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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

- June 16
Deadline for the July Zündfolge.
- June 17, 18
Wine Tour to the Yakima Valley.
- 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 1, 2, 3
Club Corral at the Historic Races at SIR. BMWs of all vintages welcome to participate. See the article in this issue for registration information.
- July 5
Board Meeting at the Mercer Island Community Center, 8236 S.E. 24th Street, Mercer Island. Starting time is 7:00 pm.
- 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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Lucetta & David Lightfoot
See Info at Left Column

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? 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!

For those that are hungry, bring a few bucks and stick around for lunch and catch some Speedvision on Bison Creek's big screen TV. They serve pizzas, calzone, spaghetti, hot sandwiches and various salads. Bison Creek Pizza has

been recently purchased by a couple of certified motorsport fanatics. Owners Connie and Mike are in the process of transforming Bison Creek into a motorsport-themed restaurant. They will be catering to auto enthusiasts and making their restaurant available for car club activities. We are planning on having a video night there in the near future.

To put a little extra glitter on this event, I've asked a few M5 owners (including the new M5!) to bring their cars down and park them in front of the restaurant. Hopefully we'll have three generations of M5s to drool over.

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

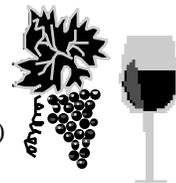
Lance Richert, Vice President
206-850-4663
lance@richertnet.com

Wine Tour

I hope you have your calendar marked for our Wine Tour June 17-18. We will be stopping at five different wineries on Saturday and three on Sunday. A few of these wineries are large and a few are small but all have their own style. I'm planning a pretty full day on Saturday so we will start early. I plan on having people meet me at the Issaquah Park-and-Ride at 6:30am (yes, I know that is early but we have a long way to go...). For those who want, we will also meet (and start) at the Station Hill Winery at 9:00am. Hotel reservations for the evening of the 17th can be made at the Shilo Inn in Richland 509-946-4661. They are offering a group rate for us at \$79 for a single King room or \$69 for a single Queen room. Make sure you say you are with the BMW ACA Group to get the rate! I'm planning on sun, wonderful wine and driving fun for a memorable Fathers' Day weekend!

Things to bring:

- Taste buds
- A co-pilot
- Sunscreen
- A CB (if you have one)
- A tank full of gas
- Two picnic lunches
- Room in your trunk for wine (or my wine, I do drive a Z3...)



Station Hill Winery
509-877-2112
<http://winesnw.com/StationHillsListing.htm>
(I-82, Exit 40)

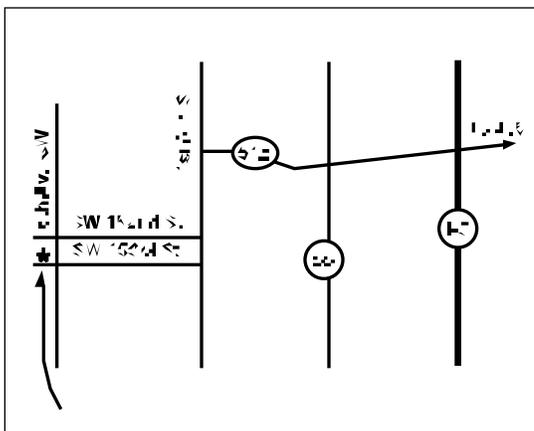
Issaquah Park-and Ride
SR-900 & Newport Way
(I-90, Exit 15, Right onto Renton Issaquah Road SE/WA-900, two blocks on left)

Karl@nwlink.com, 425-868-2027
(Evenings 4-9)

Bison Creek Pizza • 630 SW 153rd St, Burien • 206-244-8825

DRIVING DIRECTIONS:

- From I-5 or I-405 get on Hwy 518 heading west (I-405 becomes 518 after crossing I-5 near Southcenter). After approximately 3.5 miles, you will arrive in Burien.
- Take a left onto 1st Ave. South.
- Go .3 miles and take a right on SW 153rd Street. Go .4 miles and Bison Creek will be on the right. Park on the east side of the building in the big parking lot.



'02 Fest Northwest

Our friends to the north, the BMW Car Club of British Columbia, are holding an '02 Fest Northwest to celebrate the '02 cars. The '02 Fest will be held on August 26th, Saturday, in North Vancouver. You can make a weekend of it since the next day the club holds its annual Concours d'Elegance and BMW Heritage Picnic. The Concours will be at Campbell Regional Park in Surrey.

