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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.

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INHALT

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KALENDER

- 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@intermec.com.
- April 14**
Deadline for the May Zündfolge.
- April 22**
General Meeting at Pre-Grid Motorsports. See the article in this issue for more information.
- May 4**
Board Meeting at the home of Karl Seeger, 4220 204th Avenue N.E. in Redmond. Call Karl at 425-868-2027 or email him at Karl@nwlink.com for driving directions.
- May 13**
Ladies Only Tech Session hosted by Car Tender.
- June 4**
30th Anniversary Party—Come celebrate 30 years of the Club.
- June 17, 18**
Wine Tour of the Yakima Valley. See Karl Seeger's article for details.
- June 24**
New Members' Party at Bison Creek Pizza; despite the name, this is Seattle's motorsports restaurant/bar.
- June 25**
Tech Session for the first generation M3 fans, hosted by Strictly BMW.
- 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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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. Pre-Grid Motorsports sells a wide variety of safety gear and related paraphernalia for track driving. They also provide services for race car preparation and maintenance. 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. Some local BMW racecars will be part of the display!

The presentation will start around 10 AM. Pre-Grid will be offering discounts on personal safety gear, including helmets, for those in attendance that day. We will also have a drawing for a free pair of driving gloves! The club is requiring SNELL 85 or newer rated helmets now (eventually evolving to drop SNELL 85 and move forward in the ratings). So those of you still wearing an old helmet, please come learn why new helmets are more comfortable to wear and why they will protect your head better in the event of a crash.

An RSVP (preferably by e-mail) to Lance Richert would be greatly appreciated but is not required. There is no cost to attend this event. Pre-Grid is located at 7933 159th Pl. N.E. in Redmond. Their phone number is 425-861-6509. See you there!

Lance Richert
206-850-4663, lance@richertnet.com



Ladies' Tech Session

Saturday, May 13 – 10 a.m. to noon

Ladies, would you like to know more about the mechanical aspects of your BMW? We're not talking about rebuilding the motor, but being knowledgeable about maintenance and safety issues. The Club and Car Tender will be offering a tech session designed with women in mind. Topics will depend on the attendees but are likely to include routine maintenance information, how to check critical fluids, how to change a tire and perhaps, most importantly, when to bring something to the attention of your mechanic. Women sometimes feel intimidated by all the gear-head guys around the Club. Other than the mechanics (and they're sensitive types), there will be no guys allowed at this tech session. So come on out ladies and don't worry about asking too many questions.

The nice folks at Car Tender in Seattle will be our hosts. We'll have more information next month but plan now to attend. Please rsvp to Lucetta so we can let our hosts know how many to expect.

Lucetta Lightfoot

206-282-2641, litefeet@foxinternet.net

E30 M3 Tech Session at Strictly BMW!

Sunday, June 25 – 10 a.m. to noon

Wanted: E30 M3 Owners. Yes, you ... with the 1988-'91 M3. We will be having a special E30 M3 tech session where we will learn more about our special cars. Discussion will include both tips on maintenance and performance upgrades. Strictly BMW Independent Service will be our host for the event. We will put M3s up on racks so we can learn about them from all angles.

Strictly BMW will only be providing some of the presentation however because we'll spend some time entertaining each other! Have you done some work, either maintenance or performance related to your M3? We'll spend some time letting each owner that wants to tell a little about their car. What they have done, if they liked the improvements, etc. Maybe you've been considering stiffening your suspension or upgrading the chip, well come talk to other M3 owners that have already and get their thoughts! If you have upgraded your car in any way, bring it and show us!

This event is to let E30 M3 owners network and exchange ideas. We also want to see you with the bone stock (like mine) M3 also! We'll get organized on how we want to present ourselves as a group at the Concours in July. We're the featured car, you know! If you ever thought you might want to buy an E30 M3, you should consider come to this

event. You'll learn a lot about the car and will be able to better decide if it is the right car for you sometime in the future. Unlike the E36 M3 (which I think is more of a glorified 'S' pack E36), the E30 M3 has more parts different than a normal 3 Series than the same. Remember the car's whole original purpose was to race (and win) in Europe!

So whether you are red, white, silver or black (the four colors the M3 came in) ... put down Sunday, June 25th at 10 a.m. on your busy summer calendar and we'll see you at Strictly BMW in Bellevue!

Please contact Lance Richert at 206-850-4663 or lance@richertnet.com to RSVP! (Also contact Lance directly if you're an angry E36 M3 owner—Editor)



COVER CAR:
This month we feature the new M3. The cover shows some details from this exquisite BMW which will begin appearing in

dealerships this fall. The third generation M3 promises to raise the standard again. There are more photos in the centerfold. Feast your eyes, this is going to have to hold you for a few months.

BMW Seattle Classic Motorcar Rally

We are continuing to update the BMW Seattle Classic Motorcar Rally Web site <<http://www.collegeplan.org/rally.htm>>, to reflect preparations for the June 8-11, 2000 event. The Rally will proceed from Seattle to Harrison Hot Springs Resort in British Columbia. We are making full use of the great rally roads along Washington's north Cascade foothills and British Columbia's Fraiser Valley. Our goal is to accept 40 sporting motorcars, vintage 1975 or earlier, with exceptions allowed in the spirit of the event.

The Rally will again serve as the annual fundraising event for the nonprofit College Planning Network, assisting individuals seeking higher education opportunities <<http://www.collegeplan.org>>. The 1999 event raised over \$10,000 for CPN.

An online registration form can be found at <<http://www.collegeplan.org/rallyreg.htm>>. The cost remains at \$500 per team for the four-day event. Canadian teams are again offered a 20% discount through the support of one of our sponsors.

It is recommended that hotel reservations be made now. Harrison Hot Springs Resort will be our host hotel for Friday and Saturday, June 9th and 10th and can be reached at: 1-800-663-2266. We have a guaranteed rate of \$125 Canadian (about \$84 U.S. at current exchange rates). The Baron Inn in Monroe, WA is our host hotel for Thursday evening, June 8th and reservations can be made by calling: 1-800-528-1234. Be sure to mention the Rally when making reservations to get our special low rates.

Club members registered so far include Ken and Susan Olsen in their 1973 3.0CS, Steve and Annie Norman driving their 1938 327/28, Al and Bea Lancaster plan on driving con brio in a 1971 Maserati Ghibli, and Mike O'Hara/Jennifer Rasmussen are entering their very rare 1968 BMW Glas V8. Please e-mail or call (206-323-0624) me with any questions regarding the Rally.

Doug Breithaupt, Rallymaster

Golf? No Golf?



This is a follow up to the article in the February Zündfolge about holding a club Golf Tournament. In that article, we indicated that if there was little response, we would not hold one. Well, the response was underwhelming. There were three. So, please consider this to be a second chance. Besides basic interest, we are looking for input on 1) when, 2) day of week, 3) format, and 4) location/cost. Our original idea was to put together a tournament with a minimum of six to eight foursomes and have prizes and things like that. Even if the interest remains low, we, the Committee, may just pick a course and reserve a couple tee times on a Saturday afternoon and see who is interested.

Again, please contact either Roger Wales or Stephen Niver at the phone numbers or e-mail addresses shown in the Board of Director listings on Page 2.

