMW owner ASAP so they can join before November 1 (to save \$10) or throw it away. We will be pulling the cards from the displays in the local businesses and putting out the CCA equivalent to our comp card. It is a tri-fold brochure. We will all learn to call it affectionately the "Tri-Fold." CCA prints these up for all 63 chapters to use for membership recruitment. CCANational prints up a couple hundred thousand at a time.

To our Canadian members, if you get re-assigned as a CCA member to some chapter in the Midwest but wish to remain affiliated with our chapter please be sure to let CCANational know your preference.

I'll have some additional CCA FYIs next month, thanks for reading!

Lance Richert, President

## Annual Election Nominations Reminder

There is still time to submit a nomination for Board of Directors' positions serving during the calendar year 2001. See the September Zündfolge for the nomination form, a description of positions, and eligibility requirements. Questions may be addressed to Lucetta Lightfoot at 206-282-2641.

Nominating Committee: Lucetta Lightfoot, Chris Linder and Joni Candey



Lance tries on the Z8.

# NEW MEMBERS

NAME	REFERRED BY	BMW S
Rudiger Bauer		
Parker Ferguson	BMW Seattle	98 540i
Cindy Cullen	BMW Bellevue	89 325i
Ed Amdahl	Web Page	92 525i
Bob Margulis	BMW Bellevue	85 325
Paul Severson	Strictly BMW	72 2002
Richard Connolly	Lightfoot	71 2002
Rhonda Morton	BMW Bellevue	97 528i
Roderick Basting	BMW Seattle	01 X5 3.0
Mark Champion	Web Page	89 325i
Charlie Jensen	Historics	00 328i
Mark J. Allen	Historics	84 533i
Kenneth Kreindler	BMW Bellevue	95 325is
Scott & Francoise Ebert-Horivian	Web Page	95 M3, 98 318ti
Bob Boustedt	BMW Bellevue	97 528i
Ron Ager	Historics	65 1800, 67 2000CS, 70 2500, 74 2002
Ryan Kellogg	BMW Bellevue	90 535i
A. Lee Hoch	BMW Bellevue	99 540ia
Steve & Claire Murchie	BMW Bellevue	00 Z3
Rex Nelick	SIR	97 840
Mladen Micic	BMW Seattle	00 M roadster
Jim Larimer		82 528e
Craig Harwood	BMW Bellevue	97 M3
Dale Papritz	BMW Seattle	88 735i
Sandy & Paul Collins	Web Page	89 325i
Eske Hawkins		98 Z3 2.8
Chance Powell	Web Page	97 540i
Dodi Nov	E. Mercer	95 325i
William Ready		90 535i
Anthony Larhs		99 328is
Chris Otorowski		91 318i
Rick Carter	BMW Seattle	00 323
Joel & Nancy Highness		99 540i
Craig Wilson		95 M3
Arthur Greg Bailey	Web Page	00 328i
Jon Davis	Web Page	99 M roadster
Karl Grunwald	Web Page	00 323it
Julie & Walt Sanders	Web Page	00 M roadster
Michael Sharpe	Web Page	97 328i
Marin Miller		94 325i
Jeff Olsen	K. York	00 Z3
Carene Svoboda	Web Page	99 Z3 2.8
Denise Schauer	Web Page	97 Z3
Chris Burke	Concours	99 323i
Kevin Chow	BMW Bellevue	98 528i
David Brickley	Concours	86 535i
Gary Stockdill	Concours	00 328i
David Caldwell	Concours	81 528i
Michael Heys	BMW Seattle	83 320i
Kurt Hagerman	Web Page	00 540i
Steve Becher	BMW Seattle	98 M3
Jerald Bates	Web Page	93 325i
Bill & Laurie Carter	Web Page	87 325e
Scott Catlin	Concours	90 325is
Gary Myles	Web Page	01 740i
Linda Lang	Historics	96 318i
Rob & Kati Berreth	J. Hastig	92 318is
Marcia Breeie	BMW Seattle	97 528
Gerald Hilterbrant	BMW Seattle	00 M3
Michael Benson	BMW Bellevue	97 Z3
Bill Vivian	BMW Bellevue	00 Z3
Ronald Tremmel	BMW Seattle	90 750il, 79 733i

