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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.

Postal Notice

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INHALT

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KALENDER

- March 2
Board Meeting hosted by the Lightfoots. Call David or Lucetta at 206-282-2641 for driving directions.
- March 5
Karting Enduro at Crazy Redhead in Redmond.
- March 11
General Meeting to discuss the merits of remaining independent or becoming a chapter of the BMW CCA. Come join in the discussion about the future of our Club.
- March 17
Deadline for the April Zündfolge.
- 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.
- April 6
Board Meeting hosted by Jim Millet. Jim's address is 16732 Burke Avenue North in Shoreline. For driving directions, call Jim at 206-542-5237 or email Jim.Millet@intemec.com.
- April 22
General Meeting at Pre-Grid Motorsports. See article on page 3 for more information.
- May 13
Ladies Only Tech Session hosted by Car Tender.
- July 22
Concours d'Elegance on Saturday at Robinswood Park in Bellevue. Start planning now. The featured cars will be the first generation M3.

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	Zündfolge Editors Lucetta & David Lightfoot See Info at Left Column		

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. This is the last call for this event!

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. If you don't have a team, don't worry, come on out and we'll put you on one.

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 . . . ! And if you want to just watch, this facility is great for spectators. Come on out; next time you'll want to drive!

If you're registering at the

last minute, please give me a phone call or email.

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



Safety Seminar at Pre-Grid Motorsports

Saturday, April 22
10 a.m. to noon

"Safety first" they say, and safety gear (helmets, suits, gloves, etc) will be one of the topics discussed at Pre-Grid Motorsports in Redmond. They will also discuss set-up for cars wanting to go out on the track, and answer your track-related questions. Pre-Grid will open at 9 AM and have refreshments available for those that would like to show up early and check out some of the race cars on display. We hope to have some local BMW race cars as part of the display. Pre-Grid will be offering discounts on safety gear, including helmets, for those in attendance. The club is requiring rated helmets now, so those of you still wearing an old helmet, come learn why new helmets are more comfortable to wear and why they protect your head better in the event of a crash. What's the famous line; "\$10 helmets are for \$10 heads?"

A map and directions to Pre-Grid Motorsports will be in the next Zündfolge. A link to their web site is on our web site. For those with e-mail, an RSVP by e-mail would be appreciated but is not required. There is no cost to attend this event. See you there!

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

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.

Ladies Tech Session

Saturday, May 13

Come join fellow BMW Club women for a tech session hosted by Zündfolge advertiser, Car Tender. Car Tender is hosting a ladies' tech session on Saturday, May 13, 2000. The topics to be covered will be based on feedback from interested women members. So let me know what you want to learn about your BMW. Mark your calendar now. We'll have more information in the April and May issues of Zündfolge.

Lucetta Lightfoot
206-282-2641, litefeet@foxiinternet.net



COVER CAR:
If you thought:
"That's no BMW on the cover!,"
you're right. But it does have a BMW engine and a BMW roundel on the front.

Our cover car is a 1964 Elva BMW Mk VII. The driver is Club member Byron Sanborn, who has the opportunity to drive an extraordinary variety of cars. This Elva BMW and a bunch of other exotic cars can be seen at our General meeting on March 18th at Vintage Racing Motors. Byron will be our host. The cover photo is reproduced with the permission of Bob Dunsmore of Grand Prix Graphics.



STALLS

by Thomas B. Nast

X Files

There are products, and there is marketing. There are looks, and there is performance. And there is a BMW X5. BMW has devoted much energy to niche markets recently; witness the Z3 coupe, Z8 and R1200C. Rather than attempt head-on competition in a very crowded Sport Utility Vehicle market, BMW is attempting to create a new niche. In the Munich tradition, this niche has been assigned a TLA: Sport Activity Vehicle (SAV). The retail end of BMW has been taught to emphasize that this niche is unlike any other and is not to be confused with station wagons, mini-vans, or SUVs (especially Land Rovers. After all, BMW doesn't want to cannibalize sales from its British division).

Frankly, it doesn't matter what the Einsteins in marketing call the niche defined by the BMW X5. It has four wheels, a unibody, a drivetrain, and you can hang a license plate on it, so we'll just call it a car. The accolades belong to the engineers who designed it and the American factory that assembles it, and not to the advertising flacks.

And no laurels, just a ceremonial sprig of hemlock, go to the stylists. The entire SUV field thus far demonstrates that vehicles of this size cannot be made to look attractive, and unfortunately the X5 does not change this tradition. It is heavy and brutish looking, and the lines do not harmonize. One could argue that vehicles of this type simply have an aesthetic of their own, but it would take anesthetic to be blinded to their gracelessness. (How this niche has remained so durable is baffling.)

Matters are not helped by the "pearl beige" paint color, which is more of a mildly-infected green, or the "pastel

green" interior, a genuine dishonor to the cows that gave their lives. The X5 is available in some very attractive colors, and presumably the demonstrator's hues were selected to ensure its return to the dealer. Other eye-pokes are the wood trim, which is beautifully finished but of unpleasant grain, and the heating system,



which seemed hard-pressed to maintain a stable comfort level. One more beef is that rear heat ducted beneath the underarmrest radiates into the CD storage slots; I foresee a lot of damaged CDs in an X5 owner's future.

The X5 is built on a 5-series platform, but you'd barely know it. Despite being a massive and imposing machine, its internal acreage is no greater than a 5-series' (but it has a lot more headroom). You step up into it, and look down at Volvo XCs and Mercedes wagons. It tips the scales at almost 2.5 tons, and returned about 14 mpg during a vigorous workout. They'll love it in Texas. And that's almost all the bad news.

The good news starts with the 4.4L V-8. BMW's decision to build an alloy V-8 struck me as an unnecessary departure from tradition at the time, and the engine had some teething troubles. In light of the direction the marketplace has gone, building the V-8 now looks brilliant. An in-line six could provide adequate power for an X5-sized vehicle,

but not the sparkling performance of the V-8 (and a six with standard gearbox is scheduled for production). An M-powered version is also in the works, and somebody will stuff V-12s in as well, though it won't be easy.

You have your choice of a 5-speed automatic. This is the first BMW

automatic I've driven in a very long time, and it is as Swiss chocolate to domestic Hershey's. The upshifts and downshifts are timed right (it'll even kick down into 3rd at 85), and best of all, the torque converter remains locked up when you lift off the go pedal, allowing engine braking. Finally! The "stepmatic" feature, also new to me, was quite pleasing. With the shifter in "drive," flick the shifter left. It now acts

as a switch; nudge it forward to go up a gear, back to go down. Works great, like a clutchless manual racing box. This is the first automatic I've driven that I could live with.