The BMW CCBC has only been around for about three years but they are an extremely enthusiastic and organized bunch. You can count on any of their events to be fun and worthwhile.

To learn more about this event or this club, visit their excellent web site: www.bmwccbc.org. To register for the event email info@bmwccbc.org.



This month's cover features an unusual BMW emblem. It is from the BMW Frazer Nash owned by Nancy Martin. This pre-war beauty is the subject of our

feature article and centerfold photo spread for this month. Cover photo by Duane Montagne of R&K Photo.

2000 Concours d'Elegance & BMW Heritage Picnic

July 22, 2000 will mark the 20th anniversary of the BMW ACA's Concours d'Elegance and BMW Heritage Picnic. Twenty years of members getting together to show off their cars at their very best, to picnic with old and new friends, perhaps bring home a trophy commemorating the day, but most of all 20 years of enjoying a beautiful sunny day filled with fun for all.

Our event this year will be held at a new location — Robinswood Park in Bellevue. The format and rules are the same as last year. The only big change to this year's event is the classes for judged cars. This year there will be more classes. For the details of which BMWs go in which classes, see the sidebar.

The Concours Committee decided to separate the cars into more classes because we wanted as many members as possible to enter their cars to be judged and be given the opportunity to take home a trophy. Our featured car, the E-30 M3, will be judged in a class by itself.

The fee for judged cars is \$15 if entries are postmarked by July 15th. Entries mailed after the 15th, including the day of the Concours, will be \$30. Trophies will be awarded for first and second in every class and some of the bigger classes will also be awarded third. We will also be awarding entrants' choice, people's choice, and best of show. Banchemo's will again provide the beautiful etched glass trophies that have become a hallmark of our event. Please note that you must be a member of BMW ACA in order to participate in the judged categories.

In addition to judged cars, as I mentioned last month, all members are encouraged to enter their cars in the "display only" category. You will be parked with the judged cars for your class. The fee for display only is \$10 including the day of the Concours.

Last year we expanded our invitation to the Concours to include BMW motorcycles and members' prepared racecars and we would like to

extend the same invitation again this year.

Don't forget the children—there will be a coloring contest with prizes awarded. Also, Robinswood Park has a play area and a duck pond for the enjoyment of children and adults alike. We will also have for sale some sandwiches, soda pop, and cookies if you

don't want to pack your picnic lunch.

So, watch for all of the final details in the July Zundfolge, send your entries in as early as possible, and for those true BMW enthusiasts start your polishing now!!!

Chris Linder, Concour Chair
253-859-5620
bclinder@aol.com

CONCOURS CLASSES		
CLASS	MODELS	YEARS
Pre-war (Display Only)	All	1928-1941
"Post-war, old range" (Display Only)	501, 502, 503, 507, 3200CS Isetta, 600, 700	1952-1965 1955-1965
Vintage Small Cars	1502, 1602, 1802, 2002 1500, 1600, 1800, 2000	1966-1976 1962-1972
Vintage Big Cars	E3 2500, 2800, Bavaria E9 2000CS, 2800CS, 3.0CS	1968-1977 1965-1975
Early 3 Series	E21 3 Series E30 3 Series	1977-1983 1983-1991
Early Big Cars	E12 5 Series, 1st E28 5 Series, 2nd E24 6 Series E26 M1 E23 7 Series, 1st	1972-1981 1982-1988 1976-1989 1978-1981 1977-1987
Modern Big Cars	E34 5 Series, 3rd E32 7 Series, 2nd E31 8 Series	1989-1996 1988-1994 1990-1997
Modern 3 Series	E36 3 Series, 3rd E46 3 Series, 4th	1992-current 1999-current
Z3	Z3 roadsters and coupes	1995-current
Current Big Cars	E39 5 Series, 4th E38 7 Series, 3rd E53 X5	1997-current 1995-current 2000-current
Featured Model	E30 M3	1988-1991

E30 M3 Tech Session at Strictly BMW!

Sunday, June 25, 10 a.m. - Noon

Plans are firming up for a great day to talk M3s! First generation E30 M3s that is (1988-'91). The only M3 built for homologation purposes. Plan on coming out to learn more about your special car. We'll have them up on racks to learn about them from all angles. We'll even pop a valve cover off an engine and do a little Anatomy 101 of the top end of the special engine in the E30 M3. You'll quickly see why you don't want to blow one of these beauties!