NAME	REFERRED BY	BMW S
Aydin Akdeniz	Web Page	94 540i
Cynthia Wrice	Car Tender	76 2002
Steve Tanijo	Web Page	88 535is
Paul Geyer	BMW Seattle	76 2002
Bruce Hale	BMW Seattle	91 733i
E.M. Goetzmann	Car Tender	96 328is
Jeanne Jones	Vintageraces	90 535i
Arron Rice	Vintageraces	97 318i
Kristen Rose	L. Richert	91 318i
John R. Meyer	BMW Bellevue	91 850i
H. Bondar	BMW Bellevue	00 M roadster
Rick Flescher	BMW Bellevue	00 323Ci
Howard J. Quint	Car Tender	88 325
Hai Hoang	BMW Bellevue	00 M5
Peter Eschenburg	Web Page	00 M5
Hans & Kathy Quennet		00 323i
James Walker	Web Page	96 328is
Richard Robison		00 528i
Marsha Harris	Car Tender	84 318i
Denis Cruickshank	Web Page	88 735il, 86 635Csi
Rick & Cheryl Brown	Web Page	97 M3
John McNutty		83 533i
Mitchell Neal	Lightfoot	93 320i
Gary Scheider		01 Z3
John Bails	BMW Seattle	91 318is
Larry Canaan	E. Mercer	99 530T
Gordon Moll	Web Page	91 M5
Geneva & Dennis McMahon	BMW Bellevue	95 M3
Franklyn Dunbar	Web Page	94 325is
David Harris	Harry George	98 Z3
Derek Hazeur	Web Page	00 M5, 94 325is
Ken & Windy Pfau	Web Page	97 840ci

## Formula 1 and Email

Our Zündfolgedeadlines, about two weeks before publication, sometimes prevent us from telling you about something of interest. That's why you should be on the Club's bulk email system. The system allows us to access members for timely reminders or to tell you about things we missed entirely in Zündfolge.

Case in point. BMW of North America provided participating dealers with a direct, commercial-free live feed of the U.S. Grand Prix from Indianapolis. The package included four hours of broadcasting, interviews with BMW Williams F1 Team members and on-board cameras in the BMW cars. Also included were door prizes and brunch. A cool deal.

BMW Seattle and BMW of Bellevue extended the Club an invitation to attend. We heard about this opportunity just before the deadline for this issue. Unfortunately, the date of the race was September 24th. Already past by the time you read this.

We used the Club's email system to spread the word. If you missed out on this, don't miss out again. Contact Greg Mierz at [Gregm2002@home.com](mailto:Gregm2002@home.com) to be added to the list.

# TECHNIK

edited by Greg Mierz

Club membership has many values, some very obvious and others not so obvious. I've been involved for a long time. It has been a lot of fun, some work and a lot of good friendships. The mantle of a knowledgeable gearhead has its blessings and responsibilities.

I asked the LA chapter membership for assistance in locating a shop to look after my daughter Michelle's 320is (you regular readers will remember the car). I can't work on or fix it from here while she's attending college at USC. They have an email/Internet mail group that I asked for help on. I figured that someone would offer up a shop or person to help us. I was amazed at the responses I got. The Club's president, the tech chairman and webmaster all replied within hours. Several others including some USC grads answered my request. The karmic wheel just spun my way. Glad I answered all those phone calls over the years.

Club membership, either BMW ACA or BMW CCA, is a brotherhood of car people who are ready, willing and able to help out a fellow Binwad when needed.

The sincerity of the offers made me feel much more comfortable should she need some mechanical help down there. Dad sleeps better at night now.