Karting at CrazyRedhead



Team "KTR": Back row, left to right, Michael Lord, Chris Bowl and Kevin York. Front row, left to right, Hugh Golden, Coach Miki Haraguchi and Jacqueline Kahn.

I want to know where the "novices" were because nobody looked like they didn't know what they were doing! I want to thank everyone who attended the Karting enduro. You all put on a great show and it looked like everyone had a great time.

The "corrected" results are . . .

- 8th Place: 295 Laps, Team "Sand Bag"
- 7th Place: 302 Laps, Team "Screaming Eagles"
- 6th Place: 302 Laps, Team "Laylous"
- 5th Place: 302 Laps, Team "Cobras"
- 4th Place: 312 Laps, Team "Otters Marauders"
- 3rd Place: 315 Laps, Team "Buster Boys"
- 2nd Place: 316 Laps, Team "Big Dogs" (Added 3 laps due to incorrect penalty of 1.5 minutes)
- 1st Place: 320 Laps, Team "KTR"

I also want to thank Steve Hiskey and the staff at CrazyRedhead for all of their hard work during the enduro. Without their help this would not have been so fun to attend. And lastly I want to wish John Brecheisen a happy 53rd birthday! We all enjoyed your cake . . .

Karl Seeger, BMW ACA Tour Coordinator

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Rally Interest

Many members have expressed an interest in attending some rally events this year. After contacting the Northwest Rally Council, BARC, one of the clubs represented has decided to offer a "Car Club Challenge" event. The event will be held on Saturday, July 8th. It will be a three or four hour rally with several checkpoints. Entrants can compete in Novice, SOP, Masters, and Unlimited (Equipped) classes as individual cars and/or as part of a "team." The "team" will be a self-defined group of three or more entrants (four BMW's, for example) who will compete individually and as team members. The top three scores of each team will tally for a trophy of some sort. The idea is to make this an annual event. If you are interested in attending this event please contact Dave Preston (BARC, DPreston@lkwash.wednet.edu) or me (karl@nwlinc.com) to get a "loose" car count. If there is enough interest we will also offer a "Ground School" for first timers (such as myself...) to get you off in the right direction. If you have been doing this awhile or want to try your hand at it before July 8th, try to attend one of the "Friday Nighter" rallies held the second Friday of each month from March to October. The NWRC web site (<http://www.teamhightower.com/nwrc/>) has the schedule for all of the local events as well as the General Instructions.

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

New Members' Party

Saturday, June 24 – 10 a.m. to noon
Bison Creek Pizza

Are you new to the club? Haven't tried any events yet? Need to find your way around? Then this is the event to attend! Even if you've been around a while, it would be a good idea to come on down and connect with fellow BMW club members. We will have Board members and committee heads in attendance who will give brief presentations on how their events or responsibilities come together. They will also be able to answer questions, listen to ideas and input, and sign up volunteers to help put on club events. So come on down and ask questions, volunteer if you are interested, and generally have a good time!

We'll meet at Bison Creek Pizza at 630 S.W. 153rd in Burien. We encourage you to stick around to eat lunch and catch some Speedvision on Bison Creek's big screen TV. They serve pizzas, calzones, spaghetti, hot sandwiches and various salads. Bison Creek Pizza has been recently purchased by a couple of certified motorsport fanatics. They are in the process of transforming Bison Creek into a motorsport-themed restaurant. They will be catering to the auto enthusiast and making their restaurant available for car club activities. We are planning on having a video night there in the near future.

An RSVP by e-mail (preferred) or phone would be appreciated but is not required. There is no cost to attend this event. See you there!

Lance Richert, 206-850-4663
lance@richertnet.com

30th Anniversary Party

On June 4, 1970, the first organizational meeting was held for the group that was to become this Club. The meeting was held at Lum's, a Chinese restaurant in Bellevue.

On June 4, 2000, we will celebrate the Club's 30th anniversary. Right to the day. And the Anniversary Party will be held in the same restaurant, now called Jasmine Thai and Chinese Cuisine. We would especially like to see as many Club members from the early days as possible. That means those of you who haven't made it to a Club event in, say, the last 20 or 25 years. Most of us don't even know you but we owe you a debt of gratitude for starting the Club we enjoy now.

There were be more details in the next couple of months but set the date aside and plan on about 11:30 AM until about 4:00 PM.

David Lightfoot, 206-282-2641, litefeet@foxinternet.net



Wine Tour

The first tour planned for this year will be a Yakima Valley Wine Tasting Tour. The date is set for June 17 and 18. Hotel, route and meeting location will be announced as the plans get firmed up. We plan on visiting five wineries on Saturday and three on Sunday. This will be oriented toward a "novice" tasting, so new and old wine tasters alike are encouraged to attend. If you haven't had a chance to sample Eastern Washington's wines, now is your chance!

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

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MOTOR SPORTS

2000 Instructors are Ready!

By Jacqueline Kahn

Our annual instructor's clinic was a success in February. Similar to last year's clinic, we held the program at SIR and had a great turn out. We've continued to encourage all those that are interested in instructing, whether that is this year or in the future, to get involved. With that, the clinic is our way to help bring those interested parties on board.

The clinic was composed of sharing information to help structure our track programs and providing consistent teaching techniques for our instructors to follow. In addition, we, as an instructing group, conducted a track walk and spent time discussing the 'basic' line to teach. The instructors were also paired up to do some role playing – instructor/student. This is always a great and fun exercise for everyone. It challenges the instructors to think from both the student and instructor sides and often provides them new approaches to teaching. Plenty of track time was also provided for the instructors to give them a warm-up for the year ahead.

In addition, we had quite a few new folks come out and join us. Our goal with

the new drivers is to provide them this initial exposure into the instructor program and provide some materials for them to begin referencing on instructing. This program along with working with our current instructors and continued coaching throughout the year will enable these drivers to instruct with us in the future.

We want to thank all those that attended and we look forward to having you involved in our track programs. We so appreciate all the time our instructors provide to our events. Our Club's instructors are some of the best and we hope to continue to learn and provide valuable skills to our students. In addition, thanks to all those that worked corners for us – we couldn't do it without you!

As with all our events, we welcome your feedback and suggestions on our programs and things you would like to see included. We've already collected many of your suggestions and are looking ahead to next year's clinic.

Here's to another year of successful track events!

Don't Miss Out Driving at PIR!

Last year we had quite a few of our drivers heading down to Portland to enjoy one of our other great, Northwest racetracks. If you haven't been down there yet, don't miss out on the BMW ACA Portland region's dates. We've listed the dates in our Motorsports calendar for your reference. Our own Lance Richert assisted us last year in getting the word out on these events and also provided registration forms and coordination between our members and the Portland Chapter. We'd like to thank him for all his work, he did a great job!

This year, our member Bill Buchanan is taking over and looks forward to being our link to the Portland Chapter's track events. Please feel free to contact Bill for information on these events. He can provide you registration forms and he also has in-car footage of the track if you'd like to get a sneak peak. You can reach him at 425-402-9295 or otterbun@aol.com. Thanks Bill and we'll see you all at PIR!