The four wheel drive is full-time and is biased toward the rear, as it should be. The suspension is a bit different from standard fare (substituting steel for alloy), but what's worth noting is the result. On smooth road, the car, excuse me, the SAV, is almost flawless — stable and remarkably nimble, with just a bit more tire-generated road noise than is pleasant. On the rougher pavement that's becoming all too common, there is much pitching about. Perhaps this is due to the greater moment caused by being farther above the road, perhaps because spring and damper rates are high (and this without the optional Sports package). Either way, this pitching needs to be tuned out. On snow, gravel and rutted roads, the ride is excellent and was free of squeaks and rattles (though we

understand these have been warranty problems in some early examples).

Handling was brilliant, especially considering the inertia involved and bad-road capabilities. The X5 is quite fast off the line, and is still lunging as triple digits approach, with perfect stability all the while. And it corners like a BMW, the 18" wheels (19" an option) undoubtedly being a big factor. The rack-and-pinion steering was free both of dead center play and kick-back over ruts and potholes, but had great road feel. This behemoth handles better than most sports cars, and could actually be flogged on the track (when you're ready to change the tires).

The Lightfeet and I took an X5 up to Snoqualmie Pass, so we could do some donuts without sharing them with the police. With DSC enabled, no oversteer could be provoked on snowpack. Either the front end would plow, or a gentle sideways slide would entertain. With DSC switched off (really down, because it never fully disengages) the back end could be swung round, but only gently. The X5 could not be made to swap ends abruptly. Between AWD and DSC, driving at speed on snowpack is uneventful at speeds that would quickly deposit a conventional car in a bank of snow. Even with DSC set low, the X5 confidently scoots at snowmobile speeds.

The X5 we borrowed was blessedly de-contented, lacking a number of optional airbags, GPS, CD changer, cell phone, ad nauseum. It nevertheless carried a sticker of \$54K. Only a few production problems were present, notably coolant leaking from the overflow bottle (shades of a '70s 530i!) and a tailgate that latched uncertainly (if it rattled at speed, try again). A few v1.0 issues were also obvious. For example, you cannot keep your hand clean opening the tailgate, because the handle area is a schmutz collector. All minor, all correctable.

The irresistible lure of a soapbox educes a few comments on engineering philosophy. First, this thing has an Independence Day's quantity of pyrotechnics on board. Four or eight airbags, crash-tensioning belts, even the battery cable has a charge of the exploding type. A very minor impact can require many thousands of dollars of replacements, never mind the risks from airbags and an immobilized car (by design, you can't



Shows driveshaft to front differential and skid plate. If you know where to look, you can see the axle passing through the oil sump.

drive it after this stuff goes off). Second, a maintenance-cost-is-no-object mentality is present. The 2.1 KW water-cooled alternator, for example, is very inaccessible and must be replaced as a unit. Should it leak or, heaven forbid, the brushes wear down, the owner will be in for a very major expense. This is but one example. Want another? The front right axle passes right through the oil pan. An old engineering trick (Cadillac used in on the Eldorado around 30 years ago), but if/when the oil seals wear out or a CV joint needs changing, Alan Greenspan will personally notice. It is my fervent (BMW would say fevered)

wish that more consideration be given to the financial consequences of all this cutting-edge technology when the vehicle comes off warranty. As it stands, one would do well to trade or sell many of these cars before the first major repair cycle, which no doubt explains why so many are leased.

Who should own an X5? If you live in the mountains, or have a ski cabin, or pursue winter sports, or you cross the passes regularly, an X5 would make life very pleasant indeed. Rather than an "SAV," we'd call it an All-Weather Car. It does for SUVs what the Honda Odyssey does for mini-vans; gives refined, car-like driving quality with the benefits of the niche. In the case of the X5, the car-like qualities are those of a BMW, which is to say awesome performance, great appointments, state-of-the-art safety, and a price to match. And the niche is that you can go on any half-decent road in pretty foul weather, or pull a trailer if you must. Let this model mature a year, then take Lexus off your short list. Nobody does it better than an X5.

Our thanks to BMW Seattle for supplying us with this remarkable car and helping us explore its technical details, fully aware that our views would not track those of the sales brochure.

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MOTOR SPORTS



The Year 2000 at the Track!

By Jacqueline Kahn

Winter is just about over and it sounds like a great time to start thinking about spring and summer fun. We have a great year of track events planned to keep you busy and smiling. We begin with our famous schools in May. Two days of programs designed to enable our members to become better drivers and provide an avenue to learn about their car's abilities in a controlled environment. Each year we have a whole new group of folks who come out and catch the bug and May is just the beginning of their fun! We look forward to seeing those drivers again this year, as well as seeing some new faces and grins. See page 7 for registration details. Then it's on to lapping events.

Our summer wouldn't be complete without our "lapping days" at Seattle International Raceway (SIR). We have events scheduled in both July and August. Stay tuned for details in future issues.

We've also brought back the very popular lapping event at Laguna Seca! Yes, the famous track with that great corkscrew! This year we were able to get the track for our club on Tuesday,

May 30th. This event is added to our line up to provide our more experienced drivers another avenue for learning. See this month's article for details and registration.

In addition to our club's events, we also encourage our drivers to attend the BMW ACA, Portland Region and Spokane's BMW CCA Chapter for their events. It's a great way to increase your driving skills by learning new tracks. Both these clubs, along with the Porsche club (Portland) and the local Alfa Romeo club offer great programs and additional ways for you to increase your seat time and fun. Check our Motorsports Calendar throughout the year for these additional events.

This year promises to be another terrific year at the track! We've seen so many new drivers over the last several years and many have asked how they can get more involved. If you do have an interest in helping out with the track events, and there are many ways, please feel free to give me a call, we'd love to have you join the fun! You can reach me at 425-481-9571. See you at the track!

International Race Driver Club's (IRDC) Race Official School

IRDC is one of the affiliate race clubs under the local Conference, ICSCC, road-racing league. IRDC is the local club who hosts the Conference races at SIR. They are holding a general training school for anyone who has an interest in getting involved with any number of race official functions, but doesn't know where to ask. It's a no cost school and for attending you will receive a free IRDC membership. It's on Saturday, March 4th, starting at 8:00 AM. Class time is two hours, followed by working turns during the on track portion of the Driver School.

They'll be covering various job functions including flagging, radio communications and turn working. Lunch is provided. You can call 1-800-272-IRDC for further information.

