

Flotools MARKING

RUS INCORPORATED

EXETER



GARAGE

SERVICE CENTER

## Auto Detailing

Meticulous Care for The Owner Who Expects It!

Showroom Quality Results • We Protect Your Investments

Only The Finest Products - Meguiar's

10% Discount on Meguiar's Products for Club Members

**Pick-Up & Delivery**

Downtown next to Freeway Park  
7th Ave (Hubbell Pl.) & Bonanza

**206 622-9800**

Member of Professional  
Detailing Association

## All European Autowerk



BMW PORSCHE  
AUDI MERCEDES  
VOLVO VOLKSWAGEN

- Suspension & Brake Systems
- Tune Ups to Complete Rebuilds
- Emission Specialist
- Clutch & Transmission
- Electrical Troubleshooting

325 Railroad Ave. South  
Kent, Wa. 98032  
253 859-8553 fax 253 859-3441



CALL  
US!

## Reliable BMW Service

Gordon Kortlever  
BMW Specialist

Pete Jackson  
Service Consultant

### ULTIMATE MOTORWORK

13635 N.E. 126th Place • Kirkland, WA 98034

**CALL 425-823-1212**

CEC • LORINER • RADIUS • FIKSE • ALPINA • RD SPORT • MOMO • BBS • H & R

performance



NO TOUCH THE HOODING

ESTER ALUMINUM

PERFORMING EXPERTS



wheels

**Car Nutz**

Fine Automotive Accessories

13701 Northup Way Bellevue, WA 98005 425.641.7000

**425.641.7000**

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

Hours

Monday - Friday 9am - 7pm

Saturday 9am - 6pm

Sunday 10am - 5pm

ANTERA • REMUS • PIAA • BREMBO • DINAN • KINESIS • EIBACH • K & N • AMG



# ZÜNDFOLGE

November/December 2000

Volume 30  
No. 11

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

Zündfolge Staff

Editors-In-Chief  
Lucetta and David Lightfoot  
2641 39th Ave. W.  
Seattle, WA 98199  
206-282-2641  
Fax 206-282-3614  
[litefeet@foxinternet.net](mailto:litefeet@foxinternet.net)

Production Editor  
William Linder

Editors Emeritus  
Denny Organ  
Thomas B. Nast

Columnists  
Lance Richert  
Greg Mierz

Display Advertising  
Jim Millet  
206-542-5237  
[james.millet@gte.net](mailto:james.millet@gte.net)

National Office

To join or renew your membership, contact:

BMW CCA National Office  
1-800-878-9292  
[www.bmwcca.org](http://www.bmwcca.org)  
2130 Massachusetts Ave.  
Cambridge, MA 02140  
Phone: 617-492-2500  
Fax: 617-876-3424

Postal Notice

Zündfolge is published monthly by the BMW CCA Puget Sound Region. Office of Publication: 2641 39th Ave. West, Seattle, WA 98199. USPS publication number 715250. Subscriptions are \$10 annually (available only as part of the \$25 membership fee). Periodicals postage paid at Seattle, WA Postmaster, send address changes to:

Zündfolge  
PO Box 1259  
Bellevue, WA 98009

Boilerplate

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

Zündfolge design and layout by Paulette Eickman 206.283.1423

## INHALT

Club Activities	4	Technik	14
Motorsports	6	M Formation	17
15 Years of BMW Technik	9	Classified Marketplace	20

## KALENDER

December 7  
Board Meeting at the Mercer Island Community Center, 8236 S.E. 24th Street, Mercer Island. Starting time is 6:30 PM. All members welcome, as always.

December 8  
Deadline for the January Zündfolge.

January 4  
Board Meeting at the Mercer Island Community Center. Same time and address as above.

January 27  
Annual Banquet. A fine dinner, an auction of BMW goodies, and BMW friends. See Rick Brown's article for all the details.

February 3  
Automotive Legal Presentation by Club member Ralph Leaf. See short article in this issue.

February 21  
Wine Tasting at Esquins. See Chris Linder's short article in this issue.

### BOARD OF DIRECTORS

Please limit phone calls to these volunteers to between the hours of 9am and 9pm.

President  
Lance Richert  
425-644-8009  
[lance@richertnet.com](mailto:lance@richertnet.com)

Membership  
Tom Cox  
425-823-5048  
[tcxx@jps.net](mailto:tcxx@jps.net)

Banquet  
Rick Brown  
425-466-6268  
[cougg@earthlink.net](mailto:cougg@earthlink.net)

Web Site Coordinator  
Dale Beuning  
206-855-8331  
[dalus@eskimo.com](mailto:dalus@eskimo.com)

Vice President  
Open  
Secretary  
Evie Mercer  
425-822-3829  
[evelyn@netos.com](mailto:evelyn@netos.com)

Roster Manager  
Greg Mierz  
206-768-0376  
[Gregm2002@home.com](mailto:Gregm2002@home.com)

Concours d'Elegance  
Chris Linder  
253-859-5620  
[bclinder@aol.com](mailto:bclinder@aol.com)

Past President  
Stephen Niver  
425-883-8577  
[Sniver01@foxinternet.net](mailto:Sniver01@foxinternet.net)

Treasurer  
Bill Spomitz  
425-836-2760  
[bimbill@cs.com](mailto:bimbill@cs.com)

Zündfolge Editors  
Lucetta & David Lightfoot  
See Info at Left Column  
Driving Events  
Jacqueline Kahn  
425-481-9571  
[jka@kahnteamracing.com](mailto:jka@kahnteamracing.com)

Tour Coordinator  
Karl Seeger  
425-868-2027  
[karl@nwlink.com](mailto:karl@nwlink.com)

Past President  
Roger Wales  
(deceased)  
Regional Vice President  
Keith Wollenberg  
650-326-1974  
[mfreude@kkw.com](mailto:mfreude@kkw.com)

This Zündfolde is mailing out to almost 1,000 extra people this month. The best thing about that is it's not a promotion. As we are welcomed as the 63rd chapter of the BMW CCA, we welcome 1,000 new people to our Club. Instantly, we are the fifth largest chapter in the country. Greetings to all and welcome aboard! I am the President of this fine organization, and I'd like to review some of the benefits offered by the local chapter and the national club.

**Zündfolge**

First of all, what is a Zündfolge? Simple. Zündfolge is the firing order of an engine. If you look on older BMW valve covers you'll see the word Zündfolge. This 30-year old club has been publishing Zündfolge as our magazine, for most of our existence. It started as a single page mimeograph, and over the years has blossomed and matured to the labor of love you see here today.

**Roundel**

The Roundel is the national publication published monthly and mailed to all 56,000 members nationwide. The Roundel, of course, is also the actual blue, black and white logo fiercely protected by BMW AG. You should receive the Roundel magazine around the first week of each month.

**Puget Sound Region**

For current BMW CCA members in Western Washington and Western Oregon, we are your new local chapter instead of the Inland Empire Chapter. The Inland Empire Chapter is not going anywhere and we are invited to their events just as they are invited to ours.

**Board Meetings**

Contact information for chapter board members is always on Page 2 of Zündfolge or on the website. If you have questions, comments or ideas, please contact one of the Board members by phone, e-mail or find one of us at a Club event. Don't know who to contact? Start with the President. I

can either answer your questions or steer you in the right direction.

**Renewals and Change of Address**  
 The national office will handle membership renewals. If you have an address change please contact them with a simple message. Remember it is always helpful to include your membership number.

**Local Benefits**

On the local level, we keep a full plate of activities scheduled throughout the year. Some of these activities are driving schools, autotours, technical sessions and general meetings of interest. If you have an idea for an event, please contact us, we'd love to hear from you.

Two of our biggest events happen in the middle of winter and the middle of summer. In late January we have our annual Banquet. Plenty of fun, good food, and silent and live auctions to participate in. See the article elsewhere in this issue. In late July we hold our Concours d'Elegance and Heritage Celebration.