2000 Driving Events Calendar

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)

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May Schools Filling Up

By Jacqueline Kahn

Our May 5th High Performance Driving School at Bremerton on May 5th is now full. If you would like to be on the waiting list please leave a message for me at 425-481-9571. You will be called if an opening becomes available. In addition, May 7th is filling up quickly as well and you will be notified if you've made it in or if you are on a waiting list.

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 7 Driver's School
SIR 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: \$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

Laguna Seca Trip Filling Fast!!

by Ken Hill

A reminder for those of you thinking about going to Laguna Seca for our lapping day on May 30th. The available spaces are filling fast, please send in your registration form now to insure you get a spot. Think of the fun you'll have if you plan the trip now — golf, winery tours, scenic by-ways, California sun, and the opportunity to drive the track of tracks! If you didn't attend our last migration south you owe it to yourself to try and make time for it this year.

And I owe everyone an apology — there was a typo on the registration form last month. The registration fee for a driver and vehicle is \$150 as reported in the body of the text, not \$100 as indicated on the form. Sorry if this created any confusion, the ink has been corrected on the current form. Please, if you have any questions, don't hesitate to call me at 425-882-6725 or email me at khill@eddiebauer.com.

Name _____ Mem # _____
Address _____

Phone No. Home (_____) _____ Work (_____)
Email _____
Year & Model Car _____
Number & Types of Previous Track Events _____
Have you driven Laguna Seca before? Yes No
When? _____ Why? _____
DrivingLevel: Novice I II III Instructor (CircleOne)
DrivingGoals _____
Driver and Vehicle: \$150 Additional Drivers: Add \$50
Equipment Transported: \$30, Non-members, Add \$25
Total Amount Enclosed \$ _____

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

2000 Concours d'Elegance

Coming July 22nd is one of the events many of us look forward to each year: the Concours d'Elegance. The Concours Committee is making a few changes this

year which we hope will entice even more of you to come and join the fun. The changes begin with the day of the event and the location. The event will be Saturday

rather than Sunday and the location will be Robinswood Park in Bellevue. Our featured car this year is the first generation M3 and they will be judged in their own

class. If you have an E30 M3, start planning now to enter your car, even if only in the display (non-judged) category.

So mark your calendars now and start polishing!!
Chris Linder, Bclinder@aol.com

MEMBERSHIP

Welcome to our 72 New Members! Total Club Members ±1,100

NAME	REFERRED BY	BMW S	NAME	REFERRED BY	BMW S
Andy & Susan Anderson	BMW Bellevue	'98 M3, '98 Z3	Michael Kovsky		
Ron Anderson		'99 323i	Matthew LaCross	BMW Seattle	'88 M3
Larry Bafus	Web Site	'85 325e	Katerina Lagos	BMW Seattle	'88 325is
Michael Barancik		'00 Z3	Kevin Lennon	Web Site	'95 325i
James Barrett	BMW Seattle	'91 535i	William Levering	Web Site	'00 323Ci
Michael Bjork	Web Site	'99 M Coupe	Brian Louie	Web Site	'72 2002tii, '81 320i
Meg Bossie	BMW Bellevue	'91 525i	Terrell Lozada	BMW Bellevue	'87 325
Ken Briggs	BMW Bellevue	'72 2002	Michael Lucero	BMW Seattle	'97 540i
Anthony Brown	Web Site	'69 2002, '84 318i	George Madseli	BMW Northwest	'95 M3
Milton Carter		'00 Z3	Greg McManon	BMW Seattle	'00 Z3
Weldon Chitwood	BMW Seattle	'97 540is	Todd Meckling	Web Site	'00 328i
Mitch Comstock	Web Site	'00 540i, '98 328i	Lynn & Carla Michaelis	BMW Seattle	'00 323Csi '97 740iL
Kevin Cox	BMW Seattle	'99 M3	Gary Millican		
John Craft		'85 325es	David Mintz	BMW Bellevue	'97 740i
Paul Dudley	Imre Nagy Jr	'91 525i	Patrick Mitchell	Michael Lord	'95 M3
Erik Dybwad	Strictly BMW	'91 M5	Eric Moe	Web Site	'00 323Ci
Robert Edmonson	BMW Bellevue	'97 540i	D. Mozaffain	BMW Seattle	'91 325ic
Barbara Eickhoff	BMW Seattle	'96 318ti	William Nagle	Alex Long	'99 M3
Ernie & Lori Ellis	Web Site	'97 Z3	Ken Neiman	BMW Bellevue	'97 328i
Lisa Eskenazy	BMW Bellevue	'97 528iA	Duong Nguyen	BMW Bellevue	'93 740i
Beau Fabregas	BMW Seattle	'92 318i	Richard Oetting	Web Site	'74 2002tii, '76 2002
John Finch	Web Site	'90 735i	Mitsuo Okuda	Web Site	'95 325is
Robert Francis	BMW Bellevue	'96 740iL	Guy Post	Web Site	'99 740iL, '99 M Roadster
Noree Frisby	Evie Mercer	'94 325is	Paul Risinger		'84 633csi, '74 2002tii, '89 535i
Dan Gartiez		'98 Z3	Steven Schuler	Web Site	'90 325ix
Tom Hackleman		'97 M3	Gayle Shee		'00 Z3
David Hagyard	Web Site	'00 540iA	Robert Spreen	BMW Bellevue	'95 M3
Erica Halverson	BMW Bellevue	'96 318i	Robin Stein	Car Tender	'84 533i
Rob & Laurie Hanson	Vance Jackson	'95 325i	Dane Stevenson	Strictly BMW	'93 325is
Donald Hayashi		'87 325	Tina Townsley	Web Site	'00 328i
Jane Helton		'00 Z3	Ron Valencia	BMW NW	'95 325isa
Michael Hill	Strictly BMW	'74 2002tii	Trevor Vernon	BMW Seattle	'98 M3
Mitchell Hobbs		'95 525iT, '99 M3	Tim Vickers	L. Richert	'83 320i
Edward Honsberger	BMW Bellevue	'97 M3	M. Ward		'91 325ix
Leslie Ann Ingram		3.0CS	Rich White	Web Site	'99 M3
Robert Johnson	BMW Bellevue	'94 540i			
Paul Joos		'86 635csi, '89 635csi, '98 528i			
Joe Kaiser	Web Site	'94 325is			

The BMW Group made a couple of worldwide debuts and several European debuts at the Geneva Auto Show. Some were expected and some were not.

NEW M3

The new E46 M3, the third generation M3, was expected at Geneva and we weren't disappointed. Back in September 1999, BMW showed an M3 "concept car" at Frankfurt. The car looked production ready and indeed it was. The production prototype shown at Geneva looked almost identical to the Frankfurt show car. The Frankfurt car was finished in an attractive silver, the Geneva prototype sported yellow paint with a greenish hue. The car is pictured on our cover and in the centerfold, so you can decide for yourself. But the color wasn't well received.

The car itself was well received. Let's face it, the old M3 was one of the finest cars in the world at any price. This E46 successor is likely to be even better. And while a lot of show cars can only be dreamt about, this new M3 is a car a lot of Club members will own.

The new M3 will get the same engine for all worldwide markets. BMW is quoting 343 horsepower. The transmission will be a six-speed manual. The M3 also gets what BMW calls, "an innovative variable M differential lock."

