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How to Join

To join the Puget Sound BMW Club please send a check for \$25 payable to BMW ACA. Mail it to BMW ACA, P.O. Box 1259, Bellevue, WA. 98009. Include your name, address, phone number(s), e-mail address and BMWs owned. Please see the club's website (<http://www.BMWACA.org>) for full benefits of membership.

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Paulette Eickman 206.283.1423

INHALT

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KALENDER

- February 1
Board Meeting at the Wales home. Call Roger at 425-338-2512 for driving directions. Roger's address is 14604 32nd Dr. S.E. in Mill Creek. Note that this is both a change of day (from Thursday to Tuesday) and location. Sorry for the short notice.
- February 11
Deadline for the March Zündfolge.
- February 12
General Meeting at Griot's Garage. The time is 9:00 until noon. See Lance Richert's article on this session.
- March 2
Board Meeting hosted by Lance Richert. Lance's address is 6240 127th Avenue S.E. in Bellevue. For driving directions call 425-644-8009.
- March 5
Karting Enduro at Crazy Redhead in Redmond. Register now! The information is in this issue.
- March 11
General Meeting to discuss the merits of remaining independent or becoming a chapter of the BMW CCA. The CCA Regional Vice President Keith Wollenberg will be in attendance. Come join in the discussion about the future of our Club.
- March 18
General Meeting at Vintage Racing Motors. Don't miss this chance to see some of the most exotic racing cars in the Northwest. Incredible!
- April 22
General Meeting at Pre-Grid Motorsports. More details later.
- May 13
Ladies Only Tech Session hosted by Car Tender.

BOARD OF DIRECTORS

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	Zündfolge Editors Lucetta & David Lightfoot See Info at Left Column		

BMW Club Tech Session

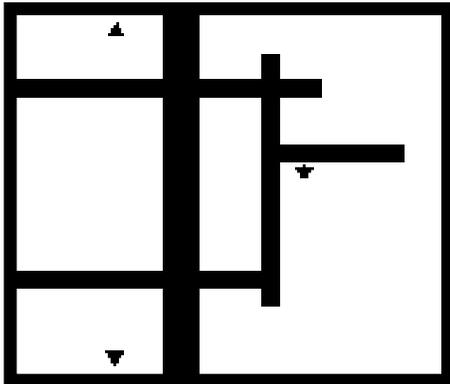
Saturday, February 12
9:00 a.m. to 12:00 noon



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

Free car care product sample to all those attending plus breakfast eats, coffee and juice! Don't miss this fun tech session.

Griot's Garage R&D
2008 48th Avenue Ct. E.
Fife, WA 98424
800-345-5789
www.griotsgarage.com



From Seattle: Motor south on I-5 and take the Fife/Milton exit. Turn left at the light and go over the freeway. Turn right at the next light onto 20th Street E. Continue 1/4 mile. Turn left on 48th Avenue Ct. E. and then right into the parking lot. Look for the silver M3 parked in front of their suite.

From Tacoma: Motor north on I-5 to the 20th Street E. exit, number 136-A. The offramp will take you to the right. At the T-Intersection, turn left on to 20th Street East. Continue about a mile and turn right on 48th Avenue Ct. E., just past Sportco. Turn right into the parking lot. Look for the silver M3 in front.

Golf Tournament



There has been a suggestion that the Club hold a Golf Tournament. The purpose of this article is to ask the membership whether this is a good idea and to ask those who are interested to provide some input into the event parameters. If there is not much of a response to this article or much general interest, we will not proceed.

The areas for which we ask input and the Committee's thoughts are as follows:

- **WHEN?** May or June but could be any time. Earlier allows more flexibility.
- **DAY OF WEEK?** Weekday or Weekend? Weekday would give more flexibility but, of course, would tend to limit participation.
- **FORMAT?** Individual or Team play? Our idea is to hold a "scramble" scored on a net basis using the Calloway system. So, you don't know what this means. The committee hardly does either. Our idea is that the Committee would put together the teams based on claimed ability or lack thereof.
- **WHERE/COST ETC?** The options are almost unlimited. We could reserve a few tee times at a less than wonderful public course and then go get a bite to eat afterwards. Cost? \$20 plus food? We could try to go to a more upscale public course and do the same. Newcastle might be a little pricey at more than \$100 (plus?) just for Green Fees. We could try a private course. One of the two committee members is a member at Mill Creek. Not that this is necessarily a good option, but Mill Creek will provide a weekday package consisting of Greens Fees, cart and dinner for about \$100. To make this option work, we would like to have enough people sign up to fill five to ten foursomes.

If anyone has any interest, thoughts or questions, please contact either of the two Committee Members, Steve Niver or Roger Wales at the phone numbers or email addresses shown in the Board of Director listings on page 2.

Vintage Racing Motors

Open House
Saturday, March 18
9 a.m. to noon

Join us for a special open house at Vintage Racing Motors. VRM is a local business that buys, sells and restores vintage racing and classic cars. They are the premier vintage racing restoration and maintenance facility in the area. There will be FIA cars, a Can-Am or two, a Tipo 63 Maserati Birdcage, and plenty of other incredible cars that will be pulled out and put on display in their large workshop. The lug nuts on some of these cars are probably worth more than my 320i I think! Long time club member Byron Sanborn will be our host. Byron will spend time explaining what makes each of these incredible machines unique, and share some of their stories. Look for a map and directions in the March Zündfolge or see the club web site. An RSVP to me via email would be appreciated as it helps us plan. However, if you find you can make it at the last minute, please do come. The event is free. We'll see you there!

Lance Richert
425-644-8009, lance@richertnet.com



COVER CAR: Our cover photo features the 2000 M5 owned by member Steve Shaiman. Steve generously allowed the Zündfolge Editors and Columnist Thomas Nast to

drive his new car. The result is a feature article by Tom on the new M5. The cover photo and the centerfold photos were taken by talented Club member Duane Montagne. As you can see, Duane is an accomplished photographer. If you want to talk photography with Duane, his family owns R & K Photo in Auburn. Their phone number is 253-833-4201.

Karting Enduro

The clock is ticking . . . for this year's karting enduro! We will be holding this event at Crazy Redhead Raceway in Redmond (425-GOCRAZY). Teams have started forming and the bribes are coming in (. . . did I say bribes)! We are fielding eight teams of five each for the race. Rules covering maximum run times will be in place so we should be able to run the whole two hours without a refuel stop in the middle. The teams are

"open" so just about anything goes but I may "add" people to a team if it is short.

This event is set for March 5th with a 10:30 check-in and the race from 11:00 to 1:00. There is a limit of 40 people and a cost of \$40 each. Get registered now so you don't miss out.

If you have never done this before don't be afraid to try. The karts are a real kick to drive and I'll put you on a faster team to even out the

competition (or increase my bribe). This is a FUN event and every team will come away with a "prize." This event is being held on a Sunday so Saturday is open for practice for those "hard core" types.