They say it can be done with the wheel on but it would require a regular brake adjuster tool which has a nice bend at the end of it. Most DIYers doing a rotor/pad

Club membership, either BMW ACA or BMW CCA, is a brotherhood of car people who are ready, willing and able to help out a fellow Binwad when needed.

Now for some technical stuff.

I recently replaced the brake pads and rotors for Lance on his newly acquired 325is. Some simple things to consider when doing brakes on an E30: Have a few of the little bolts that hold the rotors on the hub on hand. They can be missing (Lance's situation) or get mangled or destroyed in removing them to replace the rotors. Reinstall them with a little anti-seize for the next time. On the rear rotors, I'd recommend checking the parking brake shoes and adjusters while the rotor is off. Make sure the adjusting wheel is free to move and maybe lightly scuff the shoes with a little sandpaper before putting the new rotors on.

It's easier to adjust the parking brake with the wheel off. To do it, you rotate the rotor, looking through a wheel bolt hole until the adjusting star is visible (roughly 12:00). Then take an adjusting tool, in my case a medium screwdriver, and rotate the wheel until the rotor just stops turning by hand. Grab the parking brake handle and click it up four to five clicks. The rotor should now be locked solid. Release and check that the rotor turns.

replacement won't have one lying around. I do believe they are available at better auto parts or tool stores however.

I enjoyed using my newly built pressure bleeder. I finally built one based on a previous column reference to making one from a garden sprayer. It made doing the clutches slave very easy. Bleeding a clutch slave has frustrated many a mechanic trying to adjust using the pedal. Lance chose to use Ate Brake fluid, which comes in two colors, blue and yellow. Seeing the color change makes judging when you have new fluid very easy.

The Portland Enduro is coming up in October and a lot of club members will be racing their 325 race cars. Dirt Cheap Racing has asked me to crew for them. I worked for Bill Spornitz last year and had a great time until the car needed a front brake caliper at around 4.5 hours. HOT brakes are no fun. This year they have better ducting and better pads and we'll see how well they do. We will certainly be doing a dry run changing pads before the event. It's amazing how well the E30s do as race cars. Look for an article on this in the near future.



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### The End of Civilization as We Know It

BMW is considering building a pickup based on the X5. The X5 is, after all, considered a light truck. The decision hasn't been made, but BMW is looking at a midsize sport pickup (sport pup?) for the North American market. Engines would be the same as in the X5: a six, a V8 and potentially an M version. The Ultimate Home Depot Machine would, in the M version, pack 400 horsepower and achieve 0 to 60 mph times just over five seconds. Of course, handling would be far superior to any other pickup on the road. Finally, a BMW that not only hauls ass but hauls everything else too.

BMW's "X Strategy" is a big part of its plan to expand its production and sales volume. The X3 and X7 ("Luxury Activity Vehicle") are almost a sure thing. The M version of the X5 is a certainty. The pickup is far from sure, but if it happens, could span a number of other hybrid vehicles. Tow vehicle, anyone? (Motor Trend)



### CCA National Office Move

Next month our Club becomes a chapter of BMW CCA. The National Office, always in the Boston area, will be moved to the area near the Spartanburg factory. The move is likely to be in 2001 or 2002. Both renting space and building a facility are under consideration.

### More Sales Records

BMW of North America and BMW worldwide reported their best sales months ever in August. The eight month year-to-date figures were also records. BMW NA has sold 108,352 cars through the end of August. (BMW NA Press Release)

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### BMW WINS MILLE MIGLIA



A 1937 BMW 328 "Mille Miglia" won the historic Mille Miglia re-run on the 60th anniversary of BMW's only victory in the classic event. In 1940 a 328 Mille Miglia Coupe driven by Hanstein/Baumer won overall. The winning drivers in the 2000 version were Italians Giuliano Cane and Lucia Galliani. To mark the occasion, BMW Mobile Tradition sent ten vintage BMWs to run this year's event. Over 370 historic cars competed in all. BMW Mobile Tradition provided factory support to the BMW entries. (BMW Car)

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## Mini Cooper to Debut in Paris

The Mini Cooper will make its world debut at the Paris Auto Show in late September. The Mini will go on sale in Europe and Asia in 2001 and in the U.S. during the first quarter of 2002. The original Mini was sold in the U.S. from 1960 to 1967. New safety regulations in 1968 ended the importation of Minis. During

the eight years the Mini was sold in the U.S., slightly less than 10,000 were imported.