Almost everything will come standard on the new M3 including the in-dash navigation system. But purists take note, there is supposed to be a lightweight version at some point in the future. Production of the new M3 starts this month, April. European deliveries will probably start in May. North American deliveries are to start some time this fall. The price is unknown at this time.



X5 LE MANS

While you may well own a new M3, you are unlikely to ever own an X5 Le Mans. This concept car was shown at a private dinner in Geneva but not at the show. It was a surprise. The X5 Le Mans is an X5 with the V12 engine from the Le Mans winner. This results in an X5 with 700 horsepower. Clearly, this is a vehicle for kid-carting matrons across America. Why won't BMW put this into series production?

Seriously, what drugs are they slipping into the chow at the FIZ R&D Center cafeteria? This thing is absolutely nuts! But I love it!

Remember the X5 weighs close to 5000 pounds. Then, consider, this thing does 0 to 62 mph in 4.7 seconds. Top speed is a frightening 173 mph. The wheels are 20 inches. Tires are 315/35s. Monsters, that is.

So what's with this thing? BMW says, with a straight face, "The idea behind the X5 Le Mans experimental vehicle originates primarily from a technical ambition: BMW engineers wanted to explore and demonstrate the X5's real absolute limits in practice. As a positive side effect, their efforts produced a compelling showpiece whose powerful looks reflect its impressive inner values." Whatever that means. My translation:

1. The guys wanted to have some fun.
2. This is the prototype for the X5 with the M5 motor.

EURO DEBUTS

The 3 Series convertible and the X5 3.0i made their European debuts. Both made worldwide debuts in Detroit in January. The all-wheel-drive versions of the 3 Series sedans and wagons were also shown. Fortunately, the U.S. market will see both the 3 Series wagons and at least one version of the AWD 3 Series. We haven't had an iX in this country since '91 and we've never had the little wagon.

BMW Team PTG Debuts 2001 M3 at Sebring

After five years of sports-car racing success with the BMW M3, BMW Team PTG introduced a racing version of the all-new 2001 BMW M3 coupe at the Superflo 12 Hours at Sebring on March 18. The new M3 race car is based on the production model that was unveiled at the Geneva Auto Show on Feb. 29.

Tom Milner's Prototype Technology Group, BMW's development team, returned to the American Le Mans Series to campaign this new race car and will compete in the GT class of the 12-race series, which includes eight U.S. races and events in Australia, Canada, England and Germany. The 2000 ALMS season opened at Sebring.

BMW of North America, Inc., and PTG face the challenge this year of developing a quick and reliable race car from a brand-new production chassis with new suspension geometry and an entirely new body design. The 2001 BMW M3 coupe will debut this fall in BMW showrooms, but the new racing version made its first appearance on the race track in Sebring. By cleverly retaining some already proven components and enhancing them with new features, BMW and PTG hope to counter the late-season changes Porsche initiated last year.

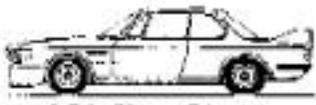
The main difference in the new race car is improved aerodynamics. Sleeker than its predecessor, it follows the lines of the new M3. In addition to the roll cage and other safety equipment, the racing M3 has wider fenders, larger tires, bigger brakes and a more powerful 3.2-liter in-line 6-cylinder engine than the production vehicle.

Unfortunately, both the new car and the old 1999 E36 M3 failed to finish the 12-Hour race. The older car's engine blew after just five hours. On the 2001 M3 the rear axle failed twice.

The Team Schnitzer prototypes representing BMW AG fared better. The #42 BMW V12 LMR of J.J. Lehto and Jorg Muller finished third behind two Audis. The #43 car, driven by Bill Auberlen, Steve Soper and newcomer Jean-Marc Gounon finished fourth.

(See the centerfold for a color photo of the first 2001 M3 race car.)

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STALLS

by Thomas B. Nast

I Dissent

On March 16th, BMW officially announced it got smaller. It did this by turning Rover Automobiles over to a privately-held turnaround company, Alchemy Partners, and by selling Land Rover to Ford for \$2.9B. The spokeskrauts were spinning faster than a Formula One motor, but the bottom line is that BMW can now concentrate on its core competencies as a smaller entity.

One day later, the Republic of Taiwan held an election. The Premier of the People's Republic of China, Zhu Rongji, spent the preceding few weeks suggesting that the election of pro-independence candidate Chen Shui-bian would necessitate military intervention. The people of Taiwan carefully weighed these threats, then elected Chen (probably because of the threats). They have little interest in becoming another province of China on China's terms, and are willing to risk war to avoid it.

We can be informed by both events.

LESSON 1: With size comes a loss of agility, direction and purpose. This is the nature of all institutions. Like oil tankers, the larger the institution, the harder it is to change course.

Now, in the case of BMW CCA, it is a top-heavy national organization. It has well-paid executives, well-paid staff, and directors that fly around the country for meetings at members' expense. Individual chapters have little control over the national organization's management or direction. Political intrigue and abuses, which are found in any large organization, have occurred and no doubt will occur again.

LESSON 2: Do not enable those who are bullying you.

The whole merger issue is now before us due to CCA's tacit threats and bullying, with an assist from BMW AG.

Illustrating BMW CCA's character is its conduct toward us in the last year. It unilaterally abrogated a written agreement not to compete with us in the Puget Sound region. And, it has refused to be

bound by our members' vote regarding merger, despite its involvement in the process. Do we want to join such a group?

Since the politically-engineered removal of BMW ACA from the World Council of BMW Clubs, we have not enjoyed formal BMW AG recognition. Without its blessing, someday our logo may require redesign and BMW NA may stop sending us press releases, but that's about it. Is this a fair trade for thirty years of growth, tradition, vitality and independence? I think so.

LESSON 3: The whole is often less than the sum of the parts. Whenever local control is ceded to a remote master, arbitrary and inappropriate decision making results.

In our own situation, we know a few of CCA's rules. We know that at the track helmets will have a five-year lifetime, and that passengers will not be allowed

in cars unless an instructor is on board. We know that our bylaws will be rewritten until Cambridge approves. We know that \$13.50 of our \$35 dues will be returned, and we can beg for more for special events. I have no doubt that we do not yet know all manners in which CCA's control will be manifest; there will be "discoveries" of more after merger, and many more again as CCA's management changes.

LESSON 4: Have confidence in what you already are.

There is one outstanding BMW marque club in the Pacific Northwest, and we are it. We have a first-rate newsletter, concours, driving instruction, banquet, and many other activities. More importantly, we have an established reservoir of devoted, talented and energetic volunteers (all of whom have agreed to abide your vote), and a much

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larger local membership base.

An assumption is made by the board that a CCA chapter will be formed here if we vote not to merge.

This is only an assumption. It is still possible that prior agreements, and our elections, will be respected.

But if a CCA chapter is established here, what is so bad about two clubs? CCA's activities would more complement ours than compete.

CCA provides a national magazine, new-car discounts and a national Oktoberfest. A local chapter would have a very small proven talent pool to draw from, and would do well to sponsor additional track days and a few other activities. Many members already spend \$60 per year for both clubs' dues. If CCA forms a chapter here, there is no reason to think that belonging to both clubs won't continue to be worth \$60/yr. to those members. ACA provides local resources, CCA provides national resources.