There will be trophies, displays of skill and displays of . . . well YOU know WHAT!

Karl Seeger
 BMW ACA Tour Coordinator
 Karl@nwlink.com
 425-868-2027 (4-9 evenings)

Racing Seminar: Jeff Braum & Carroll Smith Headline

Armadillo Racing Enterprises will be hosting their fifth Performance Racing Seminar Saturday February 12th, 2000 at USA of Yesterday in Tacoma. The all day seminar features four technical speakers and one special guest. This year's speakers will include shock absorber expert Jeff Braun; engineer, author lecturer Carroll Smith; Weber carb specialist Gron Perry; and racing fuel designer Rick Gold. Joining these four experts will be a special luncheon guest speaker, Kathy Rude, arguably the finest woman road racer in America during the 1980s.

The \$150 seminar includes coffee and rolls in the morning, buffet lunch, and an afternoon refreshment break. Details on the seminar are available by calling Andy Collins at Armadillo Racing at 888-211-9129 (toll free in the USA and Canada) or via email at dillo@tscnet.com. The seminar is limited to only 100 people so don't delay in calling Andy to register.



Karting Enduro Registration Form March 5, 2000

Name _____

City/State/Zip _____

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

Email _____

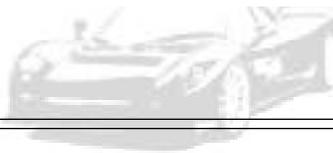
Team Name (if any) _____

Team Leader _____

Other Team Members (if you have a team): _____

Please mail your registration form and \$40 per person to:
 BMW ACA, P.O. Box 1259, Bellevue, WA 98009. Make checks payable to BMW ACA.

MOTOR SPORTS



Instructors' Clinic

by Jacqueline Kahn

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

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

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

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

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

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

Prerequisites:

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

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

2000 Driving Events Calendar

February

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

May

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

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

July

23 BMW ACA Lapping Day at Seattle International Raceway.

August

27 BMW ACA Lapping Day at Seattle International Raceway.

October

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

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

February 26, 2000 Instructors' Clinic Registration Form

Name _____ Mem # _____

Complete Address _____

Year & Model Car _____

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

Email _____

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

Driving Level: I II III Instructor (Circle One)

Driving Goals _____

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

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

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

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

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

Please make checks payable to BMW ACA.

Join the Corner Worker Team!

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

BMW ACA and BMW CCA Issue

GENERAL MEETING

The decision on whether to remain an independent club or become a chapter of BMW CCA has been the subject of discussion in the Zündfolge for several months. On March 11th, Saturday, the Club is holding a General Meeting to discuss this important topic. BMW CCA Regional Vice President Keith Wollenberg will be in attendance to answer questions. In addition, almost all the BMW ACA Board of Directors will be there.

This will be an opportunity to ask questions, voice concerns and discuss the future of our Club. The location has not been determined but we are planning on a venue large enough to accommodate 100. Time is tentatively 1:00 p.m. until about 3:00.

All members interested in this important issue are urged to attend. Remember, the vote will follow this

meeting by about three weeks. Watch the March Zündfolge for the location.

OTHER CONSIDERATIONS

Below are short articles on current Club governance including administration, selection of the Board and financial responsibility. Following these are articles discussing topics related to the consideration of whether to remain independent or become a chapter of the BMW CCA. These topics are the relationship with BMW and the potential co-existence of two BMW clubs in our area.

All of these articles have been prepared by the Committee working on the BMW ACA/BMW CCA Issue. This Committee currently consists of: Roger Wales, Stephen Niver, Lucetta Lightfoot, David Lightfoot, Greg Mierz, Jim Millet and Tom Cox.

Letters from general members can be found elsewhere in this issue.

ADMINISTRATION

The BMW ACA, Puget Sound Region is governed by a Board of Directors currently comprised of 14 members. The current Board positions include: President, Vice President, Secretary, Treasurer, Membership, Roster Manager, Zündfolge Editors, Driving Events, Banquet, Concours d'Elegance, Tour Coordinator, Web Site Coordinator and Past President. We also have a Technical Events position which is vacant. The Driving Events and Zündfolge Editors positions can be one or two people while the rest are one person per position. We do change Board positions depending on needs and circumstances. For example, we recently to created Web Site Coordinator position to re-design and maintain our increasingly important Internet communications tool.

Many of the Board positions are committee chairpersons. For example, there is a committee that conducts our driving events, but only the chairperson of that committee is a Board member. Similar committees exist for the Zündfolge magazine, banquet, concours, and membership. The use of committees allows us to involve more people while keeping the Board a manageable size. Committee members are also a good source of future Board members.

Important policy, financial and other issues are decided by a vote of the Board of Directors. Generally the Board tries to build a consensus for important issues. It is rare to have significant dissent on a major issue.

Most of the Club business is conducted at the monthly Board meetings, which have always been open to the general membership.

Selection of the Board Membership on the Board of Directors of the BMW ACA, Puget Sound Region is selected by a Nominating Committee. Each fall, the Nominating Committee, made up of three members, solicits volunteers through the Club magazine, Zündfolge. Historically there have been few, if any, volunteers. The Nominating Committee must actively recruit a slate of candidates.

The Club does not hold general membership elections for Board positions because we historically have not had multiple qualified candidates for each position. Often, we are fortunate to have one qualified candidate for each position. In addition, we do not want to turn away a qualified and willing volunteer. If we have two people expressing interest in one position, we will attempt to satisfy both interested parties by identifying a position for each of them.

While there may be the potential for abuse of power from this type of system, it has always worked well for the Club. New club members who wish to get actively involved in Club events and governance are always welcomed. Some members have expressed concern that the Club is run by the same group of people every year. In fact, there is quite a bit of Board turnover. Currently, there is a wide range of Club experience within the Board membership. Three of the Board members have been active in the Club for over 20 years, however, only six of the current fourteen Board

TIMELINE

For Consideration of the BMW ACA/CCA Issue

Nov/Dec Zündfolge	Presentation of BMW ACA/CCA History and Background Presentation of Timeline
December	Complete Membership Study
January Zündfolge	Publish Initial Impacts Analysis from Subcommittee Publish Initial Letters from Members
February Zündfolge	Publish Further Impacts Analysis from Subcommittee Publish Additional Letters from Members Publish Voting Procedures
March	General Membership Meeting – BMW CCA Regional VP to Attend
March Zündfolge	Publish Additional Letters from Members
March	BMW ACA to Provide Status to BMW CCA National Board in St. Louis
April Zündfolge	Publish Summary of the Issues
Early April	Mail Ballots to Members
Mid-April	Tabulate Results (Independent Party)
May 1	Announce Results of Vote

members were on the Board in January of 1997. This longevity and experience provides continuity while new Board members bring new ideas and creativity.