**Drive your BMW!**

Our most popular program is our various driving schools. Experienced Club instructors help students become more familiar with the potential of their BMWs. The schools are designed, not as race driver training, but as an avenue to learn how to become better, safer drivers; to learn in a safe and controlled environment the limits of one's car and their driving abilities. We take great pride in creating a program that is valuable to all levels and types of drivers. Next month's Zündfolge will feature the driving events held in 2000 and give you an idea of the opportunities available in 2001.

**Membership Discounts**

Members receive discounts on parts and services from various businesses in the area. For many, these discounts more than pay for the cost of membership. The full list of participating businesses (including all three local BMW dealerships and a number of independent shops) and a description of their discounts, is posted on the Club's website.

**Annual Elections**

Switching to a BMW CCA chapter gives us a chance to adopt a new and improved set of Bylaws. Thanks to the committee members who drafted these Bylaws. They are presented with the seal of approval from both our local Board as well as the national board. Please take a moment and send in your ballot regarding ratification of the Bylaws. It would be great to see a big voter turnout for this. We have candidates for all board positions, although none are contested, which is pretty normal across the country.

**Come on Out!**

This Club is for all of us to enjoy. We encourage you to pick an event, and come on out for some fun. You'll meet some very friendly people, I know I have!

Auf Wiedersehen ACA,  
 Willkommen CCA.

That's all for now,  
 Lance Richert, President



Lance in Steve Norman's BMW 503.

Photo by David Lightfoot



This month's cover features the interior of the BMW Z22. The Z22 is a product of BMW Technik GmbH. This photo gives you a pretty good idea of the driver's environment that BMW envisions for the not-too-distant future. It's a brave new world and your BMW will be a computer on wheels. Learn more in this month's feature article. Photo from BMW AG.

# Annual Banquet

January 27, 5:30 p.m., Bellevue Harbor Club

Once again it's time to look forward to our annual BMW Club Banquet and Auction. This year it will be held at the Bellevue Harbor Club on Saturday January 27, 2001, beginning at 5:30pm. The Bellevue Harbor Club is on the 25th floor of the Rainier Plaza, which is on the southwest corner of NE 8th and 108th Avenue N.E. in downtown Bellevue. There will be validated parking on site and this will be the only open entrance into the building.

If the weather is anything like last year, the views of the Seattle skyline and the Olympic Mountains will take your breath away.

As usual, we will make sure you will have a wonderful time. The food was absolutely incredible last year and the head chef insures me it will be even better this year.

I have selected a great menu for you to choose from this year. The selections are:

- 1 Herb chicken breast with forest mushrooms, port sauce and garlic mashed potatoes
- 2 Grilled tenderloin of beef with a port gorgonzola sauce and garlic mashed potatoes
- 3 Fillet of fresh pacific northwest alder smoked salmon topped with a spiced apple cider sauce and wild rice

Each dinner will begin with a seasonal salad. I have chosen a chocolate macadamianut pie for your dessert. I have done my best to taste each one of these to make sure they are of the utmost quality. (Somebody had to do it!)

The Harbor Club will be offering a no host bar for your liquid refreshment. Wine will also be served with dinner. The dinners will be \$55 each. If you register before December 31st there will be a \$5 discount, making the cost \$50 per person. We will be holding silent and live auctions with items donated by area businesses and Club supporters. We do encourage members to donate to the auction even if they are not able to attend. There will be many great items to bid on.

Auction proceeds will support Club events and the Club's annual charity of choice. We will be making a donation to P.A.W.S. in the name of Immediate Past President Roger Wales (who died September 27th) and his widow Diana Wales.

After dinner, we will have a live dee jay playing hits from all eras for your listening pleasure. An area will be set aside for those of you who like to dance. We look forward to seeing you there.

Next month's Zündfölgewill have a map and driving directions.

Rick Brown

## Annual Banquet Auction Donors

Here's the Club supporters who so far have promised donations for this year's auction. We'll have more by the time of the Banquet on January 27th.

- Albert Ltd.
- Bellevue BMW
- BMW Seattle
- Strictly BMW
- Simpatico Italian Bistro
- Champs Karting
- Bison Creek
- Pre-Grid
- Griot's Garage
- Dent Wizard
- Bradley's
- Nancy Spornitz
- Blowision Graphic Services
- Exeter Garage/Meguiar's

BMW CCA, Puget Sound Region Banquet Registration  
Saturday, January 27, 2001  
The Harbor Club, Bellevue

Names \_\_\_\_\_ Memb # \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Other Phone \_\_\_\_\_

Email \_\_\_\_\_

Entree Choice (indicate number in box)

Herb Chicken Breast

Grilled Tenderloin

Alder Smoked Salmon

\_\_\_\_\_ Total Number of Dinners

\_\_\_\_\_ Total Amount Enclosed  
(\$55 per Dinner Entree,  
\$50 before 12/31/00)

Please note: Registrations postmarked and paid by December 31, 2000 will receive a \$5 discount per entree. Make checks payable to BMW CCA, Puget Sound Region. Mail to: Rick Brown, BMW CCA Banquet, P. O. Box 1259, Bellevue, WA 98009.

## TIRES PLUS

**DISCOUNTERS OF HIGH PERFORMANCE TIRES & CUSTOM WHEELS**




**✓ LOW DISCOUNT PRICES**  
On Major Brand Tires. We are now direct distributors of **DUNLOP** tires. In many cases, we can beat or match mail-order pricing-- **With FREE mounting!**

**✓ SELECTION**  
Over 4,000 tires in stock, featuring **DUNLOP**, Pirelli, Goodyear, Yokohama, Bridgestone, Michelin, and B.F. Goodrich.

**✓ SERVICE**  
Friendly, informed sales staff. State-of-the-art equipment used by highly-trained technicians.

## TIRES PLUS

**BELLEVUE**  
425-641-7300  
M-F 9a, Sat. 11a

**KIRKLAND**  
425-821-9200  
M-F 9a, Sat. 9a, Sun. 11a

**RENTON**  
425-326-2322  
M-F 9a, Sat. 11a  
Sun. 10a-6p

1998 Zündfölgewill is a registered trademark of BMW Group of North America

## Election

The nomination deadline was October 14, 2000 for Board of Director positions for the calendar year 2001. All positions are uncontested, thus are not included on the ballot. The elected positions and their uncontested nominees are as follows:

President	Lance Richert
Vice-President	Bill Spornitz
Secretary	Evie Mercer
Treasurer	Tom Cox
Membership Coordinator	Joni Candey
Roster Manager	Greg Mierz
Concours Coordinator	Chris Linder
Banquet Coordinator	Rick Brown
Tour Coordinator	Karl Seeger

The ballot is for the Bylaws only. The Club's new Bylaws reflect the actual operating practices of the Puget Sound Region and changes which resulted from the merger with BMW CCA. These Bylaws have been approved by both the Board of Directors of BMW CCA, Puget Sound Region and the National Board of Directors of BMW CCA.

If you wish to view the Bylaws, see the Club's website at [BMWpugetSound.com](http://BMWpugetSound.com). If you don't have access to the Internet, a copy can be mailed to you by contacting Lucetta Lightfoot at 206-282-2641.

Any unreturned ballots will be counted as a vote in favor of approving the Bylaws. Please remember there is only one vote per member.

### BMW CCA, Puget Sound Region Bylaws Approval

Yes, I vote to approve the Bylaws

No, I vote to disapprove the Bylaws

Member Name: \_\_\_\_\_

Membership Number: \_\_\_\_\_

Mail ballot to: BMW CCA, Puget Sound Region, P. O. Box 1259,  
Bellevue, WA 98009 before 12/1/00.