Many of our club's race drivers race in the Conference League. Our associate status with the club provides our members an avenue for becoming licensed drivers. If you are thinking about racing in the future or just want to get involved with local races, this is a great opportunity. You'll also be out and a part of the races with your fellow BMW club racers!



2000 Driving Events Calendar

March

18, 19 BMW CCA, Spokane Driving School at Spokane Raceway — a fun track to drive!

April

7 BMW ACA, Portland Lapping Day, another great track in the Pacific Northwest!

May

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

BMW ACA, Portland Lapping Day

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

30 BMW ACA Lapping Day at Laguna Seca Raceway

June

10 Portland's Tri-Club Day (BMW, Porsche, Alfa)

10 Alfa Romeo Lapping Day at SIR.

July

19 Alfa Romeo Lapping Day at SIR.

23 BMW ACA Lapping Day at Seattle International Raceway.

August

19, 20 BMW CCA, Spokane Lapping Days

25 BMW ACA, Portland Lapping Day

27 BMW ACA Lapping Day at Seattle International Raceway.

October

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

CONTACTS:

Alfa Romeo Club—Thomas Moll, Competition Director NWARC, <http://welcome.to/nwarc>, moltek@hotmail.com, 206-933-3021 They have one lapping day a month from April until September. Plus two driving schools, one in early March and one in late October.

BMW ACA, Portland—Greg Meythaler, greg.meythaler@intel.com

BMW CCA, Spokane—Scott Adare, sadare@aol.com, 509-468-6502 (W), 509-466-6731 (H)

May High Performance Driving Schools First Schools of the Season!

By Jacqueline Kahn

Our first High Performance Driving School for the year is at Bremerton Raceway, Friday, May 5th. We encourage all those folks who have wanted to come and out and see what our events are all about to join us. All you need is enthusiasm and the desire to learn more about you and your car's abilities.

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

The objective of the school is to make you a safer and more confident driver. You'll have a blast and have a whole new appreciation for your BMW! If you've ever been curious why they call these 'The Ultimate Driving Machines' — spend a day with us and find out what German Engineering is all about!

We have also planned a follow up school and lapping day on Sunday, May 7th at SIR for those interested in pulling your newly learned skills together in a road course venue. This school will be specifically designed with you in mind! Instructors will be working with you during the Sunday's program as well. Sign up for both schools! You won't be sorry!

NOVICE DRIVING SCHOOL & LAPPING AT SIR

Back by popular demand, Sunday May 7th at SIR, we've planned a program devoted to showing the beginning and intermediate drivers the 'why and how' to drive a road course like SIR. This program will not have drill stations in the morning with cones, what we will have is an early morning track walk and an intense breakdown of SIR corner by corner. Following that we'll be driving complete laps at slow speeds one-on-one with instructors. Finishing up the day with full lapping in groups designated to accommodate each type of driver. With this approach it would be an ideal day for you to explore SIR in depth. Drivers with no previous experience will need to attend the Friday's program at Bremerton first before attending

Sunday's event. For those of you who completed our Bremerton school last October you are eligible and encouraged to join us for this program. If you had fun at Bremerton, you won't believe the grins you'll get from SIR!

This summer we have two scheduled open lapping days at SIR, if you've only attended our schools at Bremerton you would be required to attend this event to be signed off to join us.

TO REGISTER

Our schools do fill up quickly so get your registrations in early! Also, due to

our high volume of turn out for our schools, first time students will have priority. In addition, due to the overall popularity of our track events in general, priority will also be given to current members driving BMWs. To register please fill out the attached Registration Form and mail it to Jacqueline Kahn at 18922 81st Ave. N.E., Kenmore, WA 98028 by April 24th. After this date drivers with other marques will be added to the list in the order in which they are received, so everyone is encouraged to send in your registrations in early. Call if you have any questions: 425-481-9571.

May 5 Driver's School
Bremerton Raceway Registration

Name _____ Mem # _____

Address _____

Year & Model Car _____

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

Email _____

Number & Type of Previous Track Events _____

DrivingLevel: (Novice, I, II, III, Instructor) (CircleOne)

DrivingGoals _____

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

Total Amount Enclosed \$ _____

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

Name _____ Mem # _____

Address _____

Year & Model Car _____

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

Email _____

Number & Type of Previous Track Events _____

DrivingLevel: (Novice, I, II, III, Instructor) (CircleOne)

DrivingGoals _____

Cost of School: \$100 — Two Drivers in One Car, Add \$35 (Non-members, Add \$25)

Total Amount Enclosed \$ _____

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

Trip to Laguna Seca

by Ken Hill

We are going back! Our first trip down to the Monterey Peninsula and the world renowned Laguna Seca Raceway was nearly two years ago and was a big success. We have been able to secure a return trip. We have the track all to ourselves May 30th, 2000. This is the Tuesday following the Memorial Day Weekend, and will be a great way to kick off the summer vacation schedule. The format of the day will be very similar to our open lapping sessions held here at SIR. And as before, we will be providing a secure truck to carry tires/tools/equipment, etc., for those of you who are interested in going and don't want the Goodyears rolling around in the back seat as you head down the coast. What else do you need to know?

To safely run a remote event like this we are limiting the number of registrants, so get your registration in early! We expect the roster to fill up quickly, and selection will be based on registration post-mark date. We are conducting this as a lapping day, not a beginning school - sorry, no first time students. If you have been out with us before but are not confident whether your skills 'qualify', please call us and we can talk about it. Remember, we are looking for people who are predictable and safe, not necessarily just the fastest around.

Because of the expense of the track and amenities, we are requiring the registration fee as a non-refundable deposit. The fee for a single driver and vehicle will be \$150, \$50 for a second driver, and \$30 additional if you wish us to carry anything down for you. If you realize later that you will be unable to attend please notify us. Though we will work hard to do so, the commitment

we've made for the facility requires that we will be able to return your money ONLY if we are able to fill your spot.

Being a BMW club, we hope to make this a marquee event. If you don't drive a BMW but would like to attend, go ahead and send in the registration form. Names will be selected based on post-mark date for non-BMW makes to fill available spots. We will gladly return your registration fee if we run out of room. You will be notified as soon as possible of available spaces, no later than close of registration Sunday, April 30th.

You will receive confirmation of your registration within 14 days. Attached will be an information packet that includes maps of the track and the Monterey area, information on hotels and scenic areas to visit, as well as a schedule for our day at the track and any other additional information we can come up with. For those that wish to caravan down as a group, we will likely be including a schedule for a trip down the coast as well.