The success of any volunteer organization rests heavily upon the cohesion and cooperative spirit displayed by energetic members willing to pull together to achieve a common goal. BMW ACA has been fortunate to be populated by just such a group of dedicated, high-spirited members. One of the reasons that Board members have worked together in harmony is that the current selection process allows for grooming replacements thereby ensuring a smooth transition into Board positions, minimizing conflicts, and increasing Board efficiency.

FINANCIAL RESPONSIBILITY

The Club Treasurer is responsible for Club finances. Each month the Treasurer reports in writing or verbally on the Club's financial health at the regular Board meeting. Periodically we have published financial statements in *Zündfolge*. All Board members and event chairpersons must account for their event or function to the Treasurer and the full Board membership. Expenditures over \$100 require Board approval.

The Club has a fidelity bond to protect the general membership. A blanket insurance policy covers all Club events. The Club is incorporated as a not-for-profit organization in the State of Washington. Club members are always reimbursed for reasonable out-of-pocket expenses. No one is ever paid anything for his or her time; everyone is a volunteer.

Our policy is for all events to cover themselves through

participant fees. The exception to this policy is our annual *Concours d'Elegance* which receives a subsidy from the treasury. This exception is based on the fact that the *Concours* is our most widely attended event and the nature of the event makes it difficult to charge fees high enough to cover costs. Minor exceptions are also made for tours and social events that may be provided a small stipend from the treasury to cover incidental expenses.

Annual Club dues are \$25. This has not changed since the middle 1980s. The majority of Club financial resources are expended on our Club magazine, *Zündfolge*. It is the Board's position that *Zündfolge* is the one single benefit enjoyed by all members and thus deserving of the preponderance of our financial resources.

RELATIONSHIP WITH BMW

The November/December *Zündfolge* article provided the history of our organization, ACA, and CCA, AG, and NA relationships up to the point of the Los Angeles ACA chapter becoming a CCA chapter. What that article did not say is that up until that time, ACA was recognized as a fully independent BMW Club with a seat on the International Council of BMW Clubs. When the Los Angeles ACA chapter joined CCA, the ACA organization lost its seat on the International Council of BMW Clubs. BMW AG desires one "umbrella organization" for all the BMW Clubs in each country it does business in. The International Council of BMW Clubs must recognize the umbrella organization in each country. Only recognized members of the International Council may use the BMW roundel logo.

Since ACA and its associated chapters are no longer part of a Club recognized by the International Council of BMW Clubs, we, the Puget Sound Region of the ACA, may be precluded from using the BMW roundel without explicit authorization. This is an issue that will need to be dealt with at some point. Additionally, BMW NA and AG provide us with press materials for use in the *Zündfolge*. This support could also be withdrawn at any time. BMW has, in some cases, even attempted to restrict the use of the letter sequence "BMW" to those clubs recognized by the International Council of BMW Clubs. The impact associated with these possible outcomes cannot be fully measured at this time, but it is clear that ACA will be further distanced from recognition by BMW AG and BMW NA.

CO-EXISTENCE OF TWO CLUBS

There is the potential for the co-existence of two BMW marque clubs in the Western Washington area. The argument has been made that one BMW club with 700 plus members and another with 1100 plus members could coexist in the large and growing Western Washington area, if the two clubs catered to different interests. For example, one club might be focused on concours and vintage cars and the other club might be focused on driver's training and track events. The reality is that the ACA and the CCA serve the same broad BMW enthusiast constituency.

Two competing BMW marque clubs in Western Washington would prove confusing to prospective members and would complicate recruiting efforts of both clubs. Additionally, busi-

nesses catering to BMW owners would likely prefer to deal with one organization, particularly in the areas of financial support and advertising. Reaching a large number of BMW owners via one publication is more cost effective to the business advertiser than supporting multiple publications serving overlapping audiences.

Two BMW marque clubs in Western Washington would also compete for scarce resources such as track dates, which are always difficult to obtain at the limited number of tracks in the Puget Sound area. Another scarce resource most volunteer organizations confront is the limited number of members willing to do the work necessary for successful activities such as driving events, a quality club magazine and an informative web site.

The basic principle of "economies of scale" applies in full force to marque automobile clubs such as ACA and CCA. A large membership base is a prerequisite to drawing enough members to make a particular event economically viable and successful. Membership size is of particular importance to the publication of a periodical, high quality magazine, where significant economies of scale impact the printing process employed and the size of the publication.

An argument can be made that the interests of Western Washington BMW enthusiasts are better served by one large club rather than two smaller, competing clubs.

MORE LATER

Further discussion of the topics related to the BMW ACA/CCA issue and the balloting procedure will occur in the next two issues of *Zündfolge* and at the General Meeting mentioned above.



STALLS

by Thomas B. Nast

Bavarian at the Gate

It has been my intention for a few years to drive every car in the BMW line-up, and this project is now underway. My biases are well known to most of you, weighing reliability, simplicity, maintainability and performance in fairly equal measure, while recognizing that these goals are often contradictory. BMW surpassed Mercedes several years ago as builder of the finest cars in the world, and in this issue I review its most advanced offering.

A “flagship” is the finest, largest or newest ship in the fleet. Pending the Z8’s arrival, BMW would have us believe that the 750iL is its flagship. If so, the new M5 is the armada’s stealth corvette.

We took Steve Shaiman’s newly-delivered M5 for a do-it-yourself autoslalom, photo shoot and inspection a few weeks ago. Its performance is dazzling, and its gadgetry overwhelming.

BMW’s engineers had a free hand and good time developing the 5.0 liter, 400 h.p. M5 engine, which is the pith and marrow of this car. The engine sports double VANOS variable cams, with greater range than on any other model (but I remain convinced that electrically-operated valves are the long-overdue solution). David discusses some of the technologies in his sidebar; others include oil-cooled pistons specific to each cylinder bank, 11:1 compression ratio, and a cylinder head oil scavenging system that kicks in at positive G loads. BMW did a lot of development for a limited production car, and it is fair to predict that many features will migrate down the model lines in future years.

Presentation is also superb, with a crowded but tidy engine bay dominated by a carbon fiber air cleaner that looks just like sand-cast aluminum. Quality is evident throughout; for example, all the pressure hoses are braided stainless steel. A massive exhaust system terminates in four exhaust pipes which alert other drivers what just passed them.

The six-speed transmission shifted well, especially considering its low mileage. Gear ratios are well-chosen. Dunlop tires with profiles so low they almost look painted on trim 18" alloy wheels. The wheels are of an unusual light charcoal color (“Chrome Shadow”), which helps hide the copious brake dust but which just look dirty all the time. Exterior and interior metal trim pieces and the door handles echo the wheel color.