## Healthy Lifestyles

Lorraine G. Smith, RN, LAc 425-652-7969  
[ksmata@aol.com](mailto:ksmata@aol.com)

Diplomate in Chinese Herbology  
Diplomate in Acupuncture  
Diploma in Medical Qi Gong  
Tai Chi Chih Certified Instructor



## Wine Tasting Evening

February 21

On February 21, 2001, the Club will be hosting an evening event at Esquins Wine Merchants. Esquins has graciously agreed to host a gathering at their facility on Fourth Avenue (in the Sodo area of Seattle) from 7:00 p.m. until 9:00 p.m. The price is \$25 per person, which includes tastings of some very fine wines and hot and cold hors d'oeuvres prepared by Cucina Fresco to complement the wines. Watch for the January issue of *Zündfolge* for more specifics on this event. Chris Linder

## Automotive Legal Presentation

February 3

Ever wonder what you should say or do when you are pulled over by a police officer, just been in an accident, or witnessed an accident? What should you expect from your insurance company when you've been in an accident? February 3, 2001, Club member Ralph Leaf, an attorney, will address these issues and more. If you have ideas for topics at this meeting, please email them to Lucetta Lightfoot at [litefeet@foxinternet.net](mailto:litefeet@foxinternet.net). Look for more information on this meeting in the January *Zündfolge*. Lucetta Lightfoot

## Letter: Unhappy Camper

Dear *Zündfolge* Editors,

I have enjoyed the *Zündfolge* during my years of membership with the BMW ACA, Puget Sound Region; the articles, the quality of writing, the technical updates and ideas as well as the selection of focus topics have offered a range of interest to many of our club members.

The October issue, however, offered some offensive editing and writing. In the photo spread in "Fast Times in Portland" the lower right photo of "Bill Auberlen's talented girlfriend" it is unclear whether talents actually are. Is she setting a record on PIR? Was she the driver of the V12 LMR? Why is her name not mentioned, nor her talents? Or am I incorrect in the implication of the photo referring to "talents" being the shape of her body? This photo and the caption were chosen in poor taste, is very unprofessional, and includes a subject editorial judgment.

It is good to hear about the new Z8. This article however included an analogy, which dehumanizes women. The Lamborghini, the Ferrari, and the Z8 are machines; to refer to cars with an analogy to a person is poor quality writing as well as disrespectful to women. As a woman, as a member, as a serious driver of my BMW, I am offended by this writing. I have enjoyed great respect at driving schools, on lapping days, at races, and as a supportive member of the club, so I write this letter with great disappointment in the judgment of the editors of *Zündfolge*.

It is my hope that women who love driving, who value cars, who wish to improve their driving skills/experiences and who find great pleasure in going fast will be encouraged, supported and valued as members of the BMW ACA, Puget Sound Region Club. I also have hope that the *Zündfolge* will reflect, value and respect all the club membership, men and women.

Sincerely,  
Louise A. Vlasic

The photo selection, caption and Z8 article were all my doing. It is not my intention to offend anyone. David Lightfoot, Editor-in-Chief

# MOTOR SPORTS



The pit crews hang out in the pits. Jacqueline keeps a low profile in her roundel outfit.

## Cascade Enduro Recap

Eight BMW race cars were entered by Club members in this year's running of the six-hour Cascade Endurance race held at Portland International Raceway on October 14.

All teams started with high hopes, but the cruel reality of endurance racing left all with stories to tell. With this being a six-hour race, each car fielded between two and four drivers to share driving responsibilities. Here are the briefest of recaps. For first-person accounts from many of the car owners and images of the event, please visit the Club's website.

Strictly BMW entered both of their cars. Their '98 325i blew the transmission on the very first lap. Their '89 325i was hit three times in the right rear corner, each hit requiring

time in the pits for repairs.

Greg Hinkel's yellow '89 325i ran mostly trouble-free, finishing 7th in P2. The Bill Spornitz/Lance Richert car ran pretty good until the fifth hour, when their clutch burned up. They pitted for the last 50 minutes then took the car out for the last lap to be considered a finisher.

Ken and Wes Hill completed their '89 325i at 2:00 AM the previous morning in Woodinville then drove all night to Portland. The enduro was to be the car's maiden event. After a light fuel pick-up problem early on, the car ran flawlessly for a well-deserved sixth in P2.

Steve Cassell and Scott Adare from the Inland Empire Chapter also ran a rookie E36

car. The car ran a solid four hours before a plastic speed sensor in the rear end melted, sidelining them for a repair. However they too finished the race—using an engine with 178,000 road miles already on it.

Michael Lord's '93 325i ran a conservative race, had no problems, and finished fourth in P2—the best of the BMWs. This is exactly the kind of run that yields an excellent result.

Kahn Team Racing entered Hugh Golden's '86 325i, however it suffered internal

engine damage during the morning warm-ups. Hugh started the race down on power, but running. However he decided to park the car after nine laps as the engine situation grew worse. KTR then lent its support to fellow BMW racers by crewing on other cars. KTR team leader, Jacqueline Kahn, provided further moral support as she donned her Roundel costume and provided BMW team spirit from the pits. Everyone had a great time and is already looking forward to next year's racing season. Lance Richert

## Car Tender

All BMW members

# (206) 324-0345

One Block North of Pine Street on 12th



- ◆ Master Technicians
- ◆ Convenient Downtown Location
- ◆ Scheduled Maintenance, Repairs & Diagnostics
- ◆ State Certified Emission Specialist

### 10% Discount Off Parts & Labor

For BMW & AACA Members  
with Current Membership



John McDowell  
Senior Technician



Bruce Kimble  
Senior Technician



David Myers  
ASE Certified Technician



Steve McLeod  
Shop Manager



1706 12th Avenue

Seattle, WA 98122

(206) 324-0345

# Historic Races

Photo by Vance Jackson



2002s participate in San Diego's Historic Races. Local dealers run these cars.

## Club Track Days

As we close out another terrific year of successful high performance drivers' schools and lapping days, we want to say thank you to all the great students, instructors, and helpers. We all accomplished quite a bit this year! Stay tuned to the January 2001 issue for a recap of our driving event programs and what you can expect for the year to come. The 2001 Motorsports calendar will also be printed in the January Zündfolge so that you may begin planning your schedules. Over the winter months we'll be accessing our events to ensure we meet BMW CCA requirements. Our findings and recommendations (i.e., helmets, convertibles, etc.) will be provided for you as well in January so that you may have plenty of time to prepare.

Have a great winter and wonderful holidays and we'll see you on the track in 2001! Jacqueline Kahn

## LETTER: Happy Camper

I would like to express my feedback after yesterday's Driver's School at Bremerton Raceway. I would really appreciate if you could convey my impressions further to anyone in the Club who was involved in smoothly running such an enlightening event.

Awesome facilities, a perfect program - after seeing the initial gathering of cars and drivers in the morning it felt overcrowded. A feeling which was denied constantly throughout the day - our group was small, I think I got plenty of

track time and this was a pleasant surprise.

Crowded it was, indeed, when the instructors gave us rides - that was something worth standing in a line for, even multiple times.

Terrific instructors, they simply all emanated comfort and peace, feelings I'm sure every novice student needs plenty of. Helpful hints, clear and short explanations and lots of verbal back-patting. I would say too many of these - I expected constructive criticism but I got close to none. Hmm. And let's not forget the

question of the day: "Hey, how are you? I'm... Are you having a good time?" :-)

The changing of the stations were quick and smooth as an expression of the whole management of the event - very well run indeed. And I am sure we (the students) have only seen the tip of the iceberg - there must have been a tremendous organization/logistic effort to make it all happen that we didn't perceive.