Please keep in mind that visiting a new track is one of the best ways to challenge a driver's ability to adapt quickly and learn techniques to help 'read' the road. However, Laguna Seca is not 'just down the street' from home. We want everyone that is thinking about going to take is seriously and do some planning up front. This will help ensure the success of the event, and at the same time ensure that all those attending will have an enjoyable experience — not just at the Raceway, but for their entire stay in the Monterey area. If you have any questions please feel free to contact me during the day at 425-882-6725, or anytime at (pgr) 206-989-9516.

Vintage Racing Motors Open House

Saturday, March 18
9 a.m. to noon

Hopefully you've read the Bimmer Bio on Byron Sanborn. Then I know if you're like me, the Vintage Racing Motors Open House can't come fast enough. VRM is a local business that buys, sells and restores vintage racing and classic cars. They are one of the premier vintage race car restoration and maintenance facilities in the area. There will be FIA cars, a Can-Am or two, the TIPO 63 Maserati Birdcage, and plenty of other incredible cars that will be pulled out and put on display in their large workshop. The middle color photo spread will give you an idea of what is in store for us. Byron will spend time explaining what makes each of these incredible machines unique and share some of their stories. As an unexpected bonus, VRM has recently purchased a rare BMW 507 that we will be able to see! The event is free, and I promise not to run out of name tags. We'll see you there!

A quickie RSVP by e-mail would be appreciated but is not required. See you there!

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

May 30th, Laguna Seca Registration

Name _____ Mem # _____

Address _____

Year & Model Car _____

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

Email _____

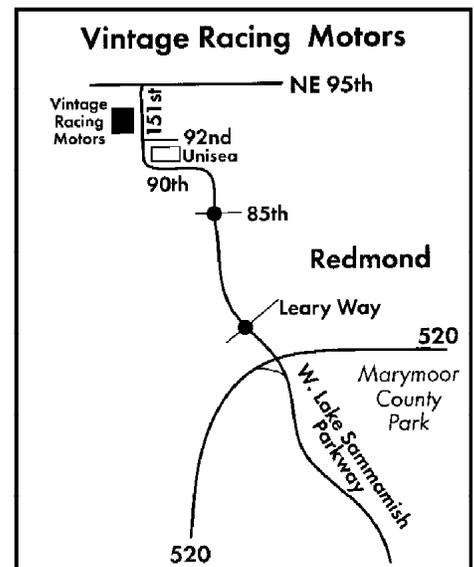
Have you driven Laguna Seca before? Yes No

When? _____ Why? _____

Driver and Vehicle: \$100 • Additional Driver: \$50 • Equipment Transported: \$30

Total Amount Enclosed \$ _____

Checks payable to BMW ACA. Mail to: Ken Hill, PO Box 3314, Bellevue, WA 98009.



Byron Sanborn is a long time club member, joining the club in 1973 after purchasing, what else, a 1600. In those days, for anyone interested in learning about 2002s, all roads led to the shop of Dan Patzer. Byron was no exception and his baptism to a career in the automotive field that now includes managing Vintage Racing Motors (VRM) started under the tutelage of Mr. Patzer. Byron has been racing in various forms for years, logging thousands of miles at SIR and at other tracks around the country. His work at VRM has allowed him to drive an incredible range of race cars. Byron is also an accomplished musician, playing the euphonium and bass trombone in various local symphonies and quartets.

Byron was born in Seattle, living here for all but seven years. He graduated from Issaquah High School in '73 (making him 45 for those trying to do the math). Byron majored in Music at Western Washington University in Bellingham. He is single and presently resides in Issaquah.

Byron's family allowed their kids to buy a car after they graduated from high school. So on June 1, Byron went shopping for a car. He was going to order a 340 Duster, but luckily for us all, he found a little BMW 1600 on a lot up on Aurora Avenue. He was not into cars in high school, but thought this car drove OK. But the best thing about this little BMW was it had a huge trunk to carry his large musical instruments.

Around '73 his dad, a Boeing employee, told him about some autocrossing that a Boeing Car Club was doing. So Byron went out and learned how to fling his car around orange cones. And of course, he was hooked. Long-time club member David Heard saw him and told him about the local club. The rest is history. And the history goes like this...

Byron really enjoyed the autocrossing, so much so that he started to set up his car for this. His first 1600 was totaled so he bought another. This was 1974 and nobody was modifying their 2002s in the Puget Sound area. In fact, many thought Byron crazy for messing with his car. It was considered "sacrilege" to most. He did notice after a while that whatever he did, then five other 2002s would then follow suit. So there were a number of clones of his car in the club. He still owns his 2002. It has been re-painted and has

around 250,000 miles on it. It was his daily driver for years. He built the first (of several) 2-liter motor for it in summer of '77, so it's a 1600 in name only.

He got the beige 1600 in December of '74. The special grilles with the extra headlights came back with him from Germany after he drove the Nurburgring. Everyone wanted a pair of those grilles.



Byron at the Nurburgring '74.

He thinks his BMW has logged 8,000 miles at SIR at club lapping days. The first time he broke 2 minutes at SIR was in that car on 165/13 tires with a single barrel carb, no sway bars, totally stock shocks, etc. He really had to flog the car. He was so proud to break 2 minutes. For comparison, the fastest BMW at the time was turning 1:56s. His car was the first club BMW with street tires to go under 1:50 and the first under 1:40 as well. Its best time ever is in the 1:38s! There are plenty of E36 M3s going out now that are not breaking 1:40!

His BMW has so many stories and has been so much fun. One story in particular was a "Cannonball Run" in Washington in February of '76. It was called "Where the hell is Metaline Falls?" Metaline Falls is up in the far northeast corner of the state. Cars left at 3 AM from a tire store on Capitol Hill at five minute intervals with the lowest time winning. People could pick any route to Metaline Falls they wanted. Byron drove it with Denny Organ as co-pilot. By the end of the run he had convinced Denny that he was a lunatic. It was snowing and Byron was applying everything he learned from the club schools. Twenty-four years later and Denny still thinks Byron is a lunatic.

Byron spent a couple of summers in the late '70s working for Bruce Leven's IMSA race team including traveling to

races. Bruce offered him a full-time job but he declined because he wanted to finish earning his college degree. He did get a look at what serious racing was all about. Peter Gregg and Hurley Haywood were the drivers back then. He remembers them taking a Porsche 935 with Peter Gregg down to the PIR 6-hour endurance race. The field was all conference production cars and entering the 935 was like killing flies with a sledgehammer. The car was running 195 MPH down the straights. In true tortoise and hare fashion, it broke after four hours of racing.