The suspension breaks little new ground, nor does it need to. Alloy cross-members and suspension bits are used, of course. Rubber bushings are replaced with Heim joints in four locations in the rear upper arms, and polyurethane secondary springs are present at all four corners. Steering is by recirculating ball, not rack-and-pinion, and it is the new gold standard. The large battery is located in the rear center of the trunk underfloor, ideal for weight distribution. Cleverly, a B+ terminal is located on the top of the left VANOS casting — a thoughtful admission that machines, even BMWs, break from time to time.

There is no spare tire. BMW says that the M5’s voluminous exhaust system precludes one. Instead, they provide the “M Mobility System.” This consists of a container of rapid tire sealant, an integrated microprocessor, a hose to connect the compressor to the damaged tire, a telephone number and a GPS-provided latitude and longitude. If the tire is completely destroyed, BMW promises that Roadside Assistance will be available for the life of the model (whatever that is) and that BMW centers will always have replacement tires for M models in stock. Promised roadside assistance has been chimerical in BMW’s motorcycle division, so the confidence level here is pretty low — this could prove to the “IMMobility System.” The interior is tastefully finished, if unexciting. The leather seats are firm and comfortable. Instruments are

inexplicably (and incongruously) ringed in chrome. Controls are tactilely excellent and perfectly placed, in the BMW tradition. The headliner is of a suede-like material dyed black, which was both attractive and sound-deadening. We were impressed by the double seals on the doors, which doubtless help account for the absence of road noise.

Frankly, we found the styling bland, especially considering the cost of the car. This is a mixed blessing. Often, efforts to enhance styling with spoilers, scoops, side skirts, etc. just make things worse. And, the car looks generic enough (especially with the optionally deleted M-badges) to avoid attracting unwanted attention, at speed or at rest. On the other hand, we’d like our car to look less like a Ford or Saturn aft of the kidney grilles. The jelly-bean look may be in part due to aerodynamic requirements, and the M5 can slip through the air with less drag than any Cessna we’ve flown. High marks also to the nose, which is well proportioned with its scoop, grilles and xenon lamps. However, the driving lights aren’t going to last very long, placed as they are in the lower corners. And there’s no place to put a license plate without defiling this proud profile.

Particularly hard on the eye are the massive plastic bumpers. Their monochromatic treatment and bulbous dimensions waste an opportunity to give the M5 a lighter, more athletic look, especially in the rear. We feel the same way about the Boxster’s hindquarters. This humpty-dumpty look may be today’s international styling convention, but we’d rather it was yesterday’s. Perhaps to justify a delivered price north of \$70K, or perhaps just out of habit, BMW stuffed into this car every TLA system (Three Letter Acronym) in its inventory. These include All Season Traction control (AST), Dynamic Stability Control (DSC), ABS braking, MSS Motronic electronic control system,

Tire Pressure Control (TPC), Servomatic Power Assist (SPA), an Airbag to be Named Later (ANL), and probably a dozen other TLAs I've missed.

Least useful is the GPS system, which has a CD-ROM database in the trunk and a central LCD display in the cockpit (which also does climate control and stereo duty). By owners' accounts, the system doesn't furnish useful information, and is, in fact, misleading (for example, showing curved roads as straight). We'll bet that maps work better, weigh less and might even be cheaper.

Of more use were tachometer markings which adjust to the engine's break-in period and warm-up cycle. The orange and red lines shift clockwise around the tach's edge as higher RPM limits are permitted.

We did not bother igniting the sound system, which has a cassette-radio head in the center console, a CD changer in the trunk, and lotsa speakers, including tweeters in the rear doors. The exhaust rumble and turbine-like whine of the drivetrain is enough for us.

One option on this car is a backup alerter. Four sensors in the rear bumper allow calculation of your closure rate on posterior objects whilst in reverse gear. A rear-located transducer beeps at an increasing rate as you draw nearer. Quite a well thought-out interface for a \$350 gimmick.

The car comes with two ignition keys. Each key activates different stored settings for seats, mirrors, radio stations, etc. Nothing a dashboard switch couldn't do, of course, but clever. Still, we wonder how many M5s will be regularly shared? The front seats have a profound number of motors in and adjust every which-way, each setting stored in a chip. You either like this sort of thing or you don't. Nevertheless, the basic seats keep your butt well parked during vigorous cornering, and their firmness promises comfort on long journeys.

The rear mirror is an oval affair, which means it doesn't reflect the entire rear window and eliminates peripheral vision. A foolish choice of style over substance. It is self-dimming, of course. Two retracting privacy screens can cover the rear door windows, and the rear windscreen can be obscured by an electrically-operated screen with an amusingly teutonic scissor mechanism.

Acceleration is impressive. Very impressive. That out of the way, I spent my time behind the wheel trying to get

the electronic systems to malfunction or trip over each other. I was not successful at this. With the DSC engaged, initial understeer simply would not blossom into oversteer; the throttle would lift (despite the pedal being pushed harder) and the front end would plow. The suspension has a switch setting for normal and sport driving, and ASC can be disabled if you want to break the tail loose. ABS engagement caused some pretty violent shaking, but prevented lockup. Most interesting was how the suspension electronics would compensate for the mechanical 25% limited slip differential locking up. This demonstrates how adaptable the electronics are (and also the need for a Torsen diff). Finally, the blend of noises when pushing this car is truly seductive, especially from the cam chains. Far too few manufacturers allow drivers this pleasurable form of feedback any more.

The M5 has changed a great deal since its introduction 13 years and two generations ago. In 1988 it was a fairly pure car, the only excess being self-leveling suspension.



Photo: Duane Montagne

Electrically operated rear privacy screen.

This year's M5 is half-again the price and an extra half-ton of avoirdupois, which about conforms to expected rates of inflation. Would we buy one if our .com just went public? Hell, yes.

But. This car gives the distinct impression that it could nibble us to the alms house. A set of those sticky Dunlops could run north of \$2K, which makes for a rather expensive track day. A major service or sick computer could be half again as much. Even repairing one of those privacy screens would take hours of shop time. (We shudder even to think of the insurance rates.) We came away with the feeling that this is a car you will pay for twice, and a car that requires great confidence in and reliance on BMW NA support, both locally and nationally. Being more daub-and-wattle sorts than .com founders, these are not commitments we are prepared to undertake.

(See Pages 10 and 11 for M5 photos).

Me Too

The 2000 model year is a bit light on M cars. The only 2000 M models are the M5, the M roadster and the M coupe. Only the M roadster sells in any volume.

Fortunately, what the M5 lacks in sales volume it makes up for in many other ways. The heart of each M car is its engine. In this case, the first V8 in an M car is an impressive piece. Output is 400 horsepower and 369 pounds-feet of torque. The motor is called the S62 and it is the first M motor to use electronically actuated individual throttle butterflies. The underhood presentation of the motor is extremely impressive with relentless symmetry. Why didn't they make the engine slightly larger so that it could be honestly called a 5.0 liter? At 4941 cc it's about maxed out. The bore is 94.0 mm and the cylinders are only 98.0 mm apart, center to center. So, there's only 4 mm between cylinder bores. The engineers developed a three-layer steel head gasket to seal the heads to the block.