For those that are not bashful, we'll go around the horn at Strictly BMW and let everyone do a little show and tell. Even if you just want to say "Here's my M3, it is red and I love it..."

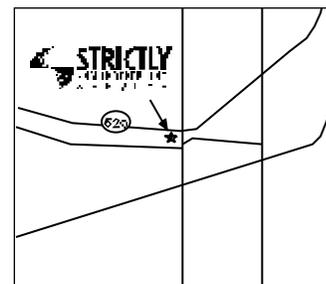
This event is to let E30 M3 owners network and exchange ideas. We also want to see you with the bone stock (like mine) M3 also! We'll get organized on how we want to present ourselves as a group at the Concours in July. We're the featured car, you know! If you ever thought you might want to buy an E30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

So whether you are red, white, silver or black (the four colors the M3 came in)... we will see you in a couple of weeks at Strictly BMW, the host for this event. Strictly BMW will have refreshments for us! 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, Vice President
206-850-4663, lance@richertnet.com

DRIVING DIRECTIONS TO STRICTLY BMW:

- From Hwy 520 (east or westbound) take the 148th Ave. N.E. Exit.
- Go south on 148th Ave. and turn right on N.E. 24th St.
- Go west and turn left on 140th Ave N.E.
- After the overpass, take the first entrance on the right; you will see their sign



2111-140th Ave. N.E., Bellevue

425-747-6044

E30 M3 Race History

by Bill Spornitz

Last month we discussed the inception and production of the road going first generation M3. This month we explore the construction and race history of one of BMW's most successful race programs ever.

As mentioned last month, the M3 was conceived as a "homologation" special, meaning at least 5,000 units sold per year, in order to qualify for FIA approval in the various touring car series run worldwide. The obvious purpose of such cars is to provide a starting point on which to build an all out racer. BMW's approach to this process was to create factory "kits" which were then sold to customers to be assembled into track ready racers. This meant taking the basic M3 shell and sending it off to Matter in Switzerland for seam welding and roll cage construction. The usual suspension, brake and wheel parts were added, along with a quicker steering rack (manual). It was up to the customer to choose an engine builder who would construct an engine to meet the specific requirements of the class or series to be contested. In usual BMW fashion, these kits were very complete and well sorted.

Details included front suspension using aluminum strut tubes with adjustable ride height and shock damping. Heavy use of forged aluminum and cast magnesium made these units durable and lightweight. Massive cross-drilled brakes with multi-piston calipers were fitted, later with ABS. Rear suspension retained the traditional semi-trailing arm arrangement, although again highly adjustable and made of exotic and expensive metals. Steering was via a close ratio, non power-assist unit. Center-lock forged race wheels completed the package. Of interest is the fact that the majority of the works drivers did not favor ABS when first developed for the 1991 season. However, when during testing Steve Soper did laps three seconds faster with than without ABS, the others soon followed.

The kits were developed to generally follow FIA group A specifications. For the engine builder this meant using standard intake and exhaust manifolds and inlet valves, for instance. With

12.0:1 compression and a reworked BMW/Bosch engine management system, the 2.3 liter engines produced nearly 300 horsepower at 8000 RPM. By the end of its racing lifespan the engines were up to 2.5 liters and produced as much as 365 horsepower at a reliable 10,200 RPM!

Transmissions were originally close ratio Getrag five-speed units derived from the heavier duty 635CSi racing box and employing the dogleg first gear H



pattern. Later a six speed Getrag unit with traditional synchromesh was used. Ultimately, six speed sequential (no clutch for up-shifts) boxes made by Hollinger and Prodrive were employed.

Rear differentials used a wide range of ratios depending on track length and setup preferences. The narrow power band of such a highly tuned four-cylinder engine meant that the cars required transmission and rear end ratios that allowed the driver to operate the engine at its peak of power output.

It is worth noting that the race version of the first generation M3 made its debut at a time when factory backed touring car racing was becoming enormously popular in Europe and indeed worldwide. As a result, factory backed teams had at their disposal very sophisticated design and testing technology. Yet, the E30 M3 represents perhaps the last of the sedan racers to be based on time tested and relatively simple technology. It is estimated that in 1987, a race ready M3 built from a factory kit cost the

customer about \$115,000 U.S. Today it is not unusual for a team contesting a major European championship to spend \$1 million per race weekend!