After college Byron was working night shifts at BMW Bellevue (one of three stints at BMW Bellevue) and also started working on vintage cars for Bruce McCaw during the days. This arrangement got to be two full time jobs. Add to this a stable of 2002s that he was racing with club member Terry Flanagan and something had to give. So Bruce said quit your job and let's start a company. That's when Vintage Racing Motors (VRM) was started. VRM operated in the basement of Byron's house for two years. They moved to the location that now houses Speedware for three years before relocating to their present location in Redmond. VRM does both full repair restorations for clients as well as work on individual components. Some clients bring in cars that are already restored but need to be maintained to keep them running, with the client taking the car to the track themselves. The majority of clients leave their cars with VRM. VRM maintains them, transports them to the track, and services them at the track. The owner only has to show up and drive his car. VRM also buys and sells vintage cars. These cars might range from ready-to-go cars to "basket cases" needing major repairs.

Recently, VRM has been performing more maintenance and track service work, and doing smaller projects on customer cars. Lately, big restorations are not economically feasible unless the car will be worth over \$100,000 when completed.

Over the years Byron has had the privilege to drive numerous historically significant vintage race cars. He is able to jump from one vintage race car to the next and within a couple of laps have the car within a couple of tenths of it's

Continued on Page 12

potential. All of these skills were honed starting at BMW club events. He can go from driving an old Allard to piloting a ground effects F1 car. He's also had to drive back-to-back an Alfa Romeo F1 racer and then a little Bugeye Sprite in the same afternoon. He finds it every bit as enjoyable to take a Bugeye Sprite out for 1:50s at SIR as it is to drive a Can-Am car and do low 1:20's. He thinks it is not how fast you go, but more importantly it is the lap time in that particular car. He enjoys being able to drive any type of car as well as the owner can drive it. The only thing speed changes is how far to look down the track. The correct line in a corner is just geometry and it does not change. The difference he found is with some cars you pay more of a penalty for deviating from that line.

Byron recollects on a sampling of some of the vintage cars he has piloted: "The 1970 B19 Chevron was the best all around package I have driven. It makes about 280 HP out of a 2-liter motor, while weighing only 1,050 lbs. It is easy to get into the 1:20s at SIR on slicks."

"With the Allards there were no big bucket seats back then. The steering wheel was something to grab on to to not fall out of the car. You insinuated where you wanted to go with the steering wheel and controlled it with the gas pedal. They are so much fun. They had no brakes and huge motors."

"The Coopers are also of the era where you have to slide the car around. They are works of art. They work better 10 degrees hung out than driven straight. Driving a Cooper at Watkins Glen was one of the most fun things I have done. It is a perfect balance of engine, tires, brakes and chassis while not big on horsepower. In two laps a Cooper fits like an old glove."

"The F1 cars are incredible. They are about as much a video game as you can find. I grew up racing things with fenders, only driving a Formula Ford before driving the F1 cars. In F1 you are so fast that you feel like you are at the pointy end of an arrow. Especially the Fittipaldi car. At 190 MPH you think your chin is on the front spoiler. I really enjoy the flat bottomed cars which were pre-'78; cars like the Marches and 201 BRM. They really drive like a car. The

engine is not the most impressive thing. It is the lateral stick and the brakes."

"The big McLarens are great for their brutish behavior. They are an absolute bear to drive. Tiny cockpits. They are as wide as they are because they had to carry 75 gallons of fuel. (A 400 lb weight change during the race!). They steer heavy, they brake heavy, the thing they do best is go incredibly fast. First and second gears are a cannon shot. In fourth gear you can spin the tires. He says you race to the corner, you race out of the corner, and you survive the corner. There is no subtlety in that mid-corner. You hang on for dear life."

"The best stuff, for ease and comfort to drive are the old FIA cars. Things like the Porsche 917s, Mirages and



Byron's first BMW, a '68 1600.

T-70 Lolas. These are the endurance cars that raced at LeMans, Daytona and the Targa Florio. Cars that are raced for short distances are compromised for the driver. But for an endurance race a couple of tenths per lap of car speed is not as important as driver comfort so after a two, three or four-hour stint the driver is still running the same lap times at the end of the stint. In a Porsche 917 everything is where it should be. The pedals are right, switches are where they should be, like a BMW street car he notes.

"The little BMW-powered Elvas are fun to drive." This car is featured on the cover of this Zündfolge.

Byron is also getting back into Autocrossing. Last year he came within one run of winning a national SCCA autocrossing title in a Mustang.

In '90 Byron decided he wanted to play his horn again. He started with a group that needed a bass trombone. He played with them mostly to get his chops back. Then a euphonium player left the

Washington Wind Symphony so he auditioned and got a seat in that band in '91. This gave him a reason to play really well again. He also is involved with the Sammamish Symphony and Northwest Symphony as well as a Tuba quartet.

What are the similarities between driving and playing? "Both of them are total individual efforts as much as if you are driving for a professional crew, once you are in the car it is just you. Same thing, even playing in a big group, to play your instrument well is really just you. You can't rely on anyone else to prop you up. Another similarity is that both of them require so much concentration to do well that it completely blanks out the rest of the world. There is absolutely nothing else going on when you are doing either driving or playing. When you're driving a race car, you can't be thinking about anything else, it's a total focus. Same thing when you're playing, it's total focus on what you're doing right then and there. The fact that the world is crumbling all around you is totally blanked out."

"Another similarity is the competitive part of me wants to have something that you can excel at. Find something and excel at it because it does wonders for your ego. And with driving and playing there is never a perfect lap or perfect passage. You can strive to get there and it comes down to how much energy you can expend at it. You can become a great race driver if you just keep driving and driving and driving but it takes a lot of time and a lot of money. Same thing with music, it takes a lot of time. If you want to be really good at it you have to be really focused and you need to think about the whole thing. It is not like math. It's not 'this way or no way.' For everybody, playing an instrument or driving a lap is a totally unique experience."

These ideas sum up Byron and what he has strove to accomplish so far. The word "excelling" comes up again and again. Due to space limitations I've only been able to scratch the surface of Byron's racing and restoration activities. Come visit him at the Vintage Racing Motor open house. He will share more stories about the cars on display. VRM will also be out at the Vintage races at SIR during the July 4th weekend.