Lastly - the frosting on the cake - the rides with the instructors. For the first time, I have had (multiple) unique occasion(s) to sample various icon cars driven by virtuosi - the same track, the same times and yet there were no two rides that seemed alike to me. Amazing! I have said 'enlightening' so many times I became boring even to myself. The gs, the speed and having front row seats for double clutching shows - simply amazing! It should go without saying - many warm wholehearted thanks for those who spent their day in open sun to teach us the tricks of the trade (or the simply basics, for that matter) and then showed us such a great time artfully lapping the track. Thank you.

Best regards, Dragos Avadanei

## BMW Racing Review 2000

A record number of BMW club members went racing this year. We noted 17 BMW race cars at the August ICSCC race at SIR. Congratulations to these people who finished in the Top-3 in their respective classes while driving a BMW. Your results are well earned!

### International Council of Sports Car Clubs - ICSCC - Final Standings:

DP	1st	Michael Lord	'93 BMW 325is
	2nd	Ron Newell	'93 BMW 325is
	3rd	Steve McCaffrey	'93 BMW 325is
SPM	2nd	Curt Smith	'89 BMW 325i
GT3	2nd	Doug Jennings	'78 BMW 320i
RS	1st	Scott Adare (Scott is the President of the Inland Empire Chapter and a member of our club.)	'91 BMW 318is
ITS	1st	Ron Newell	'93 BMW 325is
	3rd	Hugh Golden	'86 BMW 325is
	4th	Michael Lord	'93 BMW 325is
	5th	Jacqueline Kahn	'87 BMW 325is
			(ITS is the most hotly contested class amongst the BMW crowd, so we listed the top five.)

### Sports Car Club of America - SCCA Pacific Division - Final Standings:

T2	1st	Alex Long (This is Alex's third championship in a row. He also finished 8th at the SCCA run-offs at Mid-Ohio - the highest BMW finisher in his race.)	'95 BMW M3
----	-----	--	------------

• TERRY FORLAND  
• MARK ISRAEL

425-823-4282

INSURANCE WORK WELCOME

QUALITY - COLLISION - RESTORATION

EUROTECH BODYWERKS

13209 NE 126th PL. SUITE 140, BLDG. A KIRKLAND, WA 98034

## Detailing Session at Exeter Garage

Most of us take pride in how our BMWs look after we've just cleaned and waxed them. But to do it right takes time and the proper techniques. When we recently visited Dennis Nolan and his staff at Exeter Garage, we had the opportunity to see how a professional auto detailer goes about his work. Carmen Jones, Western Regional Manager for Meguiar's, added some interesting insights and provided a brief history of the company.

Photos by Tom Williams



Dennis Nolan addresses a serious bunch of Club members.



Jim of Exeter is reflected in his work.

We face a number of problems when we try to get our cars clean. Carmen said, "Every time you touch your car, you'll scratch it." And when do we touch our cars the most? When we wash them, of course. Dennis said that 95% of the scratches on a car come from washing them. The way to minimize scratches is to use a clean wash mitt dipped in a five-gallon bucket of car, not dish, soap, and rinse it often as you work. Dry with a squeegee or terry towels, then use an overspray clay to remove the fine grit that washing alone won't remove. Depending on the condition of the paint, you may need to use a paint cleaner, which comes in

several levels of abrasiveness. In the Meguiar's line, #2 is the least aggressive, #4 the most. Don't repeatedly use the cleaner to get out scratches, though. Use a glaze or swirl remover (#7 or #9) instead. Follow with a wax.

Dennis uses a rotary buffer for most of his work. He said to use a back and forth motion, don't change speeds, and go up to the ridges on the car's body, but not over them.

Often prevention is best medicine for the maintenance of your car's finish. East of the mountains, you'll often encounter water being sprayed on crops. Avoid it; the combination of the chemicals in the water and the sun is

toxic to your car's paint. Park away from sprinklers for the same reason. And remove bird droppings and other contaminants as soon as you discover them; Meguiar's Quik Detailer is a handy product for tackling these problems.

As for our cars' leather interior, Dennis recommended that it be cleaned and conditioned every couple of months. But be careful! He said that BMWs have leather that's only surfaced-dyed, so if

you're too aggressive, you can destroy the color. He added that BMWs have a nap in the vinyl, so it's easy to create an unwanted sheen when treating it. He recommended using separate cleaning and conditioning products here.

Our thanks to Dennis and his wife Dianne, the rest of the staff at Exeter, and Carmen for taking part of their Saturday to share their knowledge of car care with us.

Tom Williams

## Discounts

One of the benefits of Club membership is the discount offered by a number of local businesses, including the area dealerships. This benefit is available to Club members in good standing only. To prevent abuse of the privilege by non-members, we ask these businesses to require Club members to show their membership card in order to receive their discount. A couple of the local dealers have indicated that Club members have asked for the discount without showing their Club card. Further, people have acted like this discount is a right! It isn't. It is a privilege we are very fortunate to receive. And it is the Club that has insisted that each and every member show their membership card in order to receive the discount. Please cooperate with these generous businesses that support this Club. Show your card!

**YOU WOULDN'T  
TRUST JUST ANYONE TO  
DRIVE YOUR CAR,**



**SO WHY TRUST JUST  
ANY COMPANY TO  
INSURE IT?**



Don't trust just anyone to insure your car, see one!

**Peter G. Olney, Agent**  
**(425) 776-0133**  
**(800) 238-4121**



Like a good neighbor, State Farm is there.®

State Farm Mutual Automobile Insurance Company (not in RI)  
State Farm Indemnity Company (RI) • Home Office: Bloomington, Illinois

# 15 Years of BMW Technik

by David Lightfoot

BMW founded BMW Technik GmbH in 1985. The purpose of this subsidiary is to act as an in-house think tank for BMW. BMW Technik is housed in a nondescript brick building about a five-minute drive from the BMW AG headquarters.

The team is comprised of about 100 employees. They stay in constant communication with their colleagues in BMW's main research and engineering center (FIZ). But their physical isolation, the resources put at their disposal, and their almost unlimited freedom, is meant to allow them to realize their most creative ambitions.

Amongst the 100 employees of Technik are engineers, technicians and designers. Once their stay at Technik is completed, they are assimilated back into the mainstream BMW corporate system. In fact, many specialists have seen their Technik projects graduate to the FIZ center and then into the consumer product line. They are able to follow their idea throughout the entire process.

BMW Technik GmbH is not a design office or a research lab. The Technik Team is project-oriented, flexible and detached from the current consumer products. Technik's in-house capabilities include: design, model construction, packaging, body construction, engine building, computation, propulsion, electrics, electronics and prototyping. They have virtually every conceivable piece of equipment available to them, including the world's first acoustic wind tunnel. In other words, it's every engineer's or designer's fantasy.

Most of Technik's work is long-term in nature. Successful projects will not become consumer products for five or ten years. Perhaps even more important, failure is perfectly acceptable. Risky projects are pursued because there is no obligation that the projects reach production.

Most of Technik's work is top secret. This subsidiary takes on contract work for other BMW divisions but also selects its own projects. These projects can be entire vehicles but are more often components. Throughout much of Technik's history, the team has pursued hybrid vehicles. This has taken the form of a number of attempts to create a hybrid between cars and motorcycles. After all, BMW is the only European builder of both. Hybrid

vehicle powerplants have also been an area of study.

At BMW Technik GmbH, the letter "Z" stands for the future. Each of the major projects undertaken by the company are given a number preceded by the letter Z. Only seven of these projects have been made public.

## Z1: Z1 Roadster (1985)

BMW Corporation's first contract for Technik GmbH had nothing to do with a complete automobile. Instead, the Technik team set for themselves the goal of integrating a number of innovations in one vehicle. The result was the stunning Z1 Roadster. The Z1 featured drop-down doors that allowed structural rigidity previously impossible in an open car. The body panels were made of various types of plastics bolted to a central frame. The Z1's Z-axle made its way into the E36 3 Series and is carried over to the E46 3 Series.