So, how did this relatively simple but effective combination perform in its first season? Beyond anyone's wildest expectations. In the early eighties BMW had won the European championship with the 635CSi. Some felt that the little 3 Series four banger would never uphold that standard. In fact, Herbert Schnitzer

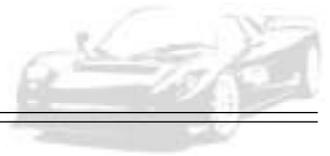
told Motorsport manager Wolfgang Peter Flohr there was "...no way (your) little twerp of a car would be as fast as the 635." Wrong! Out of the box the new M3 racer was two seconds a lap faster than the 635. Needless to say, Mr. Schnitzer was glad he was wrong, as the factory backed Schnitzer team would ultimately win the driver's portion of the 1987 World Touring Car Championship with team driver Roberto Ravaglia taking four outright wins. In addition, Winni Vogt won the European Touring Car Championship in the Team Linder (are you paying attention Bill and Chris?) M3. And, the ultimate

prize for the Ultimate Driving Machine, the 1987 German Touring Car championship was won by Belgian Eric van de Poele in the Zakspeed M3. M3s took national titles in Australia, France, Finland, Holland and Portugal as well. It would be hard to argue with the statement that no other car had ever had a more dominating first season in touring car racing.

We don't have enough room here to list all the M3 records for the five seasons that it carried the BMW banner. Suffice it to say that it wasn't until the early nineties and the advent of seriously high tech computer controlled suspension and next generation engine management that the E30 M3 lost its competitive edge. Still, to this day examples of the first generation M3 are run by privateers around Europe and still nip at the heels of some of the big budget factory teams.

Next month, in the third and final installment of this series, we will look at the first generation M3 as an everyday road car and potential collector's item.

MOTOR SPORTS



Lapping Days at SIR

by Jacqueline Kahn

Ready to get back on the track? Well it's just about time! The upcoming lapping days are scheduled at Seattle International Raceway in July and August. See the Driving Events Calendar for the specific dates. This is a perfect follow-up for those who just attended this year's first High Performance school at SIR on May 7th. Join us at SIR for plenty of track time to work on the skills you just learned.

If you haven't driven SIR yet don't miss the chance. The track is very challenging and exciting to drive. The track offers a bit of everything from elevation change, to hairpin turns, to a chicane, to a high speed straight.

To be eligible you need to have attended our May 7th program at SIR (or a similar previous Club school) or have prior "road course" driving experience.

Call if you have any questions on whether you are eligible. Instructors will be available to ride with drivers new to the track as well as available to all our drivers – you never stop learning!

A tech session will be held prior to each event to pre-tech as many cars as possible. Upon receiving your registration you'll be sent a confirmation letter which will provide specific information on the lapping day's schedules and also details on the pre-tech sessions.

Remember we are now requiring a Snell 85 or newer rating for helmets (either open or closed faced). Keep in mind our requirements will change as we move forward with our CCA merger. Further information will be provided but if you are making plans for your helmet needs you should consider the purchase of a Snell 95 since that is the current

rating for CCA events. This should also cover you for other car club's events in which we are welcome to attend.

Pre-registration is required for these events. Please fill out the particular registration form for the day you would like to attend and mail to Jacqueline Kahn at 18922 81st Avenue NE, Kenmore, WA 98028. Please note the deadlines outlined on each registration form and include separate checks for each event.

Call with questions 425-481-9571 (or email: jk@kahnteamracing.com).

2000 Driving Events Calendar

June

- 10 Portland's Tri-Club Day (BMW, Porsche, Alfa)
- 10 Alfa Romeo Lapping Day at SIR.
- 23 Bremerton Sports Car Club Lapping day at Bremerton Raceway.

July

- 19 Alfa Romeo Lapping Day at SIR.
- 23 BMW ACA Lapping Day at Seattle International Raceway.

August

- 11 Bremerton Sports Car Club Lapping day at Bremerton Raceway.
- 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 or Bill Buchanan, 425-402-9252 or otterbuns@aol.com

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

Bremerton Sports Car Club—Larry Paulson at 360-830-4030 or Dave Ely at 360-698-0077

July 23 Lapping Day @ SIR

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 and Deadline: \$95 – No later than July 17th

Two Drivers in One Car (in same run group), Add \$35

Two Drivers in One Car (in separate run groups), \$95 each

Non-members, Add \$25 – which will be applied toward a club membership

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 and Deadline: \$95 – No later than August 21st

Two Drivers in One Car (in same run group), Add \$35

Two Drivers in One Car (in separate run groups), \$95 each

Non-members, Add \$25 – which will be applied toward a club membership

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

Pacific Northwest Historics

We still have some spots left in the BMW corral! Come out and join your fellow BMW Club members this year at the 12th Annual Pacific Northwest Historics at SIR July 1-3, 2000. The BMW Club will once again participate in the Car Corral. If you enjoyed the cars you saw at the VRM meeting this March, come out to the Historics and see many of the same types of cars race.