Annual Banquet

By Rick Brown

On Saturday, January 29th, we had almost 90 people turn out to participate in the annual banquet and auction. The evening began in the Cascade Room of Bellevue's Harbor Club with the Silent Auction. There was a feverish pace as the clock was counting down; people were jockeying for position trying to be the last one on the bid sheet. Some people went home with a good values and others gave just a little more, but it was all for a good cause.

After the Silent Auction, the Harbor Club served us a wonderful meal, which set the taste buds on fire. Guests had the choice of an Alder Smoked Salmon, Roast Strip Loin or a Red Wine Spiced Chicken. Each was presented with a display of fresh vegetables and garlic mashed potatoes. Dinner was followed with a Lemon Meringue Tartlet which certainly got your attention.

After the dinner was finished we kicked off the Live Auction. There were many great items being offered off that night, from a leather coat to a hand-made quilt which went for \$300. Ed Laggart was the auctioneer for the evening and did a great job handling the volley of bids coming from one side of the room or another.

Of course we followed the Live Auction with our guest speaker, Phil Smart Sr. Phil spoke for about 45 minutes. The most interesting part of his talk was on the history of Mercedes-Benz and some of the chief officers. A lot of the people who were high up in Mercedes-Benz were also high ranking officers in Hitler's Army. Who would have thought that after the war, an American would be doing business with someone who fought on "the other side?"

Phil also touched on something which is his first passion, helping others. Phil is involved with Children's Hospital volunteer program. He donates a little of his time every week for this cause and has been doing so for a good portion of his life. Phil calls this his third eight. What he means is: eight hours we sleep, eight hours we work and what do we do with the remaining eight hours is our choice. He has made the difference in many people's lives and encourages us all to donate just a little of our third eight. In Phil's honor and in the name of the Club we will be making a donation to Children's Hospital.

Thank You again for coming and we look forward to seeing you all again next year!

Griot's Garage Car Cleaning Tech Session



Many thanks to Mark Greene and Griot's Garage for an informative presentation on cleaning, prepping and waxing a car's

various finishes. An astounding 91 people attended the morning session. My apologies to those not getting one of Jill Skeels' very cool BMW Art Car name tags. We really thought that 60 tags would be more than enough!

Everyone left with a better understanding of how the various products offered by Griot's Garage work. Many folks tried their hand with an orbital polisher and are now much more confident in using this time-saving tool. I suspect we are going to see some very clean cars at the concours this summer.

Next up, Vintage Racing Motors, see you there!

Lance Richert, Vice President



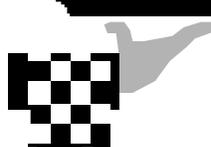
A big crowd of Club members listens to Griot's Mark Greene.

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BMW ACA and BMW CCA Issue: Misc. Questions & Answers

There have been a few questions raised by members in letters published in Zündfolge and elsewhere. This short article is intended to answer those questions.

AFFILIATION WITH CONFERENCE

Currently our Club is an affiliate of the International Council of Sports Car Clubs (ICSCC or "Council"). This allows our members to participate in the racing activities of Council in the Pacific Northwest. In the February issue, Ted Rodgers asked whether joining BMW CCA would preclude our Club from continuing this affiliation. We have asked the BMW CCA representatives and this affiliation could continue.

ACA NOT INCLUDED IN THE INTERNATIONAL COUNCIL

In this issue, Mark Crispin asks "why was ACA ejected from the International Council of BMW Clubs?" To answer this properly, one must follow the history. When the ACA was formed in Los Angeles, it was affiliated with the importer, Max Hoffman, and BMW Club Europa. CCA was not affiliated with either. Over time, the CCA was recognized by the International Council (or its predecessor, the Verban). Because of this history, ACA remained on the International Council despite its small size compared to the CCA. ACA was seen as the Los Angeles chapter. The Seattle and Portland chapters were "under the wing" of LA but just barely acknowledged.

The International Council of BMW Clubs is greatly influenced by the American BMW clubs because the American clubs are so large. Many of the national clubs around the world are smaller than our local club. When the Los Angeles ACA chapter became a CCA chapter, they attempted to assign their seat on the International Council to the Puget Sound Chapter. The South African club, tired of the American influence on the Council, did some political maneuvering which resulted in the seat not being assigned to us. The ACA's position on the Council was lost.

ONE UMBRELLA ORGANIZATION

A number of members, and Mark Crispin in this issue, have asked about BMW AG's desire to have one umbrella organization in each country. This has been a goal of BMW AG for a number of years. But they have moved slowly to accomplish this goal due to various problems around the world. In many countries there are two clubs of nearly equal size. BMW has tried to broker mergers in these cases. In Germany there were over 140 independent clubs with no national organization. There they have formed a national organization and are "urging" the independent clubs to join it.

BMW AG desires one umbrella organization for a number of reasons. They want to have one point of contact for dissemination of information. The company wants to be able to control the use of the name BMW and the corporate logo. And this is a German company: one club in each country suits their Germanic sense of order.

In the United States there are four BMW clubs (not counting the special interest groups). These are the BMW CCA, the BMW MOA (Motorcycle Owners' Association), the BMW RA (Riders' Association), and the BMW ACA. Unfortunately for us, the other three are huge. So, while AG wants one umbrella organization, there seems to be a U.S. exception. The big three are each being accommodated so far. However, this exception doesn't apply to us. AG wants one car club in the U.S. They'll then likely work on a merger of the bike clubs.

This whole push to create an umbrella organization in each country has not gone entirely smoothly. But it is a goal that will continue to be pushed by BMW AG.

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 11	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
April Zündfolge	Publish Board Recommendations
April 5	Mail Ballots to Members
April 26	Ballot Deadline
May 5	Announce Results of Vote

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BMW ACA and BMW CCA Issue: General Meeting

Plans for the March 11th General Meeting announced in last month's *Zündfolge* have been finalized. The meeting will be held in Room A-9 of the Community Center at Mercer View on Mercer Island. The meeting will start at 1 PM and end by 4 PM. It is very difficult to estimate how much interest there will be in this meeting. The room holds 125 people and we assuming that this will be sufficient. This is not intended to be a social event and because of the logistics involved, we do not plan on serving refreshments.

There will not be a formal presentation the issues involved in becoming a CCA chapter. We feel that those have already been addressed in the *Zündfolge*. The purpose of the meeting is to provide a forum for members to express their views and ask questions in, of course, an orderly fashion. Present at the meeting will be most if not all of your ACA Board Members and Keith Wollenberg, BMW CCA Regional Vice President. Scott Adare, President of the CCA Inland Empire Chapter, will also be there.