The new Mini will feature a 1.6-liter engine and front-wheel-drive. The chassis dynamics are said to be extraordinary.

The new Mini will be built at BMW's facility in Oxford, England. The Rover 75 assembly

line has been removed from the Oxford plant and transported to the Phoenix Consortium's Longbridge plant. Meanwhile, the Mini assembly line has been moved from Longbridge to Oxford. While making the switch, BMW has taken the opportunity to bring the Oxford plant up to state-of-the-art.

BMW has spent \$400 million modernizing the plant.

When full up-to-speed, Oxford will be capable of producing 100,000 Minis per year and will employ 2,500. In keeping with BMW's flexible production strategy, Oxford will also be capable of producing other BMW products.



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## C1 News

Rick DeJarnette seems to have become the C1 Advocate-in-Chief, Puget Sound Region. He received a nice letter from BMW NA in response to his request that the C1 be imported to the U.S. NA's position is that they are studying the C1 but that it is probably not suited to American traffic conditions. However, Rick reports that the rumor is that BMW is currently looking at a 250cc engine to double the horsepower in the current C1.

## Formula 1



The BMW Williams F1 Team continues to do well. The team is clearly the "best of the rest" after McLaren and Ferrari. Ralf Schumacher scored third in both the Belgium and Italian Grands Prix. Jenson Button came in fifth in Belgium and went out early with a wreck in the Italian race. After our deadline but before you read this, the F1 Circus will have returned to the United States for the first time in nine years. The drivers are looking forward to racing at Indianapolis.

## BMW Bank

BMW Financial Services (BMW FS) has introduced BMW Personal Banking including two BMW credit cards and a line of other products including checking, savings, CDs and money market accounts. BMW began consumer banking in Europe nearly 20 years ago. The two Visa credit cards include the BMW Ultimate Card and the BMW Card. The BMW Ultimate Card award points with every purchase that can be redeemed for rewards designed specifically for BMW drivers. The BMW Card is a Visa Platinum card that has no annual fee. BMW Personal Banking is offered through the BMW Bank of North America which is chartered in Utah.



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# CLASSIFIED MARKETPLACE

## CARS FOR SALE

1998 M3: Four-door, 5 speed, cosmos black with black leather interior, Hamon Kardon premium sound system, heated seats, only 19,000 miles, full maintenance warranty through July 15, 2001 (or 36,000 miles), 4-year/50,000 mile warranty through July 15, 2002. A beautiful example. \$32,950. Call Denny Organ at 425-228-2539.

1997 528i: New body style (E39), Canyon Red with Sand leather, automatic, 34,907 miles. Fully equipped with options, alloy wheels, alarm. Priced to sell at \$32,500. Call 206-227-8718 or [www.germanauto.com](http://www.germanauto.com).

1997 528i: New body style (E39), Canyon Red with Sand leather, automatic, 68,032 miles. Fully equipped with options, premium sound system, alloy wheels, alarm, glass sunroof. Priced to sell at \$28,000. Call 206-227-8718 or [www.germanauto.com](http://www.germanauto.com).

1996 Z3: Silver with black interior. 96K miles. Excellent condition. Meticulously maintained. All options plus hard top. Always garaged. \$19,500. 360-698-2586 or [dawill@gte.net](mailto:dawill@gte.net).

1988 M3: Black, 69k miles. Excellent mechanical and aesthetic condition. Dinan chip, S/S brake lines, supplemental oil pan baffle. Recent trophy winner at BMW Concours. Always garaged, adult owned. Mobil 1 synthetic oil. Fully detailed maintenance history and pictures of car available for viewing at [www.richertnet.com/bmwM3](http://www.richertnet.com/bmwM3). \$16,000 OBO. Lance Richert 425-644-8009.