Two other arguments deserve comment. The board has convinced itself that if we don't transfigure into a CCA chapter, we will gradually dry up and blow away. They are reading different entrails than am I; it is an argument without factual foundation. Second, the board offers that we are no worse off with local use of \$13.50 of \$35 annual CCA dues than with all of our \$25 annual ACA dues. We are no better off, either. We could lose 300-400 members before we're

worse off. And I do not believe this would happen anytime soon, if at all.

CONCLUSION

My purpose here is not to vilify BMW CCA, which for a large institution is relatively benign. Neither is it to flame our board, for which I have great respect and which arrived at its conclusions in good faith. My purpose is to present an independent, and I believe correct, conclusion.

We presently have a BMW club which is the envy of the country. It is large and growing, it is economically and competently run, and it provides members with a great benefits for a remarkably small price. On the basis of conjecture and intimidation, the board asks you to exchange this for being an insignificant cog in a large, remotely-controlled machine which delivers, at best, incremental benefits. It is my hope that you will say "no, thanks," to this, and that we celebrate our 30th anniversary in June as a BMW ACA chapter.

(Editor's Note: Mr. Nast became involved as an unofficial Special Committee member over the last few months of considering the ACA CCA Issue. Tom offered to write the pro-independence recommendation. As it turned out, the Board ended up being unanimous in recommending a merger with BMW CCA. Mr. Nast asked that his opinion be presented.)

Vintage Racing Motors: Old Cars are Cool!



What a great day for vintage cars! Vintage Racing Motors were gracious hosts to 140 people in attendance for this BMW ACA event. Who was the star of the show? For those with a heartbeat it was Byron Sanborn who was our host that day. He walked us through the shop explaining the various cars and bringing their history to life. The auto star of the show was undoubtedly the BMW 507. What a car! Although the Ferrari Formula 1 car driven by Gerhard Berger, the Ford GT 40 and the Maserati Birdcage also drew appreciative crowds.

If you enjoyed this event, plan to attend the SOVREN Historic Races in early July at SIR. Many of these cars will be at the track that weekend along many more incredible vintage machines brought up from all over the west coast.

Thanks to the VRM crew for hosting us. Even with 140 in attendance, they didn't run out of pastries or coffee, and we didn't run out of nametags!

Dale Beuning snapped a number of digital pictures of the various cars on display that day. You can view them on the club's website (<http://www.bmwaca.ORG>) in the "Past Events" section. They are stunning, with plenty of the incredible BMW 507. Check them out!

Lance Richert, Vice-President
lance@richertnet.com

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Board Unanimously Recommends Merger With BMW CCA

After many months of carefully considering the issue, the undersigned Board of Directors and Special Committee members unanimously recommend that BMW ACA, Puget Sound Region become a chapter of BMW CCA. Here are the reasons we make this recommendation:

WHY NOT THE STATUS QUO?

We believe most members are satisfied with their Club membership and want the status quo. However, this is not a viable option. We will either have a competing CCA chapter or we will join CCA ourselves. The best way to maintain, even improve, services and activities for members is through joining CCA. This may seem counterintuitive. Rather than look at the immediate implications, we have tried to take a long-term view. To remain a vital and growing organization, we must affiliate with CCA.

BMW'S POSITION

BMW AG and BMW NA desire one umbrella organization in each country. In the U.S., BMW CCA is that organization. At this point, AG and NA look upon ACA as an unauthorized organization. They would like us to join CCA. At some point they are likely to put more pressure on us.

CCA NATIONAL

Past ACA Boards have looked at the CCA national organization and felt uncomfortable recommending that we join CCA. There were questionable ethical issues and entrenched politics. During 1999 there were widespread, sweeping changes made at the CCA national level. The political climate is now much improved and there is far better accountability to the general membership. The current national CCA board is made up of responsible individuals who are good fiduciaries for the members. Overhead is minimal and the national office is oriented towards good member service. The CCA still isn't perfect, but it is an organization that the undersigned feel comfortable joining.

NATIONAL ADVANTAGES

As a part of BMW CCA, each of our members would have access to services not currently available. The most obvious is the Roundel magazine, an excellent, 140 plus page monthly. CCA members also receive discounts on new and

certified used car purchases. Our members would have access to BMW Club activities hosted by other chapters nationwide. These include the annual Oktoberfest and hospitality suites at races.

The Board of Directors unanimously recommend that BMW ACA become a chapter of BMW CCA.

TWO CLUBS

The long-standing agreement not to organize a CCA chapter in Western Washington is no longer being recognized by CCA National. With the growth of CCA members in Western Washington, there has been a call for a local CCA chapter in our area. There are simply too many CCA members in Western Washington to be ignored. We are convinced that two competing BMW marque clubs in the Puget Sound area is the worst possible scenario, leading to confusion among members, prospective members and business supporters.

SIZE MATTERS

As a CCA chapter we would have to operate on \$13.50 per member per year. As an ACA independent club we have \$25 per member per year. In the past, joining CCA would not have meant much growth in membership to us, however, over the years, both ACA and CCA have experienced tremendous membership growth in Western Washington. The result is that the combined membership is large enough for the Club to take advantage of economies of scale, especially in printing the Zündfolge. Reaching "critical mass" should allow us to operate on \$13.50 per member per year with little or no decrease in the quality of Zündfolge or Club activities.

If we remain independent, however, it is likely a local CCA chapter will be formed. In this event there exists the strong possibility many current dual ACA-CCA members may let their ACA membership lapse, thereby, significantly reducing ACA membership rolls.

Furthermore, local businesses may shift their support to the nationally recognized organization. Reduced ACA membership and advertiser support will ultimately lead to diminished membership services such as quality and frequency of the Zündfolge magazine and

other popular club activities. We fear this situation will, over time, result in deterioration of the Club.

WHY NOW?

One might question why we are now recommending ACA become a CCA chapter. Why not remain an independent BMW Club for now and possibly entertain joining CCA at some future date? We came to the conclusion that a number of factors outlined above have come together at this time. A year ago the political situation at CCA national was unsettled. A year or two from now we will probably have a competing CCA chapter in our area. At that point the option to merge will have been lost.

EMOTIONS

At an emotional level each and every one of us would like to see the ACA remain an independent BMW marque club. To one extent or another, all of us are somewhat reluctant to make this recommendation. Reason and logic, however, tell us that our recommendation must be that the ACA become a CCA chapter.

CONCLUSION

Is becoming a CCA Chapter a perfect solution? No. Some members will be unhappy no matter what course we take. We, after much anguish and heated debate, have come to the conclusion that joining CCA is the best course of action for the ACA membership and are recommending that you cast your vote accordingly.

The ACA has been a dynamic organization for almost 30 years. The Board will support whichever choice the membership makes. If the membership votes to accept our recommendation to join the CCA, we intend to make the Puget Sound Chapter the best chapter in the BMW CCA.