The Community Center at Mercer View is located at the north end of Mercer Island at 8236 SE 24th Street. Driving Directions are as follows:

FROM SEATTLE, I-90 (EASTBOUND)

1. Take Exit #7A (77th Ave. SE).
2. Turn left across the freeway.
3. At Stop Sign, turn right onto North Mercer Way.
4. Go one long block to the stop light.
5. Go straight through the stop light.
6. Turn left onto 81st Ave. SE.
7. Turn right onto SE 24th Street.
8. The Community Center is two blocks on your left.

FROM BELLEVUE, I-90 (WESTBOUND)

1. Take Exit #7 (Island Crest Way).
2. Continue straight ahead.
3. Turn right onto 81st Ave. SE.
4. Turn right onto SE 24th Street.
5. The Community Center is two blocks on your left.

BMW ACA and BMW CCA Issue: Voting Procedure



The purpose of this article is to describe the procedure and related issues for the vote to determine whether the Club remains independent as BMW ACA, Puget Sound Region, or becomes a BMW CCA chapter. Before going into the procedure and issues, it is important to be aware of exactly what would happen if the vote were in favor of joining CCA. Should the membership vote determine that we "join" or "merge" with CCA then all we need to do is change the name of the Club. This would provide for a smooth transition both financially and organizationally. There would need to be some amendments made to our Articles of Incorporation and to our bylaws (see "What Happens Then?" section below).

VOTING TIME LINE

- 1 On or about April 1st, we will mail the April issue of the *Zündfolge*. This issue will contain either a single recommendation made by the Board or Majority and Minority Board opinions.
- 2 On or about April 5th (but at least two days after the April *Zündfolge* is mailed out), the ballots will be mailed out. Besides the ballot, the mailing will include a cover letter based on this article. The ballot will be a Postage Paid Post Card addressed to the independent ballot audit organization selected to count votes. The voting choice will be simply between remaining an independent BMW ACA Chapter or becoming a BMW CCA Chapter. Ballots will be mailed to all members in good standing (dues paid) as of March 31st, excluding Advertising members.
- 3 On or about April 7th, the "Get Out The Vote" campaign will begin. The Board and Special Committee members will call all members not having an e-mail address as a reminder to return their ballot. An e-mail reminder will be sent to those members for whom we have a current address. There will not be any attempt to influence any vote. The purpose of this campaign is simply to increase participation in the voting process.
- 4 The deadline for returning ballots will be April 26th. The audit organization will count all ballots received by the close of business that day.
- 5 By May 5th or sooner the vote will be "announced." The results will be published in the June issue of the *Zündfolge* mailed on or about June 1st. The result will also be posted on the Club Web Site at www.bmwaca.org. We will also e-mail everyone on the distribution list. Those who do not have e-mail may call any Board Member beginning May 5th.

BALLOTING RESULTS

The vote will be decided by a simple majority of the votes cast. If there is a tie vote, we will remain BMW ACA. There will be no minimum number of votes required.

WHAT HAPPENS THEN?

If we vote to become a CCA Chapter, we have tentatively identified sometime during the summer of 2000 as the effective changeover date. We have been advised that the only major requirement by CCA is prior approval of our bylaws. We have been working on revising them and will have new bylaws regardless of how the vote comes out. We expect CCA approval of our proposed bylaws.

Special Committee on the BMW ACA/CCA Issue: Roger Wales, Stephen Niver, David Lightfoot, Lucetta Lightfoot, Greg Mierz, Tom Cox, and Jim Millet.

BMW to Run ALMS

BMW is scheduled to run the full American Le Mans Series for 2000. However, there are no plans to run at Le Mans. Joachim Winkelhock has left BMW after a ten year career. This leaves one seat open. The three confirmed drivers are J.J. Lehto, Jorg Müller and Bill Auberlen. Steve Soper may get the fourth seat, but BMW Motorsport boss, Gerhard Berger, is said to favor someone younger than the 47 year old Soper. (AutoWeek)

NEW X5 MODELS

The first X5 model available was the V8-engined X5 4.4i. At Detroit, BMW announced the six cylinder X5 3.0i. This will be the first BMW model to use the new 3.0-liter inline six. These are the only two X5 models officially announced so far. However, we know that an X5 3.0d with a diesel engine is likely to be introduced soon. How do we know? Because U.S. dealers already have scale models of the X5 3.0d in their boutiques!



Z8 Intro

BMW held the worldwide press introduction for the Z8 in Southern California in early February. Expect to see the reports in the enthusiast press in the next couple of months. While Southern Cal may be the top market for this car, usually press intros are held in exotic locations. BMW put the writers up at the Ritz-Huntington in Pasadena, which was a good start. But then the scribes were sent out to Whiteman Air Park in Sylmar to thrash the cars. The Germans told the writers to park the Z8s "carefully" in the Sylmar area because there were people who would steal or car-jack the cars! The scribblers then were off to BMW Designworks USA in Newbury Park. While the designer of the Z8, Henrik Fisker, is the head of Designworks USA, this isn't exactly a posh environment. Is this anyway to introduce the most expensive BMW ever?

The Z8 will be available starting in April. The price is \$128,000. There are 400 allocated for the U.S. market out of 1500 to be built. One dealer is said to have turned down an offer of \$200,000 for a Z8.

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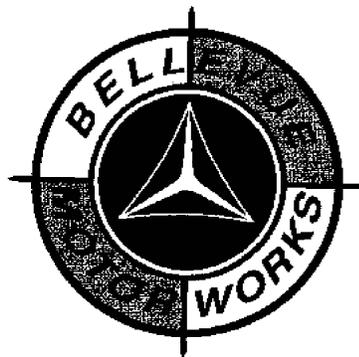
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Mini for the U.S.
 BMW has confirmed that the new Mini will debut in 2001 with sales in the U.S. set to start in fall 2001. The Mini was previously sold in the U.S. from 1960 to 1967. (BMW NA Press Release)



M5 Wagon

BMW has confirmed that it has built prototype M5 sport wagons. No surprise here, as the last generation M5 was available in Europe in both sedan and wagon form. The wagon was never sold in the U.S. The prototype looks production ready. The only hold up is a limited supply of the 400 horsepower V8 engines. (AutoWeek)



Z3 Pedal Car

BMW has introduced a new model: the Z3 Pedal Car. This miniature version of the Z3 is the perfect first BMW. The body is red plastic. Wheels are chrome and there is a roll hoop behind the driver. Power comes from your kid (or grandkid) pushing on two pedals. Maintenance is low and the car boasts zero emissions. (Neither is probably true of your kid.) The taillights are L-shaped, just like the current Z3. The dealers have these in stock now. The suggested price is \$159.