The Z1 was never intended for production but when shown, created such a stir that BMW was forced into a limited production run. In all, 8,000 were built. GE, the plastics supplier, wanted the Z1 brought to the U.S. but BMW wouldn't go through the federalization process. There are a handful of Z1s in the U.S., brought in by private parties.

## Z11: E1 Electric Car (1991)



Because most of Technik's work is secret, there are large gaps in the serially numbered Z projects which are made public. In 1991, BMW presented the E1 Electric-powered car, project Z11. This was a battery-powered small car, but power could also be supplied from a small gasoline engine. A slightly larger electric car, the E2, was later built by Designworks/USA, BMW's California design subsidiary.

## Z13: Z13 Three-Seater (1993)



Photos from BMW AG

In 1993, Technik unveiled the Z13, a triumph in packaging. Predating the McLaren F1, the Z13 shared the McLaren's "arrowhead" seating design. The driver sits in the middle. The two passenger seats are to either side of the driver, seated halfway behind the driver's seat. Creative eyes, but practical no.

## Z14: C1 Cycle/Scooter (1992)

Technik introduced the innovative C1 in 1992. The idea was to combine the advantages of a motorcycle with some of the safety aspects of a car. After the initial introduction, the C1 was further developed by BMW's motorcycle division. The C1 finally made it to production in Spring 2000.

## Z18: All-Terrain Roadster (1995)



For its 15th anniversary in July 2000, Technik showed for the first time the Z18. The Z18 combines a roadster with the high seat position and robustness of an all-terrain vehicle. If that weren't enough, the world's only all-terrain roadster has a body shaped like a boat! The Z18 concept can be used as a two-seater, a two-seat pickup, or a 2+2 with trunk space. The prototype has an X5-like drivetrain and a 4.4-liter V8. Don't be surprised if some of these ideas become a X5 variant.

Continued on Page 12





## Z21: Just 4/2 (1995)



Back in 1995, for its tenth anniversary, Technik showed the Just 4/2. The Just Four Two is intended as a motorcycle on four wheels; there is no roof or windshield. The engine is the 1100cc motorcycle straight four, which is plenty given the Just 4/2's 1212 pound weight. Despite the low weight, the Just 4/2 has side impact protection and driver and passenger airbags. The real trunk doubles as a suitcase.

## Z22: Super-light Mechatronic Car (1995)

For its 15th anniversary, BMW Technik GmbH presented in July, project Z22, the super-light Mechatronic Car. BMW says this project was begun in 1995 but doesn't say when it was completed. One gets the impression that Z22 has been updated over the last five years.

Z22 is a technological tour de force for BMW, presenting many concepts which we will see in BMWs in the future; some within the next year or two, other ten or more years from now. Z22 is the lightest and most advanced mechatronic car which has ever been presented to the public. Mechatronics is the generic term for "mechanical system with electronic control." Together with lightweight construction, mechatronics will revolutionize automobile technology in the next two decades.

Z22 boasts 70 innovations and 61 patent applications including steer-by-wire, brake-by-wire, carbon-fiber body construction, and a breakthrough in driver ergonomics.

The goals of the Z22 were to enhance the driving experience, equal or better the performance of a 528i sport wagon, achieve extraordinary fuel economy (approaching 50 mpg), provide interior space equivalent to the current 5 Series wagon, have exterior dimensions no greater than the current 3 Series, improve safety

in all regards, and still be able to be mass produced. All the goals were achieved.

While the Z22 is bristling with innovation, don't expect this car to make the auto show circuit. The styling is simply not an indication of what future BMWs will look like (thank God). Z22 is a technology flagship. Let's look closer at some of those technologies.

## iDrive

The first generation of iDrive will appear on the new 7 Series which will debut next September at the Frankfurt Auto Show. While not as radical as what you see on the cover of this Zündfolge, this is the first step towards a whole new concept for the Ultimate Driving Machine.

And don't think the driver is going to be taken out of the loop by all this technology. On the contrary, the technology is all driver-centric. This is BMW after all. The Z22 uses technology as a key element to create an interface between the driver and the car which supports the driver in the most optimal way without diverting attention away from driving duties. This philosophy is followed by the entire display and operator concept.

BMW introduced this philosophy with the Z9 Gran Turismo Coupe a year ago. The recently shown Z9 Convertible again demonstrates BMW's commitment to a new, simpler control mechanism for the driver. Called iDrive, BMW proposes a revolution in driver ergonomics. With all the driver-controlled functions, hard keying each one would lead to an unmanageable number of switches and buttons. This is incompatible with BMW's approach to driving pleasure.

BMW's solution is a man-machine interface (MMI) consisting of a Controller, looking like a stick shift, that controls all but the most primary functions.

Various menu functions are controlled by pushing down and twisting the Controller. Selections are then made by pushing the Controller in one of eight directions: fore, aft, side-to-side, or the four diagonal directions. All eight directions are presented graphically on the Control Display monitor. The aim is to arrange all modern comfort, communication and driver assistance systems directly around the driver for maximum convenience.

## Innovative Body Concept

The Z22 weighs one-third less than a 5 Series wagon despite having similar interior space. This is largely achieved by using carbon-fiber-reinforced plastic panels. These panels are less than half the weight of comparable steel panels. Each is made in one shot and dried in 20 minutes. In all, there are 20 components in the Z22's body, compared to 80 in today's BMWs.

## Electronic Steering and Braking

Electronic throttle control, "e-gas," was introduced on the 750i and has become an accepted part of current BMWs. The Z22 opens up a whole new world in "by-wire" technology. On the Z22 both the steering and brakes are initiated electronically.

Steer-by-wire does away with the need for a steering column. Steering wheel responsiveness can be altered based on speed and/or road conditions. For example, the steering ratio can be quickened for parking.

The brake-by-wire system means consistent pedal feel despite load or thermal stress. It also means dynamic brake control, for example, the brakes are applied with more force on the outside wheels while turning.

Both the steer-by-wire and brake-by-wire systems have redundant systems in case of failure of the primary system. Current laws will need to be modified to introduce these systems in most countries. In the meantime, BMW will introduce shortly the Active Front Steering system (AFS).

AFS is a mechanical system which will require no changes in laws. It will improve steering function to the driver while being transparent in operation.

## Z3 and Z8

So what do the production Z3 and Z8 have to do with all these Z cars from BMW Technik GmbH? Almost nothing! The Z3 got the "Z" to remind European buyers of the Z1 roadster of a few years earlier. The "3" means it is based on the 3 Series. The Z8 is just the Z3's big brother. Z seems to now stand for BMW's sporting, non-sedan or coupe lines. And the "8" in Z8 just designates its standing in BMW's model hierarchy. Currently, right at the top.

# Roger Wales

Club Past President Roger Wales died September 27th. Roger had been a member of the Club since 1991. He served on the Club's Board for many years as Treasurer. He became Club President for the 2000 calendar year.

Given Roger's easy going manner, many were surprised with how he relished being Club President. Roger was retired from the insurance business and dived into Club business with enthusiasm. His most lasting contribution will surely be the leadership he provided while guiding the Club through the process of analyzing and voting to join BMW CCA. He was the key person in the process.

Roger also was involved in the committee which drafted the new Club bylaws and served as a Driving School instructor for many years. Novice students often commented on his gentle manner



Roger (left) and Steve in the Z8.

and helpful suggestions.

In February Roger discovered he had cancer. Several months later he disclosed his illness to the Board. He continued in his capacity as President as long as he was able. But in early July he was forced to resign. The disease spread quickly. He died at his home in Mill Creek.

The important things in Roger's life were his wife Diana, golf, and his passion for BMW automobiles. Roger had both a '98 M3 and an '88 M5. The M3 was pretty stock but

the M5 was highly modified. Roger had done about everything one could do to an M5 to enhance its performance. This included a Dinan supercharger, a full Dinan suspension and 850CSI brakes. The end result was one of the fastest

BMW's in the Club.