Roger Wales, President
Lance Richert, Vice President
Bill Spornitz, Treasurer
Evie Mercer, Secretary
Steve Niver, Past President
Jacqueline Kahn, Driving Events
David Lightfoot, Zundfolge Editor
Lucetta Lightfoot, Zundfolge Editor
Greg Mierz, Roster Manager
Karl Seeger, Tour Coordinator
Rick Brown, Banquet Chairperson
Dale Beuning, Webmaster
Chris Linder, Concours d'Elegance
Tom Cox, Special Committee Member
Jim Millet, Special Committee Member

ACA/CCA: Letters from Members

Greg Mierz

I've been involved in this club and board for over 20 years. I've seen us go from about 300 members to over 1100 during that time. This merger proposal is the most important issue to come along during this time. I've seen our relationship with the BMW CCA change over time. Our relationship with the International Council has also changed and not for the better. Without the recognition of the International Council our future has become very fragile. I truly believe that now is the time to merge. We are strong and will become one of the biggest and possibly the best club chapter in the country and be recognized as such. Yes, it isn't a perfect solution. There will be an additional level of bureaucracy for the board to deal with. The general membership won't see this and shouldn't see any change in the caliber and number of events we can put on for you. The prospect of two clubs competing for time and resources would be a very negative situation. Our leadership can make a CCA merger happen and leave all the great history of the ACA chapter intact. We are a great chapter because of the work of the many people who make it happen. The same will be true if we are a BMW CCA chapter. It's not a decision I've come to make lightly but one I feel is right.

Greg Mierz, Roster Manager, Past President,
Past Track Chairman

Lance Richert

I look at the prospect of merging with CCA as the cup being more half-full rather than half-empty. To me, the biggest benefit to merging is bringing another 500+ BMW enthusiasts into the local fold and allowing these people to have the many opportunities to enjoy their BMWs like we do. Presently, we work so hard to recruit each new member. To add 500+ fanatics makes merging an easier decision for me to make. If we don't merge, surely there will be a second club formed in the near future, what a pain!

I think most of the issues regarding our lapping days can be worked out. Currently CCA says only "Instructors" can carry passengers on the track. So let's consider broadening our definition of "Instructor". We can make it work. There are 50+ other local BMW CCA chapters in America. I read their newsletters and they all appear to be doing just fine.

Many of the other issues we face are minor, or are adjustments that your Board will have to make to keep CCA happy. We can handle them. I am very proud of this club, and in a perfect world, wish we could stay independent. We have proven over the past 30 years that CCA does not really need to exist. But because CCA won't tell their Western Washington CCA members about us, I think we need to merge to provide our excellent club benefits to as many local Bimmer fanatics as possible.

Lance Richert, #791, Vice-President, PSR BMW ACA

Gary Komarow

I've been a BMW ACA member for a number of years now, and have always enjoyed my association with the club. I am also a member of the local Porsche and Alfa clubs. I have been doing track events with these clubs since about 1990.

One of the nicest things about driving with the BMW club is that I am able to take friends and family out on the track with me. We really enjoy these opportunities to play "show and tell." Describing what the driving experience is like is not at all equivalent to experiencing it.

Retaining the ability to take riders on the track is worth a lot to me — easily the difference in costs between the clubs. Actually it's easier than that for me — I won't renew my membership if I can't take riders out on the track with me.

Gary Komarow

Doug Barritt

I attended the ACA/CCA discussion meeting on March 11 to learn about the CCA's rules on Z3 Roadster participation in club track events. The following summarizes what I learned from the CCA Pacific Regional Vice President, Keith Wollenberg:

1. There are special requirements for rollbars and seatbelts for convertibles on the track.
2. Full track-type rollbar assemblies are nominally required for convertibles. However, at Chapter discretion, "Factory Rollover Protection" may be allowed. One chapter may allow it, another may not.
3. For "High Speed Drivers' Schools" (such as our "Lapping Days" at SIR), a 5- or 6-point seat harness is required. For "Autocross-type Events" (such as our Bremerton "Driving Schools"), factory 3-point seatbelts are acceptable (only one car at a time on the track, and lower speeds).
4. Rules Exceptions? CCA track events are governed by an approved Operations Manual. The driving event rules were adopted by a unanimous vote of all the individual chapters; local changes or waivers to the published rules are "very unlikely" to be approved.

Under ACA rules, my car and other stock Z3s in the Club (with factory rollover protection and stock three-point belts) are approved for all Club track events. I like our Club track program, which allows us to learn high speed driving under controlled conditions, in our stock vehicles. Non-stock modifications are expensive, and would lower the resale value of our vehicles. I think the level of safety provided under BMW ACA rules is quite good, as borne out by the Club's safety record. Though there are many Pros and Cons to consider with regard to a possible ACA/CCA merger, this is an important one if you want to drive your Z3 Roadster "sports car" on the track! There are several other CCA/ACA differences in track rules (passenger carrying, tech inspections, helmets, etc.) which apply to ALL vehicles on the track; I think these have been well addressed in prior letters.

Doug Barritt, ACA #3255

David Lightfoot

The Board and the Special Committee started out this process in favor of remaining an independent ACA Club. There has been a lot of work put into analyzing this issue. The Club leadership is now unanimously in favor of joining CCA. I hope the general membership agrees and respects the judgment of those who are closest to the issues.

While I respect the opinions of those who dissent, joining CCA is the right thing to do. The time has come.

I look forward to a new era as a chapter of BMW CCA. I dread the possibility of a vote to remain independent because I believe this would be the beginning of the end for this Club. Slowly but surely the Club would deteriorate.

Any negatives related to becoming a part of CCA can be handled by creative and innovative solutions that have always been a hallmark of this Club.

I'm proud to be a part of the group making this courageous recommendation. I urge you to vote to merge with CCA.
David Lightfoot, Zündfolge Editor, Past President

BMW ACA and BMW CCA Issue: General Meeting

The General Meeting to discuss the potential merger with BMW CCA has held on March 11th at the Community Center at Mercer View on Mercer Island. About thirty members were in attendance including most of the ACA Board. Keith Wollenberg, BMW CCA Pacific Region Vice President, and Scott Adare, President of BMW CCA's Inland Empire Chapter, were there to answer questions from a CCA perspective. Their insights were particularly valuable as both are members of our club too.

The purpose of the meeting was to provide an opportunity for members to make comments and ask questions of Keith and Scott and ACA Board Members about the potential impact of merging with CCA. It was not the intention for either the ACA or CCA to make formal presentations of the issues already published in the Zündfolge.

I provided some opening remarks which were followed by a few comments by Keith and Scott. We then followed a discussion agenda that included dues, finances, track events (the most lively topic), other events, and two clubs vs. one.

Many in attendance found the meeting to be very helpful in finalizing their voting decision. Our thanks to Keith and Scott for spending the time to join us at this important meeting.

Roger Wales, rogerw47@cs.com

BMW ACA and BMW CCA Issue: Voting Procedure



The resolution of the BMW ACA/BMW CCA Issue is almost upon us. The purpose of this article is to review the remaining steps most of which pertain to voting.