How does it drive? It is very difficult to screw up in this car. The DSC is unobtrusive but keeps the driver from getting into trouble. And the power is breathtaking. Once again, BMW can claim the fastest four-door car in the world.

Do I want one? Yes. But, I have some reservations. Having owned a simple, old-fashioned 1988 M5 for a decade, I realize that these cars get expensive to maintain after a while. The new M5, with all its gadgets, scares me a bit with its complexity. The driving experience is enhanced, no doubt about it. But maintaining this car once it is off warranty is a daunting prospect.

Thanks to member Steve Shaiman for generously loaning us his new (less than 1,000 miles!) M5. Steve and his family also have an M3 and an M3 Light-weight. All the BMWs are driven in an appropriate manner!

David Lightfoot

TECHNIK

edited by Greg Mierz

The Making of the Inexpensive Brake Pressure Bleeder

This month I've got a great how-to article on a do-it-yourself brake bleeder tool. Jim Powell of San Diego wrote this and has it on his personal web page. He gladly let me share this with you.

Back in early 1999 I mentioned on the Digest(s) that my own personal brake pressure bleeder was made from a pump-up garden sprayer and some hose, a few fittings and a master cylinder cap drilled to accept another air fitting. I lent mine out to a fellow employee who liked it so much that he asked to buy it. After making a tidy \$25 profit, it's now time to make another one. So here we go fellow cheapskates, if you can't afford Steve D's most excellent bleeder cap or have learned from experience not to accidentally apply 125 PSI to your master cylinder, here's my \$25 or less do-it-yourself pressure bleeder. Have an Ace Hardware in your neighborhood? You can do this.

Note: At the Laguna Seca Driving School held 11/20-21/99 I lent my bleeder to Jay Sala. Jay was just bleeding his brakes and therefore didn't have a turkey baster with him. Why is that important? Well, most of these bleeders leave the master cylinder topped off with fluid and you need to suck out the extra fluid to get it down to the fill level line. Jay and I didn't have a baster handy. So, I made an improvement to the bleeder today to cure this little problem. Look at the last picture and instructions. I also splurged an extra \$2.99 at Ace Hardware for a pressure gauge. The proper operating pressure is 15-20 psi.

Okay, here's where we start:



1/2 gallon size pump up sprayer from Ace Hardware (Model# 74497).

Next step: loosen the ring connecting the spray head hosing. Save it in case your wife finds out what you've done and makes you put her rose sprayer back in original condition. Now that you've loosened that pesky ring, cut the hose off if you can't get it to slip off. Then slit it down the side and peel it off. Set the original hose aside in case you ever want to reuse this thing as a sprayer. If so, remember to clean it really well first.



Yes it's true. You can use a late model GM master cylinder cap (Help! p/n 42035). You have to take five seconds to modify it but it works

fine after that. What you will find when you open the package is that the GM piece has a little groove cut in the underside of it to relieve pressure!!! I don't know what the hell that's about, but take some black (or whatever) RTV and using a scrap of the original packaging, smear the groove full of RTV and let it cure for a bit. I didn't take pictures of every last little detail. While at Pep Boys buying the cap, get a 1/4 inch hose fitting with a threaded base and associated brass nut. I also used a fender washer on top from my spare hardware bin.



Drill a hole and enlarge it to the size of the hose fitting. Screw that baby in there and secure from the back (see picture-cap with fitting) with the brass nut. Yep, just like that. Too bad it was sunny out and the flash didn't light up the inside where I put black RTV on black plastic. You would have been real impressed with the overwhelming difficulty of the job.

Connect six feet (or whatever you feel like) of 1/4 inch I.D. (for this sprayer) poly hose to the sprayer and cap. Secure with hose clamps.

That is all there is to it. Under \$25 and you are good for years, or until you sell it at a profit to a friend. Here's how you use it. Pour in one to two liters of Super Blue or Type 200 ATE brake fluid. After sucking old brake fluid out of the master cylinder with your wife's best turkey baster, refill and screw the cap on. Pump it up to pressurize and start bleeding the brakes. After you're done, loosen main sprayer cap slowly to relieve pressure. Suck out or fill up master cylinder to full level line and reinstall factory cap and sensor.

Here are the improvements to the bleeder: Take a small length of 1/4 inch OD (for the hardware I used) copper tubing and attach to the inside of the cap using both a ferrule and cap or JB Weld epoxy. I did both, just to be sure. Trim to the proper length so that when the cap is installed onto your master cylinder it will just reach the fill level line. Then when you are done flushing or bleeding your brakes, loosen the cap of the pressure bottle. You must have the bottle below the level of the master cylinder. When you do this, you will siphon the fluid back into the reservoir from the master cylinder. The fluid will siphon down to the end of the copper tubing where the siphon's vacuum will be broken and your fluid level will automatically be correct. I also drilled the tank to accept a small air/fluid pressure gauge. This will help first time users set the proper pressure of 15-20 psi when pumping the reservoir up. RTV (silicone) the gauge in place to make sure it's airtight.



MEMBERSHIP

Welcome to our 60 New Members! Total Club Members ±1,100

NAME	REFERRED BY	BMW S
Annette Antonson		'99 323i
Wayne Berthold		'87 535i
Darin Blomquist	Vance Jackson	'92 325i
Andrew Burback		'89 M3
Ryan Burkhardt		'00 323i
Deneil Carnahan	M. Thompson	'90 325i
Terry Chapman	Web Site	'98 Z3
Gracian Charles-Antoine	BMW Seattle	'00 323Ci
David Erjavec	Strictly BMW	'88 325is
David Giuliani		'00 328i
John Hendrix	Strictly BMW	'79 320i
Linda Hoffman		
Jon Jacobson	Web Site	'67 1600
Victor Kostroub		'97 528i
Glenn McKay	BMW NW	'95 750iL
Sheila Minkin		'96 318i
Greta Pass	BMW Bellevue	'98 528ia
John Peehl		'93 740i
Louis Perkins	Web Site	'84 533i, '79 320i
Milan Popp		'00 Z3
Todd Sanders	Web Site	'68 2002
Cris Simmons	Kevin York	'90 325i
Richard Wixler		'96 328i
Michael Wold	Web Site	'86 325es
Dan Woodman	Web Site	'00 328i
David Antrobus	Web Site	'79 320i
Josette Baines	BMW Seattle	'95 540i
Al Bird	Web Site	
John & Cecelia Burke	Web Site	'91 M5
Jack Callew	Web Site	'91 M5
Lee Christofferson	BMW NW	'81 320i
Howard Crane	Web Site	
JoAnn Daniels		'93 318i
Jim Deboo	Anita Polt	'84 635
Dan Dierkes	BMW Bellevue	'94 740iL
Irvin Gee		'00 328ci
Mark Graham	Strictly BMW	'95 M3
Yuji & Jenny Goto	BMW Seattle	'97 Z3
Charles Grinstein	BMW Seattle	'00 328ci
Matthew Kremer		
Pete Harris		'00 MCoupe
Donald Henak		'84 533i, '82 528e
Dave Himes	Patrick Linke	'96 Z3
Steve Jacobsen		'98 540i
Steve McCaffray	Strictly BMW	'93 325is
Michael McConnell	Doug Mill	'00 Z3
Chris McDaniel	BMW Seattle	'87 325is
Ethan Meginnes	BMW Seattle	'83 533i
Nell Miller	BMW Seattle	'97 Z3
William Murphy	BMW NW	'97 328ci
Rick Ohlund	BMW Seattle	'93 525i