Roger owning this super M5 is particularly humorous if you knew him. He had a very laid back, self-effacing manner. Those who knew him outside his involvement in the Club, would never guess that he drove his cars at the track. And you certainly wouldn't have guessed that he drove a car that had 450 horsepower, blew off Porsches regularly, and topped 160 mph at the end of the SIR straight! But he did.

When the Club went to Laguna Seca for a lapping day in 1998, the participants were organized into two groups. These groups were "fast" and "not-so-fast." Roger made the organizers aware that he wanted to be in the "kickbutt group!" And he did kickbutt. Many of us remember being passed at Laguna like we were parked along the side of the track.

The most charming thing about Roger was his extraordinarily dry sense of humor. Unless one understood Roger's sense of humor, it was easy to take him seriously when he

wasn't being serious at all. But, if you understood and appreciated his dry wit, it was a joy.

The last BMW Roger rode in was a Z8. When Steve Norman, owner of BMW Seattle, allowed some of the Zündfolgestaff to try out his new Z8, we made a stop at Roger's house. The intention was to show the car to Roger. After all, by that time he wasn't able to sit up and was lying in the back of his wife's Saab to make trips to the doctor. We had to wheel Roger out to the Z8 in a wheelchair to show him the car. He immediately started telling the gathered group where to stand to help him into the car. "You want to get in it?" we asked incredulously. "Absolutely," Roger replied.

So three of us lifted him into the Z8. Steve Norman intended to take him for a short ride as he was pretty frail at this point. Roger started giving him driving directions to an area of little traveled farm roads east of Mill Creek. There they enjoyed the Z8 in the proper manner including topping 100 mph. After half an hour they returned to Roger's home. Little did we know at the time that that would be the last time Roger would be healthy enough to enjoy such a ride.

Roger, if there's slapping days in heaven, make sure they put you in the "kickbutt group." That's where you belong. We miss you.

Emergency repair? Call our

# 9-1-1

Service™. Place your order by 9 am your time (Eastern, Central, Mountain or Pacific). We'll process it by 1 pm our time and ship it via FedEx for 1-day delivery...9-1-1. Some restrictions apply. For details, see our catalog, visit our web site or give us a call.

**BAVARIAN**  
autosport  
275 CONSTITUTION AVE, PORTSMOUTH, NH

800.535.2002 • www.bavauto.com



At "BMWERS ONLIT", YOU choose to "drop-it-off", watch, help-out, or do-it-yourself, with the Tools, Parts, Equipment, Instruction, and Supervision provided by Dan Patzer, meeting your BMW needs with OEM parts and independent service since 1967. Member BMWSP

425-258-9901 / 425-743-2002

brfamily@twinkl.com

# TECHNIK

edited by Greg Mierz

This month I'd like to welcome all the new BMW CCA members to the best BMW club chapter in the U.S. Yeah, I'm a bit prejudiced having helped run it in one manner or another since 1976. I've seen it grow from around 300 members to become the fifth largest chapter in the U.S.

Drive shafts, all BMWs have them in one fashion or another. An early 2002/1600 had about three or four styles of shafts available, long neck or short neck, three-bolt guibo or four-bolt guibo. All post-1969 drive shafts have in common a guibo that attaches the shaft to the transmission. Designed to reduce the shock load to the driveline, it can break down over time and cause vibrations, first noticeable under load at slower (starting) speeds.

Whenever the car is up on a lift or jacked up for other things, it's a good idea to inspect for cracking around the bolt holes. Longevity depends on driving style and mileage. If small cracks are seen, plan on replacing it soon. With larger cracks you should have the guibo replaced ASAP.

A guibo failure can cause damage to your transmission and shifter shaft. In the middle of the driveshaft is a rubber mounted bearing called the center support bearing. The bearing itself seldom fails but the rubber surround fails to hold the bearing in the proper place causing a vibration that again is most noticeable under load at slower speeds and may go away at highway speed.

All driveshafts after 1969 have two universal joints, one just ahead of the center support bearing and another just ahead of the differential. One might think that since BMWs have independent rear

suspensions and the driveshaft doesn't really go up and down like most American cars, the u-joints would last almost forever. Wrong. For whatever reasons, the u-joints go bad.

My pet theory for the later cars with catalytic converters is that the heat retained under the car dries out the grease and then they fail. Hard driving itself doesn't seem to be a factor; I've seen very moderately driven cars have problems. The sad truth of the matter is that the u-joints are fixed in the shafts in a manner that prevents their replacement except by a few driveline shops that have very special equipment. There is a booming business in rebuilding BMW drive shafts by a few shops.

I've installed drive shafts rebuilt by Driveline Services of Portland and they use greaseable replaceable u-joints that are very nice. One would never have a problem again as the new u-joints are retained by circlips and easily replaced if necessary in the future. Some 2002s and E30 3 Series and others have a sliding yoke section that allows the shaft to shorten to facilitate their removal from the car.

That's where I've developed a problem. After 422,000 miles the splines in the sliding section have worn to the point where there is too much slop and they act

like a bad u-joint. Time to find a newer used drive shaft.

Buying used parts is a very risky business. First, the part may not be available or is as bad as the part you're trying to replace. Second, the seller may believe the rust color on the part is actually gold and want a lot more than the part is worth.

Further research using Internet resources found several for \$50 plus shipping. As I have had the current shaft modified for the installation of a five-speed in my 2002 by having the front section shortened, I was going to have to piece together two shafts to make one. Driveline repair prices can vary quite a bit between shops. I found one shop that would balance the shaft for \$150 and another for \$80. Guess which one I'm going to use.

It's really a case of buyer beware and be prepared. For later cars the best thing to do is buy a rebuilt drive shaft if the u-joints go bad. The guibo and center support bearing can be replaced. Buy quality replacement parts as I've heard of non-OEM pieces that weren't the correct rubber hardness and failed prematurely. If you track or autocross your car, I recommend that you keep an eye on the guibo and center support bearing and replace them at the first sign of wear to prevent further trouble.

**Parts for all BMW Models**  
Specializing in  
2002 and Coupe Restoration



Call for Discount Prices on:  
OEM Parts, Bilstein, Suspension Tech. Equipment  
NLA and Hard to Find Parts

**ORDER DESK (800) 466-8184**  
**FAX (619) 488-0972**

RC Motorsport  
CNPR/La Jolla Independent BMW  
710 Turquoise Street • La Jolla, CA 92109

**It's all we know!**  
**BMW**

**German Car Specialists<sup>of</sup>**  
**Service & Repair**



**(425) 644-7770**

**BMW Inspection II**  
**Club member discount**  
**We specialize in E12s to E46s**  
**The latest diagnostic tester**

SINCE 1979  
**Customer Shuttle!**  
12408 S.E. 38th  
Bellevue, WA 98005  
Behind Factoria Cinemas

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

# BMW Gift Guide 2000

by Lance Richert and Bill Spornitz

Here's some gift ideas for the BMW enthusiast on your list. Most of these are moderately priced and readily available. The only problem may be that YOU are the BMW enthusiast and you want someone else to put these things on their list to buy for YOU!

No problem. Just lay your Zündfolge out in a prominent spot in the house. Fold it open to this page and mark in red ink or with a highlighter the items you want. It will probably be most effective if you add comments in the margin, such as "Cool!" or "I'll have to pick this up!"

Anyway, there's no point being too subtle. And remember, many of these items are available at the local dealerships, so be sure to show your Club membership card and ask for your discount.



**BMW Junior Bike** Never too early to get your young ones riding! Even has a roundel, just like mom's and dad's. Cost: \$119, at BMW dealerships.



**BMW Williams F1 Cap** This high quality baseball style cap, from BMW Lifestyle, announces your support of BMW's return to Formula One. In the rainy Pacific Northwest, can you ever have too many hats? Cost: \$18, available at BMW dealerships.