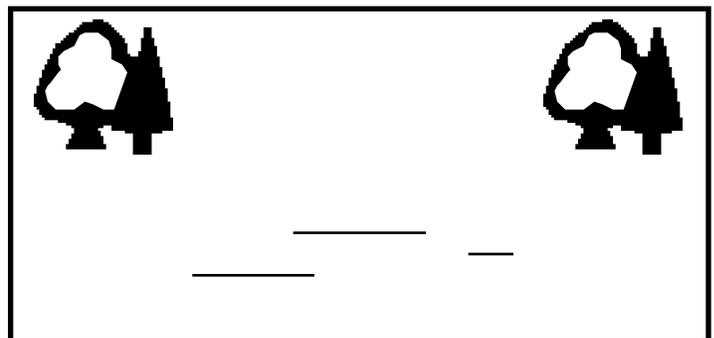
VOTING TIME LINE

- 1 This issue of the Zündfolge contains opinions and recommendations from Board Members as well as any additional input from other members.
- 2 On or about April 5th (but at least two days after the April Zündfolge is mailed out), the ballots will be mailed out. The ballot will be a Postage Paid Post Card addressed to the independent ballot audit organization selected to count votes. The voting choice will simply be between remaining an independent BMW ACA Chapter or becoming a BMW CCA Chapter.
- 3 On or about April 7th, the "Get Out The Vote" Campaign will begin.
- 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." We will email the results to everyone on our the distribution list and post them on the Club Web Site at www.bmwaca.org. Results will also be published in the June issue of the Zündfolge. Those who do not have email may call any Board Member beginning May 5th.

WHAT HAPPENS THEN?

If we vote to join CCA, we will technically merge with them. We have been advised that the only major pre-merger requirement by CCA is prior approval of our bylaws. By the time you receive this magazine, we will be updating the bylaws so that they can be promptly submitted to CCA for approval. We would expect a prompt response from CCA.

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



BMW ACA/BMW CCA: Response from the CCA National Board

To the Board of the Puget Sound region, BMW Automobile Club of America – In response to your question: "What is and will be the CCA Board's position if our membership votes to remain an ACA Chapter? Will the size or margin of the vote influence the CCA's position?"

Dear Sirs:

The Board of Directors of the PSR BMW ACA has taken a careful, thorough and professional approach to your analysis of a possible merger with the BMW CCA. You have avoided hasty actions and thoughtfully considered the ramifications of such a course of action.

Should your members choose not to become affiliated with the BMW CCA, the Board of Directors of the BMW CCA will also take a careful and thoughtful approach to any action taken in your region. While your International Council status has changed, we recognize the long history of cooperation between the two groups of BMW enthusiasts. However, we have a substantial and growing number of members in your region, who feel entitled to local control of how their dues are spent.

It is a difficult situation. We would certainly consider all of the factors involved, including looking at the number of votes cast and the margin by which the decision is made.

No final decision has been made in regards to this issue. When we said we would suspend the decision, pending your process, we did exactly that. An honest answer can only be that we do not know, as no decision has been made. We cannot predict exactly what action will be taken, but be assured we have no interest in acting precipitously.

Cordially,

The Board of Directors, BMW Car Club of America

(By unanimous vote, March 4, 2000)

NO RESPECT

The Grand American Road Racing Association (Grand-Am) sent out a press release touting their founding members. (Grand-Am competes with the American Le Mans Series.) They called the founders a "Who's Who in American motor racing." In fact, they're mostly the France family, who control NASCAR, and other big shareholders in the International Speedway Corporation, like the Penskes. But our favorite part of the press release reads, "Yet the list of investors extends far beyond racing and into the respected business community." We added the emphasis, but we're glad they said it.

Sales Records

BMW is not resting on the sales records it set in 1999. For the first two months of 2000, sales volume is up over 8% for the BMW Group. Unit sales of BMWs in the U.S. rose 20% with 25,500 vehicles sold in just two months. BMW executives expect U.S. sales to set a new all-time record in 2000.



Convertible Hard Tops

BMW has shown press photos of the new 3 Series convertible with the optional hardtop. Like the E36 version, the hardtop comes painted to match the body color. It is very attractive.

The first photos of the Z8 hardtop have also been released. The car looks good but not as good as with the soft top down. By the way, the Z8s are being air freighted overseas on specially built double decker racks that slide into 747 freighters. Talk about precious cargo!

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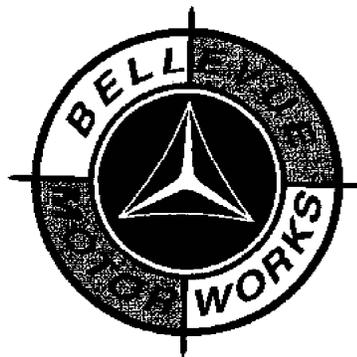
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Australian Grand Prix

Ralf Schumacher brought a smile to the BMW WilliamsF1 Team March 12th when he finished a strong third in the opening Grand Prix of the 2000 season. Debutant Jenson Button did not finish the race, due to an engine problem on the 47th lap, when he was running in a brilliant sixth position.

Ralf Schumacher, T-Car
Chassis: FW22 02
Best Time: 1:32.525
Position: 3rd

"I am very happy about the start of the new season, I didn't really expect a podium place at the first race! The team did a great job with the preparation of the FW22 and the BMW engine performed in the best way, showing to be reliable and driveable. I want to thank the WilliamsF1 Team and BMW for the



great job they did in Grove and Munich. We are going to celebrate together today's great success."

Jenson Button,
Chassis: FW22 01
Best Time: 1:33,351
Position: DNF
"It's been a very good day even though I couldn't complete the race. I am ecstatic about the fact that I started 21st and got up to the sixth position. My start wasn't the best in the world, but some people had worse, so it wasn't so bad. The first lap was very hectic and I tried to stay out of trouble. It was a

nice steady race, I made a little mistake on the fifth lap, I think, but apart from that it was neat and tidy, certainly a good start to my career in Formula One. Of course I wished it had lasted 20 more laps! Anyway, today I think that I have shown that I can do the job."

Gerhard Berger (BMW Motorsport Director)
"This is a dream-start in Formula One. After the warm up we had quite a good feeling, but we didn't

expect that much! The hard work of both the teams, good technique and good drivers made it possible. Ralf did a great job, particularly after his pit-stop his times were excellent. And Jenson has closed the mouths of those who doubted his early start in F1. Obviously we expect also to have other less successful days in our first season but at least it has started positively." (BMW AG Press Release)

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Z8 Intro

Last month we mentioned the worldwide press introduction of the Z8 in Southern California. Soon the stories will be appearing in the automotive press and we'll see what the scribes thought of the Z8. We also mentioned that the "track time" was held at Whiteman Air Park in Sylmar, a not too terrific place for such nice cars. Well, there's more. This from the AOPA e-Pilot Newsletter: Volunteer of the Week: John Marshall BMW race cars conducting high-speed rides on a portion of the Whiteman Airport in Los Angeles does not sound like a good idea, does it? (Sounds OK to me-ed.) As soon as John



Marshall, AOPA's Airport Support Network volunteer, became aware of the situation, he began to investigate and discussed concerns with the airport management. He also contacted the FAA district and regional offices regarding the situation, which prompted their investigation. Because of Marshall's quick response time and persuasive pleas on behalf of general aviation, the airport sponsor required BMW to install temporary barriers so that on-lookers and aircraft were not in immediate danger. Appropriate FAA authorities are now handling the situation.