NAME	REFERRED BY	BMW S
Jeff Palmer		'99 M3
Zachary Russell	Kevin York	'96 M3
Patrick Samson	Pete Samson	'69 2002
Paul Savage	BMW Bellevue	'00 740is
Stephen Schipper	Web Site	'97 Z3
Chris Stamm	BMW Seattle	'82 320i
Stuart Tenney		'94 325i
Jim Waldrip	Web Site	'85 M635, '77 320i
Paul/Susan Wojciechowski	BMW Seattle	'87 635csi, '85 635csi

Charity Coordinator Needed

If you've wanted to get more involved and have fun with other Club members, consider this idea. The Board is currently looking for someone to help coordinate our Club's charity donations. Each year we choose a few charity groups to make our donations to throughout the year. To ensure we successfully meet our goals, we would like someone dedicated solely to the charitable aspect of our various events and coordination between different events. This would enable the event coordinators to focus entirely on the event itself. If you are interested or have any suggestions please contact Lance Richert at 425-644-8009 or lance@richertnet.com. Thanks!

Save those old Zündfolges for the Membership Committee.

Do you toss your old Zündfolges after a couple of months? If so, then please try to save them and every so often return them to one of the board members who will put them back in my possession. You see, one great way to promote the Club is handing out a sample of the magazine for a potential member to look at. We always can use old Zündfolges for club promotion. If you don't get out to events very often, then call the membership chair and we'll figure out a way to get them back to me once you are done with them. Some may ask, "Why not just print extra copies?" We could

simply order up extra copies each month, but they cost almost \$1 a piece to print! Ordering an extra 100 per month would get expensive. With over 1,200 copies going out each month, it seems much cheaper to re-use old issues for promotional purposes if we can just get a portion of them returned on a consistent basis. Of course we will black out your name on the mailing label to keep your confidentially. Is this a strange request? Maybe, but a request many of you should be able to help me out with. Thanks a lot!

Sandra Suzuki
Z3isforMe@aol.com

BMW ACA and BMW CCA Issue: Letters from Members

Thomas B. Nast

One of the stated reasons for becoming a CCA chapter is because BMW AG will no longer recognize ACA as a sanctioned club. This follows BMW's policy of only recognizing clubs belonging to the International Council of BMW Clubs, to which ACA belonged until the LA Chapter switched to CCA.

Leaving aside the issues of whether life will go on without use of the Roundel and several pounds of press releases each month, I find BMW's position to be somewhere between ironic and hypocritical.

When there were rumors of a takeover by BMW (02-08-99), spokesman Juerg Dinner stated, "Management is not holding any takeover talks. We want to remain independent." Commenting on reports that Ford would acquire BMW (02-10-99), Ford's Chief Executive Jacques Nasser said, "I think they've made it quite clear — the family [Quandt] and the company — that they want to remain independent, and I believe them when they say that. You have to respect that." On Feb. 14, 1999 BMW Chairman Joachim Milberg announced, "BMW is independent and will stay independent."

So BMW AG is and will remain independent (at its stakeholders' instance), but would force one of its oldest and most successful clubs to merge into a larger organization. The explanation? "It's policy." This 'you-must-obey-rules-that-don't-apply-to-us' mentality is inimical to Northwest values and echoes an unhappy time in German history.

To acquiesce utterly sends the wrong message, and simply encourages arbitrary and irrational behavior. If independence is good enough for BMW, it's good enough for us.

Th.B. Nast, ACA #403

Ted Rodgers

A couple of comments about the potential merger. First, Thanks for the very balanced presentation in the recent Zündfolge. It answered several of my questions and helped clarify a number of issues.

Second, since we have a fair number of racers now, is there anything precluding us from continuing to be a member of ICSCC should we become a CCA chapter? CCA races just aren't a practical tow from this section of the country, and with both Conference and SCCA running races in the Northwest we have a great venue right here.

Third, I agree that the Zündfolge is the one item that benefits all members, and I'm happy to see your analysis shows it could be continued, more or less intact. To ensure such, should we vote to become a CCA chapter, I recommend local dues be instituted at the beginning; for one reason to insure our financial stability, and because it would be much more difficult to add them later.

Finally, I am usually always suspicious of large national organizations which take your money and give you a small portion back, deciding at a national level just what is good for the members (taxpayers), but after reading Keith Wollenberg's article I'm a trifle less concerned about the prospect.

Ted Rodgers, ACA # 260

Larry Kangley

Like Peter Wong in the January issue of Zündfolge I'm not clear on the all the issues and background regarding independence versus a merger with CCA.

In reading the "Analysis of the Impacts of Joining the CCA" article I am confused on several points. On dues there was no discussion of what a CCA individual membership and the associate membership gets you. I'm left with the impression that a family of four would have to pay CCA \$80 to receive the same benefit that \$25 buys with ACA. I don't think that's right. The club finances comparison doesn't seem realistic, when it assumes there would be no increase in "profits" for the various events. The insurance savings alone would seem to benefit the "profits" figure.

The rest of the analysis seems to boil down to "rice bowl" issues, some loss of control over the club purse and a "it wasn't invented here" attitude on the part of some members.

From my knothole bigger would be far better and whole lot less parochial.

Larry Kangley, ACA #5272, CCA#88961

Michael McLean

Only 250 words-gawd, I've never pontificated about anything in that short of verbiage. To the point, I support the "diversity" of TWO separate clubs, what's been developed over the years separately is quite good, perhaps we can "co-buy" insurance, and/or spend the funds to go visit BMA NA and see about the "rebates." To me those seem to be the "only" attributes that the club might benefit from, the driver's ed program would clearly not, as the rules seem to preclude those who likely need the training most, that is total neophytes who'd likely be scared spitless riding w/an instructor and the windows down.

I do indeed belong to "both" affiliations. I've lived in Seattle, Anchorage and now in Portland. I have no problem supporting two dues, and do so willingly to read the prose in Zündfolge, as well as, read about issues in the Pacific Northwest, where I live. You know my vote.