Monterey Weekend

The Monterey Weekend 2000 may be something you want to plan on. Concorso Italiano, on August 18th, will feature Ferrari and Pininfarina. The Monterey Historic Races will feature Maserati. Pebble Beach on August 20th, will commemorate its 50th anniversary. To celebrate, Pebble will bring back some of the groups of great cars. This is to include all six Bugatti Royales and the Alfa Romeo BATs. (Sports Car International)

No More BMWs for Bond?

There are rumors that James Bond will go back to Aston Martin in his next movie. After three movies featuring BMWs, this would be a return to Bond's roots. What we've heard is that Ford, owners of Aston, have given the Broccoli family, owners of the Bond franchise, about \$160,000 for the rights to supply future Bond vehicles. Tightfisted BMW supplied cars and cooperative advertising for the three films, but wouldn't part with any cash.

Formula 1

BMW WilliamsF1 announced in late January that the team's primary sponsor will be Compaq Computers. Compaq will not only contribute money but will also be involved with the computer support for the team.

On January 24th, the second driver was announced: 20 year old phenom Jenson Button. Button beat out Brazilian Bruno Junqueira in a shootout. Button will be the fifth youngest driver in F1 history. He replaces Alex Zanardi on the Williams Team. Ralf Schumacher remains with the team.

The entire team got down to business immediately after the announcements. The new BMW engine has had reliability problems. Testing has been hampered by inclement weather in both Europe and South Africa. And the team needs testing. Besides the new, inexperienced driver, they are dealing with the new engine, a new seven-speed gearbox and a new chassis. Maybe this will be a building year. The first race is March 12th in Australia. The next stop will be March 26th in Brazil. To keep up-to-date with the latest information, check the team's web site: <http://www.bmw.williamsf1.com>.

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NEW MODELS FROM BMW

BMW is currently on a roll, with the biggest problem being lack of capacity to meet demand. Sales are at record levels but many sales are being lost to people unwilling or unable to wait for delivery. To keep sales flowing, BMW has big plans for our future:

3 Series: The E46 3 Series sedan has been here for a year and a half and the coupe has been with us since last summer. The sport wagon will be here very soon and the convertible will be available in a couple of months. Both the wagon and convertible are very handsome cars and should sell extremely well. The 328 models will be replaced with 330 models beginning with June production. This goes for the sedan, coupe and convertible models.

The new M3 makes its debut in production format about the time you read this.

The production version is supposed to look much like the "concept" shown last fall in Frankfurt. The M3 coupe starts production in April 2000. U.S. dealers have an extraordinary number of deposits for the M3 despite it not being officially announced yet. The M3 cabriolet starts production in November 2000. There will be a sedan version of the new M3, despite what you've heard. It will be only for the U.S. market and will begin production in September 2001. BMW has also confirmed an M3 sport wagon will be available.

The 323 models get a new engine starting with September 2000 production. The displacement won't change much and the 323 label will stay. The Compact or ti version of the new 3 Series will start production in June 2001 as the 323ti model. No word on the rumored X3 although it is likely to happen



The new E46 3 Series convertible.

and be the last of the E46 cars to be introduced.

7 Series: The next all-new BMW model will be the fourth generation 7 Series. The current E38 car was introduced in 1995, so the new one should be around in 2002. Those who have seen the new 7 say it is a bit boring. The styling seems evolutionary, again.

5 Series
The new 5 Series will follow the 7 and it will not be boring. This will be the fifth generation of the 5 and it will set the tone for future

BMW styling and engineering. The use of materials will be more sophisticated to save weight.

Z3: Z3 production at Spartanburg has been trimmed back to make room for more X5s. Also, the Z3 is nearing the end of its production run. The second generation Z3 is said to be stunning. Look for it in about two years. The subcontractor for the Z3's roof system, ASC, spilled the beans about the new Z3, even stating the planned seven year production volume of 300,000.

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CARS FOR SALE

1991 850i: Burgundy with tan leather interior, 6-speed, chrome wheels, integrated phone and cd changer, 50,000 miles. Meticulously maintained and in perfect condition - \$31,000. Contact Tommy at 509-972-8545.

1988 M3: Red with tan interior, new tires, new brakes, looks and runs great, 155,000 miles, \$8,950. Be ready for the track season! Call Denny at 425-228-2539.

1986 635CSI: Cosmo blau, dark blue interior, very clean, well maintained, garaged, 166,000 miles, automatic, service records. \$8,300. Contact Corey at 425-881-7825 (evenings) or abcriley@msn.com.

1974 2002: Red, German dash, third owner. Interior in good shape, straight body. Asking \$1,500. Have paperwork for all that's been done to the car. Alison 206-860-0635.



1972 2002tii: Atlantik blue, Alpina 20-spoke alloys, good daily driver. Interior good, gray velour with black vinyl. Exterior fair, some rust in the usual places. Spirited transport as is or restore to perfection. \$3,500. Ken Olsen w 425-951-4800, h 425-898-8544 (Redmond).

PARTS FOR SALE

Two Yokohama AVS Sport 235/40ZR17 tires: In very good condition. Asking \$75 each. Contact Miki Haraguchi 425-882-2963 or ikim@aa.net.

Beverly Hills Automotive "Ultra Guard" M3 car cover: Custom fit for E36 w/o spoiler. Ultra Guard is the high end version for total sun, rain, dust protection as well as breathability, softness. Never used outside, car stolen, does not fit current RS America or incoming E46 M3. Paid \$280, asking \$175 or best offer takes it. Tracy 206-285-3559.

1997 BMW Z3 rear exhaust: Stock 22,000 miles. \$250 OBO. Jenny Goto 206-325-2985.

Wheels and Tires: Four wheels, fit '88 535, also two snow tires, used twice. \$250 OBO. Eric at 360-733-0388.

WANTED

Crew for KAHN Team Racing's Team! If you'd like to support a local race team in their Northwest racing program (at SIR, PIR, Spokane, & Mission in Canada) call Jacqueline Kahn, Team Owner, for the various positions available 425-481-9571. Mechanical aptitude a plus but not necessary for all openings. Free food, team gear, and loads of fun!

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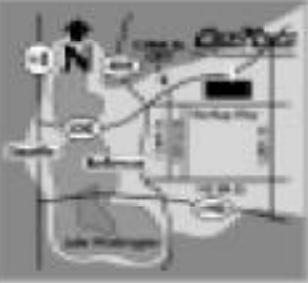


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