**The Formula One Pack** To call this a book falls short of describing this wonderful volume. Remember those pop up books you had as a child? This is a pop up book for adult Formula One enthusiasts. Also loaded with cool pull out pieces, this thing could keep most of us entertained for hours. It even has a CD of engine sounds; hum along while you enjoy the book. Titled "The Formula One Pack," it retails for about \$50 and is available from online sellers for about \$40.



**1:43 Scale Williams F1 BMW Models:** Chassis FW22, Ralf Schumacher or Jensen Button. Or buy the pair. Cost: \$36 each, at BMW Dealerships, PN 80 420 017 594.



**BMW Children's Board Game "Super-Chance"** A board game from BMW? It must be good! It even teaches driving safety. Cost: \$14, at BMW Dealerships, PN 80329 420 620.



**Roundel Magazine on CR-ROM** 30 years of the BMW CCA Roundel magazine: pictures, text, old ads, tech tips, everything! 24, 424 pages crammed on 8 CDs. BMW CCA Member Price: \$129.95, Robert Bentley Publishers, 1-800-423-4595.



**BMW Profiles 6** BMW Mobile Tradition is known for producing exceptional reference products. This book, number six in the "BMW Profiles" series, documents BMW's participation in various formula racing series. The book contains hundreds of fascinating photographs, most from BMW's historical archives. About \$60 at BMW dealerships.



**BMW Formula 1 T-Shirt** Various designs and sizes available. Show your colors! Only \$20-24, at BMW dealerships.



**BMW CCA 30th Anniversary E30 M3 Model** Only 2002 were built by Minichamps to celebrate the 30<sup>th</sup> anniversary of BMW CCA. Serially numbered, with display case. Special Motorsport paint job. Cost is \$49, from BMW CCA National: 1-617-492-2500.



**BMW Williams F1 Pens** A no-brainer stocking stuffer. Buy 10! They're subtle but cool and work great. Only \$2, at BMW dealerships.



**BMW Turtleneck** This 100% cotton turtleneck, from BMW Lifestyle, is another item designed for our damp climate. The soft and heavy fabric makes this ideal for the layered approach to dealing with Northwest weather. At BMW dealerships for \$38.



**BMW Book** Simply titled BMW and weighing in at over six pounds, this is without a doubt the nicest book yet written on the history of the marque. But

don't let the size discourage you. The authors are Hartmut Lehbrink and Rainer W. Schlegelmilch. It is full of beautiful photographs and is also unique in that each page is written in three languages, English, German and French. So unless you are multilingual, you will only read one third of each page. Reinforce the coffee table! \$40 retail, even less online.

Photos by Lance Richert



KAHN Team Racing would like to thank their sponsor



**BMW Seattle**  
NORMAN ENTERPRISES, INC.

for a great year and successful season!  
BMW Seattle's staff showed the team great encouragement,  
assistance, and enthusiasm - Thank you so much!

This season was full of great accomplishments & challenges for the  
team and our thanks go out to all those who supported us.

Let's do it again in 2001!

### Championship Trophies

#### Team Drivers

Hugh Golden 3rd Place ITS  
Jacqueline Kahn 5th Place ITS

We would also like to thank our great team!

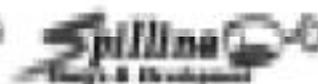
Doug Adams Jr., Chris Bowl, Walt Conley, George Cooper, Paul Fitzgerald,  
Hugh Golden, Rick Gustrom, Roger Hoffedtz, David Lightfoot, Luetta Lightfoot,  
Evia Mercer, Karl Seeger, Curt Smith, Jill Potter,  
Jeanne Visconti, Jeff Wicks, Kevin York

Finally, we would like to thank our other team sponsors:

**SIMPATICO**  
ITALIAN BISTROS



Christopher Suzuki DDS  
Cosmetic Dentistry



## Milberg Steers BMW Back on Course

With the sales of Rover and Land Rover behind them, BMW executives and Board members think they've got the good ship BMW back on course. CEO Joachim Milberg's plan now calls for expansion of the BMW model line. In addition, Mini and Rolls-Royce will bracket the BMW models. Mini and Rolls will be sold from BMW dealerships that choose to invest in separate showroom facilities. In five years, BMW intends to increase its volume from the current 800,000 to about 1.3 million.



BMW CEO Joachim Milberg

## 3, 5 and 7 Series

BMW modestly plans to expand the core Series from the current 800,000 per year to about 900,000. The E46 3 Series has been a huge success. The M version will appear in December, the Compact (ti) will probably arrive in a year or so, and other variations are likely. The next generation 7 Series will debut at next year's Frankfurt Show in September 2001. We'll likely see it first in the summer of 2002. The new 5 Series will appear before this five-year period is over.

## X MODELS

BMW executives have been taken aback by the success of the X5. The original plan was to sell 65,000 annually. Production at the Spartanburg plant has been nearly doubled to accommodate demand. BMW will soon add the M version of the X5 and a long-wheelbase edition. Other variants are possible, maybe even an open version. Then comes the X3 and the X7. Overall, BMW plans to add 100,000 more X vehicle sales to the current volume.

## 6 SERIES

Fans of the old E24 6 Series: a successor is coming. The timing is uncertain but it isn't too far off. It will be based on the 5 Series. It is likely that there will be both coupe and convertible versions.

## Mini

The new Mini was introduced at the Paris Auto Show in September. European deliveries start in summer of 2001 and North America will get cars in the first quarter of 2002. There will be three models with the U.S. only getting the upmarket versions; the Mini Cooper and Mini Cooper S. Current thinking is to bring the Mini Cooper to the U.S. for \$18,000. The plan is to sell 120,000 Minis per year worldwide, about 25,000 of them in North America. The car will be built at BMW's plant in Oxford, England.

The dealer approach for the Mini is certainly going to be different. BMW dealers are being offered the opportunity to represent Mini. But separate sales facilities and staff are required. And although there are 360 BMW dealers in the U.S., there are going to be only 60 Mini dealers. Metropolitan areas like Seattle-Tacoma are to get only one dealership. Sounds inconvenient for customers. The cars look very cool. After the initial offerings, there will likely be a cabriolet, a panel delivery, a pickup and other variants. Expect a smash hit.



The enthusiasts at Bavarian Autosport have

# 203

combined years of owning, repairing and modifying BMWs. No matter what you're thinking about doing to your beloved bimmer, chances are someone here has done it and can save you a fair amount of time, money and aggravation. Give us a call, or e-mail [techteam@bavauto.com](mailto:techteam@bavauto.com).

 **BAVARIAN**  
autosport  
275 CONSTITUTION AVE, PORTSMOUTH, NH

800.535.2002 • [www.bavauto.com](http://www.bavauto.com)

TIMOTHY R. JOHNSON  
Attorney at Law

*Contingent Fee Speeding Ticket Defense*

600 First Ave., #633  
Seattle, WA 98104

Phone: (206) 262 - 0242  
Fax: (206) 262 - 0263

[info@fearlessdefense.com](mailto:info@fearlessdefense.com)  
[www.fearlessdefense.com](http://www.fearlessdefense.com)



## Baby Bimmer

More and more information is being published about the new small BMW. It will slot between the 3 Series and the Mini. Rear-wheel drive has been confirmed. Initial production will be at Regensburg but a new factory will be built to handle the increase in production volume. Whether it will be called 1 Series, 2 Series or something else, the car will share many components with the 3 Series in order to save costs. Whatever it is called, the initial plan is for a sedan and a coupe. Other versions could follow. One proposal is to make the small bimmer a modern interpretation of the 2002, without being too retro.