5 and 7 Series Win

Road & Track tested a group of six premium sports sedans. All had V8 engines and four doors. In this test of some of the best cars on the planet, once again, the home team won. The full results:

- 1 BMW 540i
- 2 Lexus GS 400
- 3 Lincoln LS
- 4 Audi A6 4.2
- 5 Jaguar S-Type
- 6 Mercedes-Benz E430



While it is no surprise the BMW won, it is a surprise to see the Benz come in last. But, in this company, complacency can be dangerous.

Meanwhile, Car & Driver tested five big luxury sedans. BMW won again! Here's how they stacked up:

- 1 BMW 740i
- 2 Lexus LS 400
- 3 Audi A8 4.2 Quattro
- 4 Mercedes-Benz S430
- 5 Jaguar Vanden Plas

Looks like Lexus may be BMW's closest competition. Road & Track tested the new M5 against the Mercedes-Benz E55. Another win for BMW, but just by a whisker. Car & Driver tested the M5, the M-B E55 and added the Jaguar XJR. Yet another win for BMW! C&D scored the BMW at 97 points, the Mercedes at 95 and the Jag at 92.

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CARS FOR SALE

1992 318i: E36 body style, 4 door, 5-speed, silver with medium gray leather interior, AC, CD changer, sun roof, new Dunlops and brakes, excellent condition inside and out, 72,500 miles, complete service records and all service at BMW Seattle. \$10,510. Contact Doug @ 206-399-1050 or doug.luetjen@cullivant.com.

1988 M5: Excellent condition, 109K miles, no track time, 2nd owner, meticulous service with all records, stock except for Dinan chip, light tint, 6 disc CD, \$16,000 firm. James 206.283.4844.

1988 M5: Black with tan leather interior, short throw shifter, 235-45ZR17 Michelin Pilot SX on BBS two-piece wheels, new battery, 99K miles, Sony AM/FM/CD, outstanding mechanical and cosmetic condition, just serviced, pampered weekend driver. \$16,500. Contact Pete or Diana at 425-881-1409.

1988 635Csi: Black/Grey. 175k miles. Automatic. Dinan chips in transmission and engine. Stage II Dinan suspension, with Yokohama AVS Sport tires and Breton Softlight alloy wheels. 400 Watt Alpine stereo with 200 watt subwoofer. OUTSTANDING condition! AMSOIL synthetics throughout. Maintained by Strictly BMW. All records. \$12,000 Gary Kessler 425-985-4635.

1985 535i: Blue-gray, four-door sedan. All original equipment and accessories. Ran well until recent emission/catalytic converter problem. Currently not running, but I can arrange local hauling. Will consider any reasonable offer. Call Ron at 206-723-2504.

1985 M635Csi: Euro model, silver with tan buffalo leather interior. 96,600 kilometers (about 60,000 miles). Class winner at the '99 Club Concours. Engine rebuilt. Polished alloy wheels, new Yokohama tires. Perfect condition. Second non-smoking owner. Stored in a heated garage. License = 1EUROM6. Being sold to settle the estate of Club member. Best offer near \$20,000. Contact Howard Jenefsky at 425-485-4495, phone/fax.

1979 International Traveler: 345 V8 Automatic PS, PB 10k towing hitch. Excellent hauling and towing vehicle. \$2,500 obo. Al at 253-946-4100 or ghibli_ss@hotmail.com

1971 2002 Race Car: 5-speed, close ratio gearbox, Leda racing suspension, limited slip, 2100cc, 225 hp, twin Dellorto carburetors, Turbo body kit, Yokohamas. Mint condition. Call for more information. \$19,500 OBO. Ask for Lubo. 425-868-7450 or 425-941-7055.

1970 2002Ti: Colorado/ black. Authentic Ti in original, unrestored condition. Euro spec. car with 55,000 original miles. Still has the Solex carbs and all other Ti equipment. Mechanically excellent. No structural rust. Much of the paint is original. Drive as is or restore for the Y2K02 celebration. \$4000. 425-836-2760 or Bimbill@cs.com

1968 1600-2: Completely restored 2 1/2 years ago. Mechanically restored by Dan Patzer. Bare metal respray. 25k on factory fresh motor. Euro spec. Every bit of the car gone over. Just like buying one new in Europe in '68. \$7500. Dominic at 425-746-0445.

PARTS FOR SALE

Alloy wheels: Four 17x8 1/2 BBS RS three piece for 6, 7 series [et13]. \$600. Four 16x7 copy of old BBS RS style [open lug] for 5, 6, 7 [et22] refinished \$300. Four 15x8 Revolution race wheels for E30 M3, as new. \$750. Four 13x5 factory 2002 alloys [turbo style] refinished. \$600. 425-836-2760 or Bimbill@cs.com

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

4 AC Schnitzer type 2 17" wheels with almost new Dunlop sp9000 235/45 zr17, fit E34 5 Series, cost new \$3,000 sell for 1,000. call Rob at 425 337 4061 or 425 299-3453 or email at robertjohnson@pugetsound.net

Wheels: Two wheels, originally for 1983 528e. \$100, or best offer. 253-879-3756 and leave message.

5-Speed Transmission: From 320I, upgrade your 02, \$250 OBO. New custom built aluminum oil pan for an 02, \$250 OBO. Modified Weber carb w/modified manifold, \$150. David 253-265-2777 leave message.

Four three-piece BBS: RS003 four lug wheels (gold insert w/silver rim) mounted with Bridgestone RE71 205/55ZR16 tires. Keyed locking lug nuts included, AS NEW. \$2,000 obo. Al at 253-946-4100 or ghibli_ss@hotmail.com

Metric Mechanic 2.2 HiFlo M10 motor: Bored & stroked, complete, or parts. "Ultimate" transmission 4-speed. Call Dan at 425-743-2002

Radiators: - Two ea. stock BMW 2002 radiators in excellent condition \$100 ea. FREE tires (good) all on BMW 2002 rims - four ea. Michelin Radial 185/70R13, four ea. Steelbeltd studded snow tires P185/80R13, and six ea. Michelin Radial 165 R13. Call George 425-313-4648.

Original alloy wheels: Four to fit a 92-98 BMW-3 series (E36), 15-spoke model. With tires, Roadhugger 215/60-15, have 80 % thread left. Wheels in excellent condition. Great upgrade for a 318i. \$400. Contact Denny Organ, 425-228-2539.

17" 540i alloy wheels: Four mint Alpina style. Fits '97-'00 528 and 540s. \$1200 Mark 206-650-4951 or mpotvin@mindspring.com

Trunk Stowage System for Z3: Brand new, factory part no. 82-11-0-008-731, fits 2000 Z3s and Z3s built with a production date of 3/25/1999 and newer VIN # LD23262 and forward. Asking \$90, dealer list \$119. Contact Steve at 206-940-3356 or steveclin@yahoo.com.

MISCELLANEOUS

Sturgis 2000: E-Ticket Rides. Matching Brandy Wine '87 FSXT (Softail) and '88 FLHS (Hard Bag) Harley Davidson motorcycles. Both with ultra low mileage and as driven off the showroom floor. Purchased through Downtown Harley. Prefer to sell as pair. \$25,000 obo for the pair or \$14,000 obo each. Al at 253-946-4100 or ghibli_ss@hotmail.com

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