Michael McLean, ACA #2731

Michael Lord

My feeling, after much thought, regarding the ACA/CCA issue is this. I would like to see a merger. I have greatly enjoyed my participation in the ACA and greatly value the many fine friends I have made. I have begun to enjoy this same sense of community on a national basis with the CCA. This has come through my involvement as an instructor with the CCA and my participation in other CCA events such as the Nurburgring school last year. While I do have reservations regarding the CCA, I feel overall that a merger would best meet my personal goals for involvement in a national organization while keeping in tact the strengths of what has already been built up here by the ACA. Having my chapter located in Spokane does me little good. They are a dedicated group and I count some of them among my friends but it's a long drive for any kind of representation.

Michael Lord, ACA #4236

WWW.BMWACA.ORG A Short History of the Club's Web Site

Editorial Guidelines

We ask that all letters address the issues. We will not publish anything which defames any individual. In order to confine the discussion to the pages of the Zündfolge, and to be sure everyone has access to the same information, we will not publish references to web sites. Everything published about this issue will be posted on the Club's web site (www.bmwaca.org) after it has appeared in Zündfolge. Please keep your submissions to less than 250 words. Letters over the word limit will be returned to the writer for editing. We intend to publish all submissions. All responses must be signed and include the member's ACA membership number and a phone number. (We may call you to verify your statement.) Finally, to help the volunteer Zündfolge staff, we would prefer letters that are emailed. Send them to litefeet@foxinternet.net. You may also provide your response on disk or typewritten on paper. Mail your letter to David or Lucetta Lightfoot, Zündfolge Editors, 2641 39th Avenue West, Seattle, WA 98199.



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The growth of the Internet as a means of communication and information sharing is well known. That's why we started the club's web site several years ago. It began with the offer of the Golden Gate BMW CCA chapter to host a page for us. We had a calendar and some info and not much more. I then acquired a domain name for us and started our own page. I was a rank amateur at it and it showed in the club's first months of operation. I got better and the site got bigger.

The things that web sites could do became much more than I had the time or ability to do. The club had many people with better skills than myself and we recruited some real web people and turned them loose on a redesign and update. Jill Skeels and Dale Beuning are the main architects of the redesign. Jill provided the main look and Dale took care of the fancy script things. The web committee is Jill, Dale, Lance Richert, Pete Stoppani, the Lightfoots and myself. The new look is up and very nice. Dale Beuning is the new Web Site Coordinator and the newest board member.

The web committee wants to add some video and pictures of club member's cars. If you have some digital pictures of your car, let Dale or Jill know, include some info about the car, modifications, etc. and send them along to one of their email addresses below.

There are a number of projects that we would like to accomplish on the web site.

- Here's the first: We are looking to create some video footage of our local racetracks that can be used as a tool to help convey to a potential member some of the fun of taking a BMW out to the track for a lapping day. We could use some help to create these pieces. You can help with: Raw or finished material, a video of an at-speed lap of SIR/BR/PIR/Spokane.
- Tools to manipulate material: Anyone in the club with access to video digitizing equipment that we could use after hours, also video editing equipment access, and knowledge of how to use it would be great as well. We would prefer to get a copy of the video in digital MPEG or MOV (quicktime) formats. Zip 100 disk is the preferred media, or a site to FTP it from. If someone has a video in analog (normal video cam tape) format, we can borrow it and work on digitizing the analog tape into a digital format for publishing on the web.

We plan on publishing in two sizes — 5Meg low rez, and 20Meg high rez. Please contact Dale if you would like to help on this project.

CONTACT THE COMMITTEE AT THE
FOLLOWING EMAIL ADDRESSES:

Dale Beuning: dalus@eskimo.com

Jill Skeels: jskeels@cnw.com

Lance Richert: lance@richertnet.com

Greg Mierz: M2002@home.com.

Greg Mierz

Formula 1

The new BMW WilliamsF1 Team made its official debut on January 10 at the new home of BMW's F1 engine facility in Munich. Dr. Wolfgang Ziebart, member of the BMW Board, introduced the team's representatives to 350 assembled journalists. Team representatives included Frank Williams, BMW Motorsports Directors Gerhard Berger and Dr. Mario Theissen and the 24-year-old driver, Ralf Schumacher. The second driver is to be announced by the end of January. The 2000 livery was shown, using a blue and white theme. The livery was shown on a 1999 chassis. The 2000 chassis will debut late in January.

BMW says it aims to run mid-pack in 2000, to be among the top teams in 2001, and to race to win in 2002.

BMW has made a point of shunning tobacco sponsorship, as few of its customers smoke. Sponsors, so far, include Nortel Networks, Andersen Consulting, Castrol, Michelin, Petrolbras and Veltins. The lead sponsor has yet to be announced.

To keep fans up-to-date with the latest information, the team has a new web site: <http://www.bmw.williamsf1.com>.

507 at Auction

A 1957 BMW 507, s/n 70241, sold at the Brooks USA auction in Hershey, PA. The price of \$266,500 was top dollar. But this car had undergone a \$200,000 restoration at TT Workshops in England and is superb in every way. (Automobile)

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TOP: The Z8 uses neon taillights.

BOTTOM: The 3 Series Sport Wagon is a first for North America.

Detroit and LA Auto Shows

Two BMW models made their debuts at the North American International Auto Show in Detroit. The 323Ci convertible made its first official showing. Likewise, the X5 3.0i made a world debut. The 323Ci convertible is the drop-top version of the new E46 3 Series. The X5 3.0i is the six cylinder version of the X5 sports activity vehicle. This is the first BMW to get the 3.0-liter version of the inline six. This engine will make its way into the rest of the model lineup over the next year. Expect 330 models to replace the 328s and a 530i to replace the 528i sedan and wagon. The X5 3.0i will be available with a

manual transmission (the V8 X5 is not) or a 5-speed automatic. Base price of the six cylinder X5 is \$39,470. It goes on sale in June. The convertible will be available in March.

Making North American debuts almost simultaneously in Detroit and LA were the Z8 and the 323i sport wagon. There will be 500 Z8s for sale in the U.S. for the 2000 model year. Deliveries start in April. The base price is \$128,570. The 323i sport wagon arrives in the U.S. in April. As with the convertible, other models will appear later. That means a 330i sport wagon and, perhaps, an M3 sport wagon.



Five-year Plan

The BMW M3 completed its fifth successful season of sports-car racing in North America, despite the challenges presented by a new series and transitions in car specifications. Since its introduction in 1995, the BMW M3 has consistently topped the field in GT and GTS sports-car racing. It has amassed 33 pole positions, 32 victories, six podium sweeps, 82 podium finishes and 130 top-10 finishes in 52 races. BMW M3s have set 28 track records and 19 fast race laps. BMW has scored 11 sports-car GT championships with the M3 in five years, including four manufacturer championships (1996, 1997 and two in 1998) and three driver titles (1997 Bill Auerlen of Redondo Beach, Calif., and 1998 Mark Simo of Carlsbad, Calif., and Ross Bentley of Vancouver, B.C.). Tom Milner's Winchester, Va.-based Proto-



type Technology Group, which runs BMW Team PTG, has topped the team ranks four times (1997, twice in 1998 and 1999).