The Pacific Northwest Historics features many of the world's rarest and most beautiful pre-1970 race cars. This year's featured marque is Alfa Romeo. All proceeds from the Historics benefit the uncompensated care program at Children's Hospital and Regional Medical Center in Seattle.

With three days of racing this year, more members will be able to participate in the corral. Each car club is limited to 20 cars each day. To participate in our corral you must register and pay \$15 per day in advance. This \$15 covers the car and driver. At the gate, each passenger (but not the driver) will be charged \$20. Children are less. The BMW corral has always had a waiting list in the past, so sign up early to secure a place for your BMW in the car corral. Any age BMW is welcome in the corral.

Again this year there will be judging of the cars in the corral. Corral cars must be parked in the corral between 8:00 and 10:00 am each day. Corral participants are invited to take part in a parade lap of SIR during lunch each day. We will have a tent in the BMW corral to answer questions about the club. We are looking for club volunteers to help for an hour or so in the BMW tent. If you are interested in helping the club please indicated this on the registration form.

To register, fill in the Registration Form and send it with a check payable to BMW ACA. If you have any questions, please call Lucetta Lightfoot at 206-282-2641. Mail form and payment to Lucetta Lightfoot, 2641 39th Avenue West, Seattle, WA 98199.

Lucetta Lightfoot, Corral Chairperson
206-282-2641, litefeet@foxinternet.net.

Pacific Northwest Historics Registration July 1-3, 2000

Name _____

Address _____

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

Email _____

Year/Model/Color of BMW you'll be driving: _____

Volunteer in the BMW tent? yes no

Saturday, July 1st @\$15 _____

Sunday, July 2nd @\$15 _____

Monday, July 3rd @\$15 _____

Total enclosed: _____

Please make checks payable to BMW ACA. Send checks to
Lucetta Lightfoot, 2641 39th Avenue West, Seattle, WA 98199

Portland Lapping Day

The BMW ACA, Portland Chapter, is hosting the Tri-Club Lapping Day at Portland International Raceway on June 10th. I have sent applications to those who have requested them. We have about 20 members from the Seattle area planning on attending. If you haven't received your application or want more information, contact me ASAP.

Bill Buchanan, Otterbuns@aol.com, 425-402-9252

Ladies' Tech Session at Car Tender

Car
SRI Enterprises, Inc.
Tender

A big thank you to Steve, John and Russell at Car Tender for hosting the wonderful Ladies' Tech Session.

BMW Ladies gathered at Car Tender in Seattle on a beautiful

Saturday in May. We were treated to a bountiful brunch including champagne! We then were presented an informative and fun tech session by John McDermott. We all learned something about our cars and many questions were answered. Even if we don't change the flat tire on our car we can direct the princely helper to the proper location to place the jack. We all know the proper gas and oil to use, and why taking our BMW to "Quick Lube" isn't a good idea.

All those in attendance received a packet full of informational hand outs, including a letter for a "Complimentary Oil Service" on their car by Car Tender. (I know where my next oil service will be done!)

Again, thank you to Car Tender for the super Ladies' Tech Session.

Lucetta Lightfoot

Our 3-story warehouse contains

261,719

BMW factory and aftermarket parts and accessories—everything from the smallest nut to the largest body component. We offer parts for all BMW models, from the 2002 to the newest 3 series. If you can't find what you need locally, give us a call. Chances are we have it.