1985 635CSi: Alpine white w/ Pacific blue leather, automatic, near mint condition inside and out. Added within past 1500 miles: Dinan chip, 3.91 limited slip differential, Eibach springs, Bilstein Sport shocks/struts, upper front shock mounts, 750i bushings, Pagid brake pads, stainless steel brake lines, new water pump, belts and hoses, etc. Always a garaged second or third car; 116K miles; no rain/fewer than 2K miles in nearly 3 years and have all major receipts since new. Bought the car to use as a daily driver but couldn't bear to do it; now I'm moving and must sell. Asking \$10,900. Call Larry at (206)236-5913.

## PARTS FOR SALE

Get these out of my garage! 4 black steel wheels (6.5 x 15) purchased at Tire Rack. Were used twice on a 1985 535i, and twice on a 1988 535i. Included are 2 Michelin XGTs (215/60/15) and 2 Bridgestone Potenza RE71s (205/60/15) with some tread left. \$137/obo. Make me an offer. I need to get rid of these, as I no longer have the right car for the wheels. Brice York 206-232-6105 or [byork@tuckeralan.com](mailto:byork@tuckeralan.com).

BBS RS003 Wheels: Four three-piece (gold insert w/silver rim) four lug mounted with Bridgestone RE71 205/55ZR16 tires. Keyed locking lug nuts included. As new. \$1,500 obo. Contact Al Lancaster at 253-946-4100.

1996-97 Z3 Subwoofer: Easy retrofit for a Z3s without roll hoops and with the black trim storage compartment wanting to upgrade to the BMW Nokia subwoofer. This is the complete subwoofer assembly including Nokia sub with hookups, the molded plastic sub enclosure that sits between the left and right seat belt harness covers and all the associated mounting hardware. I have plenty of digital pictures of all the parts and could provide some installation assistance. A non-mechanic, like myself, can easily perform the modification with no special tools required. \$300. Mike Benson, 425-226-2245 or [michael.benson@attws.com](mailto:michael.benson@attws.com).

Sparco Atlas Race Seat: Black Sparco race seat with removable hip bolsters, purchased new from Speedware Motorsports. Comes complete with sliding mechanism and mounting brackets for VW Rabbit. Brackets are available locally for BMWs, or modify to fit. Excellent condition, no tears, rips or wear spots. Asking \$450 obo. Contact Scott Catlin at 425-378-3508 or [scatlin@rei.com](mailto:scatlin@rei.com) for additional details.

Snow Tires and Rims: Bridgestone Blizzak WS15 Snow tires (rated #1 snowtire by Consumer Reports), 205/70/R14, on factory BMW alloy wheels, like new-used 1 season. \$550 for 4. 206-784-3492.

'99 Sport Wheels: From an E46 328i. 17x8 in. 7 spoke. Will look great on any E36 or E46. All wheels are in perfect condition plus one brand new tire. \$950. Contact Paul Hintze at 425-462-1755 or e-mail: [hanrailer@aol.com](mailto:hanrailer@aol.com).

## MISCELLANEOUS

1979 International Traveler: 100K + Original miles, original paint and interior. Options on this vehicle: Factory 10k towing package with brake booster setup, special factory 40 gallon baffled gas tank, factory painted fiberglass top, painted to match the truck, special broadcloth interior with bucket seats and center console, cruise control and tilt steering wheel, both front and rear heavy duty axles, front wheel disk brakes, auxiliary transmission cooler, 345 V8 engine with 4 barrel carburetor, 3 speed automatic transmission, solid state electronic ignition. Fold away rear seat and cargo bed, stainless steel door and window trim, dual sliding rear windows, plastic shielded shatterproof headlights, AM/FM cassette with dual front/rear stereo speakers, day/night rearview mirror, auto locking hubs, dual chrome bumpers. Contact Al Lancaster at 253-946-4100.

Deadline for the November/December Issue is October 27.

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