## Exotica

The Z8 has four more years to run. Rolls-Royce models from BMW will be introduced in 2003. The Rolls will come from an all-new factory in Goodwood, England. But the cars will be mostly sourced in Germany. The Goodwood plant will only handle final assembly. Volumes will be tiny. There are rumors of a "large convertible" BMW. It may be a 6 Series, it may be based on the new 7 Series or it may be something else altogether.



## Z9 Convertible

At the Paris Auto Show BMW presented the Z9 Convertible Concept Car. Like its predecessor, the Z9 Gran Turismo Coupe presented at Frankfurt, the Z9 Convertible represents BMW's design philosophy of the future. While the Gran Turismo Coupe had radical dual gullwing/conventional doors, the Convertible has conventional doors. A big car, the Convertible has classic unbroken horizontal lines and a long hood, short trunk format. BMW has compensated for the poor rigidity of an open car by building the Z9 Convertible's body out of a laminated carbon skin attached to a super-strong frame. It shouldn't be long before we see aspects of the Z9's interior and exterior showing up in production BMWs.

## Other Projects

BMW has cooperative projects with Porsche for sheetmetal and Opel for diesel engines. Add to that the potential to sell the new V6 gas engine, which was just recently acknowledged by CEO Joachim Milberg for the first time. The V6 is likely to end up in the new small BMW and perhaps the 3 Series.

### LAW OFFICES OF RALPH A. LEAF

**RALPH A. LEAF**  
ATTORNEY AT LAW

300 EAST PIKE STREET  
SEATTLE, WASHINGTON 98122-3600

TEL (206) 423-6555

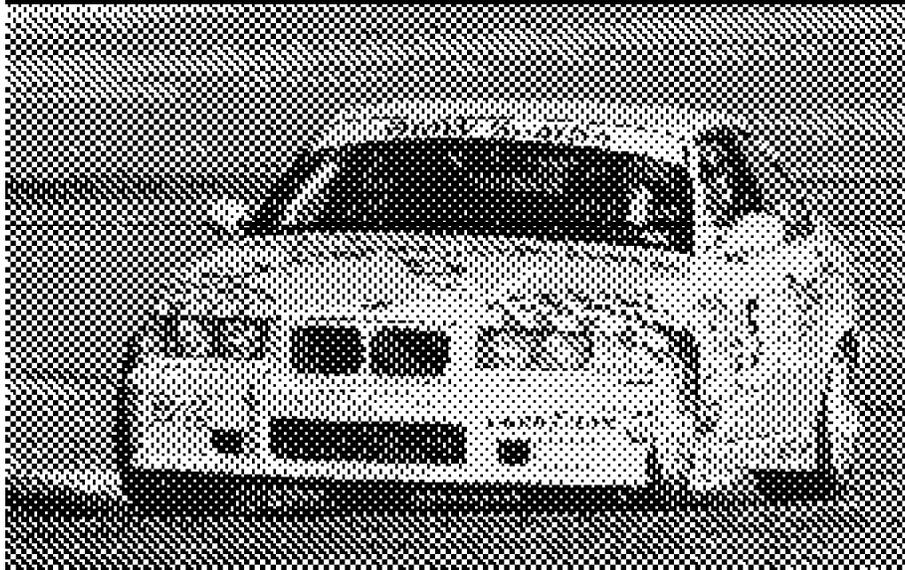
FAX (206) 423-7004

# MACH V RACING

## SCCA

Sports Car Club of America

Nov/Dec 95 1995 BMW M3



**SCCA Touring 2 Champions  
1998 1999 2000**

*Would like to thank their sponsors  
for making this year's success possible.*



## BMW Seattle

NORMAN ENTERPRISES, INC

714 East Pike Street Seattle, WA 98122

**GOODYEAR** *Racing*

*Also, thanks for the technical support from:*



# CLASSIFIED MARKETPLACE

## CARS FOR SALE

1998 M3: Four-door, 5 speed, cosmos black with black leather interior, Harmon 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.

1988 E30 M3: Black/Black. 104,000 miles. Recently serviced-new intake gaskets. Rust free CA car. Excellent paint. Very good overall condition. Hartage alloy wheels. Momo steering wheel, spares, etc. \$10,750 OBO. Jim 425-603-9612 email: gio@sprynet.com.

1988 E30 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.

1976 3.0Si: Automatic. One of the coolest BMWs ever made. Last year of the E3 (senior six) four door model. Polarissilver with navy leather interior. This car looks and drives great. Excellent maintenance history with new tires, exhaust, battery and alternator. \$6000. Call Paul, 206-782-4868.

1974 2002: Black/Grey Interior. Sunroof. Sound mechanicals. Recently out of storage. Fair-good overall condition. Rust in spare tire well. Excellent BMW alloy wheels/tires. Some suspension work; slightly lowered. Driving lights. Could use partial respray. Needs a little TLC. \$1,250. Jim 425-603-9612 email: gio@sprynet.com.

1973 3.0CS: Sorry to say, offering my beloved 3.0CS to the fairest and best offer I receive. The machine, as seen in the 1999 Vancouver Classic show and the Concours in Seattle, is in outstanding shape inside and out. Only 103,000 miles. Sunroof. The big 6 purrrs and thru the 4 speed standard, delivers great power to the road. Handles like a dream. The rare Turkis Metallic paint is as new, as is the glass, the gauges and the bulk of the interior and exterior. No rust hinders the appearance and appreciation of this automobile. The car is equipped as factory in all respects, and is currently sporting, B.C. valid collectors plates (not easy to get). I have been offered under \$15,000 (odn\$) unseen, but that is not going to do it. I am offering this car because we do not have the time to drive it, and enjoy the experience and thus am waiting for a fair offer. Anyone sincerely interested may contact me by e-mail at: gygray@hotmail.com.

## PARTS FOR SALE

E30 Camshaft: New 272 degree cam for 2.5 liter 6 cylinder. Never installed. Emission legal, fits '87 to '91 325i and derivatives. New springs and installation available. Best offer. Please contact Ken Hill at 425-814-9876 or at KHILL@eddiebauer.com.

Alloy Wheels: Four BMW 15 inch, cross spoke one-piece light alloy wheels with P215/65XR95S winter radial studded snow tires. Like new. Fits all 5 Series up to '97 and 7 Series up to '95. \$800 or best offer. Call Al at 206-605-5273 mobile or 425-486-9135 home.

1988 E30 M3: Parting out: Complete rear clip w/spoiler/bumper \$1250. Sunroof clip \$250. M3 wheels & tires \$595/4. Tan Interior: front and rear seats, tears in seat \$225. Jim 425-603-9612 email: gio@sprynet.com.

2002 Parts: 13 inch Intras and untinted glass set for 2002. Tony at 206-633-5354 or email@hwyhillhouse@yahoo.com.

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

## MISCELLANEOUS

Car Storage: Indoor, secure, long-term only (6 mos minimum), no in-outs. Great rates. Multiple car discount. Contact Victoria for more info at 253-863-8608 (phone/fax) or VWs4Vic@aol.com.

## WANTED

Seats: Two front stock seats for my 2002. Black and near perfect preferred. May consider Recaros (no cloth). Cash or trade. Have very good pair of factory brown and pair of Alpinas (dark cloth) in good condition. Tony at 206-633-5354 or email@hwyhillhouse@yahoo.com.

Deadline for the January Issue is December 8.

Classified Advertising Policy: Classified ads are free to current members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed and sent to Zündfolge, c/o Lucetta Lightfoot, 2641 39th Avenue West, Seattle, WA 98199 or emailed to [litefeet@foxinternet.net](mailto:litefeet@foxinternet.net).

## AFC....The German Car Specialists



# BMW AUDI MERCEDES

Auburn Foreign Car, Inc.

Your Dealer Alternative since 1968

725 Auburn Way N  
Auburn, Wa.

(253) 833 8161  
(253) 872 0085

Finest Detailing Since 1979



425 641-9932

13600 N.E. 16th St. Bellevue  
(by Furney's Nursery)