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MEMBERSHIP

BMW ACA/BMW CCA: Vote Result and Transition Issues

NAME	REFERRED BY	B M W S
James M. Bailey		'00 328
Allen Barstow	BMW Seattle	'76 2002
Kent Beasley	BMW Bellevue	'97 M3
Dennis Bowman	Web Site	'79 320I
Deborah Buckley	Web Site	'76 2002
Mary Cabrian		'87 325
Kevin Campbell	BMW Seattle	'86 325
Henry Chang	BMW Seattle	'98 M3
Chris Cone		'88 M3
Kevin Correll	Web Site	'95 318
Carl Cummings	Web Site	'97 Z3
Maziar Dadkhah		'00 323
Mark Ditlefsen	Web Site	'91 M5, '95 318ti
Sara Eaton	BMW Seattle	'95 325i
Carlos Echevarria	BMW Seattle	'90 535
Noli Luna Estrada	Web Site	'88 535is
Betty Fike	BMW Bellevue	'96 Z3
Jason Fill	BMW Seattle	'99 M3
Michael Flatley		
Dena Franklin	BMW Bellevue	'00 528I
Andrew Frantz	Web Site	'76 2002
Nancy Gulli	BMW Seattle	'98 Z3 2.8
Stephen Hale	BMW Seattle	'00 M Roadster
Kris Hicks-Green	Web Site	'78 633Csi
Rand M. Hogan	Web Site	
Michael Hunter	BMW Bellevue	'97 328i
J. Isely		'90 750
Erik Ivarson	Web Site	'97 528
Greg Janky		
Lionel Joyce		
Fred Kiga	BMW Seattle	'94 325is
Michael Kinney	Rodger Haggitt	'97 740
Eddie Lee	Web Site	'97 M3
Bruce Lee	BMW Seattle	'97 328
Don Marrs	BMW Bellevue	'97 528
Gary McCarthy	BMW Bellevue	'95 325is
Brent McGowan	BMW Seattle	'97 328
Mark Mills	Web Site	'99 328
Thomas Mitchell		
Anthony Montalbano		'95 M3
Brian Nova		'97 540
John Parkey	BMW Seattle	'97 M3
André Perra		'98 M3
Rohan Phillips	BMW Bellevue	'00 328
Carole Schaub	Web Site	'88 325
Wayne Schaub		'83 633Csi
Stokes Scott	BMW Seattle	'99 M3
Gene Shields		'84 528e
Guilliaume Simonnet		'99 328
Randy C. Smith		'97 Z3
Jerry Smith	BMW Bellevue	'00 323
Cherie Starry	Web Site	'72 2002
James Stewart	Web Site	'00 M5
Victor Tobias	R Haggitt	
Leon Wong	BMW Bellevue	'00 323

As many of you already know, the ACA/CCA merger vote has been tabulated and announced:

Merge with CCA 414 Remain ACA 242

We on the Board and Special Committee are very pleased with not only the outcome but also the turnout. We had thought that no more than 30 percent of the membership would vote. The final tally was 60 percent. This 60 percent certainly demonstrates the interest of the membership and that bodes very well for the future. While "thank you"s are due the Board and the ACA/CCA committee members for their efforts, the real "thank you" goes to the membership for its interest.

As for the future, we have chosen November 1, 2000 as the merger date. This is subject to CCA's agreement. We chose this date so that we would not need to make changes to our track program during the season. Although this date seems far away we are already starting various projects in anticipation of the merger. The Bylaws Committee is amending our bylaws as our bylaws must be approved by CCA.

Second, the ACA/CCA Committee will now deal with issues concerning the transition. There are many issues including, no doubt, some that we have not even thought of.

Dues

ACA (only) members: The merger date does not change an ACA member's renewal date. For example, if a member's next renewal is in July that member will renew at \$25 until July 2001. Then, in July 2001, CCA will handle the renewal at \$35 plus \$5 for an associate, if applicable. Nevertheless, the member will automatically become a CCA member and be afforded all of CCA's privileges effective on the merger date.

Dual ACA/CCA members: In this case, the renewal date will be considered the latter of the member's current ACA and CCA renewal dates. For instance, here's what would happen if the ACA renewal date is in July 2000 and the CCA renewal date is in February 2001. In July 2000, the member would renew his or her ACA membership. His ACA renewal date would now be July 2001 and since that is later than his current February 2001 CCA renewal date, CCA would renew in July 2001.

Name Change

There has been some discussion at Board meetings about changing the name of the chapter. The leaning seems to be that all we should change is "ACA" to "CCA". We would then become BMW CCA, Puget Sound Region. The reason for this is that the current organization that has been in existence for 30 years is going to continue pretty much as is. As we see it, the difference is that we will be changing our affiliation and will be subject to the parent organization's rules and regulations. In view of this, we didn't really think the name should be changed.