This year, BMW competed in the new American Le Mans Series and in the United States Road Racing Championship. Although the BMW M3 was chasing a Porsche built to year-2000 specifications, and was constrained by 17 rule changes, it still garnered two pole positions, four victories, a podium sweep, 16 podium finishes and 29 top-10 finishes. BMW Team PTG won its fourth team title, set a qualifying record and recorded two fastest race laps.

"We have enjoyed quite a bit of success over the past five years, and look forward to pushing the competition hard in the coming season," said Richard Brekus, manager, product planning and strategy for BMW of North America, Inc. Tom Milner, team owner of BMW Team PTG, agreed. "You can't judge a team by the short-term. You have to judge it by the long term. I think our long-term record going back to 1995 is not bad," he said. "1999 was probably our most difficult season since we first started running these cars in 1995. 1999 is the kind of year that you think back on and now can't wait for the new season to start."

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Write Off

A CPA firm prepared tax returns for an S corporation and its shareholders. The firm allowed one shareholder to deduct race car expenses as advertising. The car and the driver's racing suit displayed the company name, and the shareholder mingled with existing and potential clients at the races.

The IRS claimed the expenses were unreasonable and sought a judgment against the CPA firm in district court. It said the firm deserved preparer penalties under IRC section 6694(b)(2) because of its reckless and intentional disregard of rules and regulations in filing a return.

The court disagreed with the IRS. It found no evidence that the CPA firm had intentionally disregarded a rule or regulation (*Schneider & Co., Inc. v. Commissioner*, DC Indiana, 6-24-99). (Printed as a public service from the Journal of Accountancy)

PTG Plans for 2000

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

C1

Carrozzeria Bertone has begun production of the BMW C1, Munich's cross between a car and a motorcycle. BMW calls it a "motomobile." The C1 will go on sale in Europe for about \$5,975. The C1 is powered by a one-cylinder, four stroke Bombardier-Rotax engine making 15 horsepower.

BP Finds Work

Bernd Pischetsrieder, former chairman of BMW, has joined the management board of Volkswagen. He will be in charge of a new quality control division and VW's Spanish board, Seat. In a possibly related item, VW Chairman Ferdinand Piech, said his company is open to various forms of cooperation including a merger. BMW stock rose on speculation of a tie up between VW and BMW. However, BMW's stock fell after it was announced that the U.K. government might withdraw its aid package for the Rover car plant. (Wall St. Journal)

Workshop Manual on CD ROM

BMW Mobile Tradition has produced its first workshop manual for historic vehicles on CD ROM. As of December 1999, a manual for the BMW 1502 to 2002 Turbo is available. The CD works with Windows 95/98 and NT 4.0. The part number for the CD is 01 56 0 004 532. Early in 2000, a CD ROM manual for the 2.5CS to 3.0CSI will be available.

Sales Record

BMW of North America sold 154,970 vehicles in the U.S. in 1999, an 18% increase from the previous year. Land Rover was up 37%. BMW finished fifth amongst luxury car brands. Mercedes was first, Lexus second, Cadillac third and Lincoln fourth. A substantial number of sales from the first four were SUVs. BMW got the X5 only in December. BMW, combined with Land Rover, is closing in on Cadillac's and Lincoln's numbers.

BMW Politics

Think BMW would be a fun place to work? Here's a snippet from an interview with former number two, Wolfgang Reitzle, "I had a good time at BMW while it lasted. In that company, I knew every blind corner, every trap and loophole. Sure, some people liked me less than others, but I also had allies in all departments." Sounds lovely, doesn't it?

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BMW Converts to 1 Euro Par Value

The introduction of the Euro means that BMWAG is having to convert its capital to the new currency. BMWAG is making use of this opportunity and — in line with the decisions of the Annual General Meeting on May 18, 1999 — is now the first DAX-30 company to introduce 1 Euro par value shares. These shares have been traded on the stock exchanges from August 23rd.

Thus, BMW has converted the German DM 50 share to the new European minimum par value in one step. The BMW common and preferred shares are therefore much more attractive for investors. It also means that the BMW Group is meeting the demands of the international capital markets and also leading the way in the European capital market.

BMWAG has converted its capital at the official conversion rate established by the Council of the European Union (1 EUR = 1.95633 DM). A minor capital increase from revenue reserves (1.7% of the share capital or DM 21,925,698.38) has enabled the DM 50 share to be converted into a share with the even par value of EUR 26. This was followed by a stock split in the ratio of 1:26, creating 26 shares with a par value of EUR 1. (BMWAG Press Release)

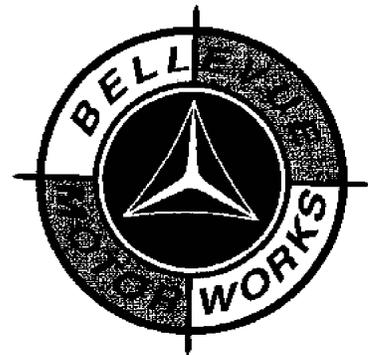


BMW's 750hL runs on hydrogen.

750hL

BMW has shown a new model called the 750hL. As part of the BMW Group's Clean Energy initiative the 750hL represents a practical hydrogen powered automobile that can also, when necessary, run on gasoline. The super-cooled fuel (-423F) requires a special refueling that can be performed without human intervention. The 750hL also uses a fuel cell in place of the battery to provide electrical power. (BMW NA Press Release)

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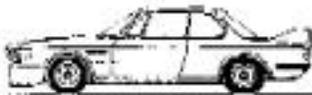


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CARS FOR SALE

1988 M3: henna red, black interior, only 64,000 miles, this is a two owner car in absolutely perfect mechanical and cosmetic condition, all service records and history available, \$14,950. Contact Denny Organ, 425-228-2539.

1982 BMW 528e: Very clean, excellent condition. 155,000 miles, automatic, a/c, sunroof, new Michelins, Lapis Blue w/factory BBS gold wheels that have been repainted and

polished. Service records. \$4000 Contact Scott @ 206-728-4796 (days), 206-322-9305 (eve) or scott@scottareman.com

PARTS FOR SALE

Two brand new Yokohama AVS Sport 235/40ZR17 \$140/ea. Vafa 425-885-0500. 206-609-7474, or vafa@ampap.com.

E36 Parts: Eibach "pro kit" 530/540i lowering springs, still in the box, \$200 OBO. AC Schnitzer stainless E36 exhaust tips, brand new, retail \$350, asking \$250 OBO. '91 BMW factory 6-disc changer and head unit, excellent working condition, \$300 OBO. Matt LaCross 206-284-7531.

WANTED

E36 Mirror: need driver's side mirror from an M3. Matt LaCross 206-284-7531.

Deadline for the March Issue is February 11, 2000.

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