ACA/CCA Committee: Roger Wales, Stephen Niver, David Lightfoot, Lucetta Lightfoot, Greg Mierz, Tom Nast, Lance Richert, Tom Cox and Jim Millet

Each year at the Club's Concours d'Elegance there are a lot of beautiful BMWs to admire. They represent every era of BMWs and are all shined to perfection. But one outshines them all. A little red BMW sports car glistens like a ruby in the center of the green grass. With sweeping fenders and open cockpit, this little gem steals the show and the hearts of all. The little red car is Nancy Martin's BMW Frazer Nash 328.

Charles Chayne

Nancy's maiden name was Nancy Chayne. Her father, Charles A. Chayne, was an executive at General Motors and an automobile collector and enthusiast of the first order.

Mr. Chayne was educated at MIT and Harvard. At first he worked in aeronautics but soon moved on to the Marmon Automobile Company as an engine designer. In 1930 he became head of Buick's engine division. He rose through the ranks to Vice President of Engineering for all of General Motors. He retired from GM in 1963. This was during the era when the legendary Harley Earl was Vice President of Design. The king of tailfins and Mr. Chayne, shall we say, sometimes clashed.

Charles Chayne and his staff did pioneering work on V6 engines, aluminum engines, automatic transmissions, transverse-front drive systems and emission controls. He held 19 patents in his own name and five with co-inventors.

His chief hobby was collecting and restoring antique cars. He was constantly acquiring interesting cars through his connections in "the hobby." Amongst the many cars he owned were five Buicks now in the Sloan (Buick) Museum, two Hispano-Suizas, a 1912 Simplex custom build for a six foot tall woman (remember, this was 1912!), and a Lagonda. He also owned a couple of Bugattis. In one of the Bugattis, Mr. Chayne installed a continuously variable transmission, much like the ones just

now being introduced in some automobiles. The car also had an aluminum Buick V6 engine. This engine was developed by Mr. Chayne while at GM. Buick used it sparingly and then sold it to Rover. This design is still being used in Rovers, including the top-of-the-line Range Rover.

The other Bugatti was a Type 41 Royale. There were six of these built and they all still exist. They are the most valuable cars in the world. This particular example was built by Bugatti in Molsheim and the body was by Weinberger in Munich. Weinberger may have been chosen because the original owner of this car was a Dr. Fuchs of Munich. Dr. Fuchs brought the car to Long Island where it suffered a cracked block in the winter of 1937-1938. The car sat deteriorating for a number of years. Mr. Chayne bought the Royale from junk yard in June 1943. He began restoring the car in 1946. This included welding the cracked block. By 1947 it was fully restored and Nancy's family used the Bugatti for outings with the Veteran Motor Car Club of America. In 1958 the Royale was donated to the Ford Museum in Dearborn where it remains today.

Back at the office, GM often bought cars to evaluate. At some point, GM had



John, Nancy and John, Jr.

purchased our subject 328 for evaluation of its sophisticated suspension system. While at GM, bumpers were added as were better lights. When GM was through with the BMW, in the mid-1940s, Mr. Chayne bought the car for his collection.

After his retirement from GM, Charles Chayne moved to Pebble Beach. He continued to be active in the antique car hobby and was instrumental in reestablishing the Pebble Beach Concours d'Elegance in the early 1970s. In fact,



Nancy with her 1910 Buick in 1946.

there is a trophy given each year in his name. When Nancy Martin is able to make the show she personally awards the trophy. She'll be there this year, the 50th anniversary of the show.

John and Nancy Martin

Meanwhile, in the mid-1940s, Nancy Martin was attending school in Boston. She didn't need an everyday car, but she owned a 1910 Buick Bug Racer which she showed occasionally. The Buick was one of two built. Nancy has a photo of the two Buicks together which is autographed by the drivers of the race cars. One of those drivers was Louis Chevrolet.

The Buick was rare and fun to exhibit but not very practical. So in 1949 she traded the Buick to her father who then donated the car to the Buick Museum. The car Nancy got in exchange was the BMW 328 you see here.

Nancy met John Martin while in Boston and they were married in 1947. John was also a mechanical engineer. And, his father was also involved in the fledgling auto industry. John's father worked at Marmon from 1910 until 1914, half a generation before Charles Chayne would spend some time there. John's father helped design the Marmon Wasp, the first car with a rear view mirror and the winner of the first Indy 500 in 1911.

John Martin spent much of early career with GM, but in the Frigidaire Division. The Martins moved to Mercer Island in 1974. While in this area, John worked for Boeing Electronics and Flow Mole among others. And all the while, the little 328 was the Martins' weekend

car. John did all the maintenance work on the car over the years. The Martins had one child, son John Jr. in 1958. John Sr. died in 1994.

History of the 328

BMW is the Bavarian Motor Works; they started out building motors. First for aircraft and then stationary motors. Then the company started producing motorcycles. In 1928, BMW got into the automobile business by buying the Eisenach Motor Works.

Only eight years after starting into the car business, BMW created the 328, one of the greatest cars of the pre-war era. In 1936, three prototypes were produced. Production started in 1937. The 328 was successful from the beginning, winning the first race in which it was entered. Soon, whole fields for sports car races in Germany were made up of 328s.

The 328 was light weight and had a very sophisticated chassis for its time. But the heart of any BMW, then and now, is the engine. BMW took its existing straight six engine and created a modified head. The engineers wanted to build a hemi-spherical head with dual overhead camshafts. But the budget was too tight. So, they ingeniously came up with a pushrod design that allowed a hemi head with a single overhead camshaft. Triple Solex carburetors were also added. The result was 80 horsepower from 2.0 liters. While 80 horsepower might not sound like a lot, it was plenty in a car weighing 1830 pounds for the standard version and less for full race versions. Top speed was claimed to be 105 mph. Combine with terrific handling and brakes and BMW had a world beater. The 328 remained competitive well into the 1950s.

The Addingtons were an English family active in the automobile business in the 1930s, building and selling Frazer Nash cars. And they couldn't help but notice the success of BMW. Frazer Nash did import quite a number of 328s which were badged as BMW Frazer Nashes.

Nancy Martin's 328

In the period 1937 to 1940, BMW built 402 production 328s and an additional 59 chassis. With the three

prototypes from 1936, the most reliable sources put total production at 464. Probably about 150 to 200 cars survive.



Nancy's parents with the Royale.

Nancy Martin's 328 is chassis number 85117 which means it was probably built in 1937 as a 1938 model year car. The Frazer Nash badging would indicate the car went to England. But the car is left hand drive. There is also some indication the car was originally delivered to the northeast U.S. The Frazer Nash badging might have been ordered by a U.S. enthusiast to ease getting and keeping the car in the U.S. with Hitler on the rise. In any case, the car's history from 1937 until its arrival at General Motors in the early 1940s remains unclear.

The car's original color was white. This was the most common color for 328s as white was the German racing color until Hitler changed it to silver. In the mid-1960s, the car got a modest facelift and dark blue paint. When the Martins moved to the Seattle area, a moving strap wore through the paint. The car was little used for a number of years.

As the Martin's 328 neared its 50th anniversary, they decided to do a full restoration to original factory specifications. A great deal of research was done by Bob Gerrity, who served as restoration manager. Parts were tracked down from all over the world. Those unavailable were fabricated.

In its 50th year, 1988, the car was given an invitation to the Pebble Beach Concours d'Elegance. The car was completed just in time and placed second in class behind an Alfa Romeo that ended up Best in Show. The car was presented to the local chapter of the Classic Car Club in 1989.

The 328 now leads a pampered life. The Martins built an addition off their

garage for the 328. The addition can hardly be called an auxiliary garage, what with heat and all the comforts.

I like to think of it as the car's den. On the walls are photographs, paintings and memorabilia.

The Present

These days Nancy Martin often spends time organizing the stuff of memories of a lifetime around automobiles. She has thousands of photographs and documents to sort,

organize and put in albums. When she was growing up, Detroit was the center of the automotive universe and she was there. And all the pioneers of that era were still around. She remembers, for instance, the 50th anniversary celebration in Detroit in 1946. All the legendary early automotive titans were still alive. A month long celebration culminated with a parade down Woodward Avenue, which for two miles had been painted gold.

And sometimes the past comes alive. For instance when Nancy and son John take the little red car out for an exhibition. While 62 years old, the 328 lives up to the traditional BMW slogan, "for the joy of driving." You can share in that joy at next month's Concours d'Elegance.



Nancy and John, Jr.

The E30 325i has become a popular car for a number of local racers. I've gotten involved with other club members converting a street car into a full blown ITS (Improved Touring S) race car. I'm going to share some of the knowledge and headaches I've encountered.

It is relatively easy to remove the control arms from the front suspension on any E30. The ball joints have been known to fail with major problems on cars that see a lot of track usage. The problem is play in the main ball joint which is a bit hard to recognize. Any well tracked E30 should have them checked out. It is easier to replace the complete control arm rather than attempt to have the ball joint replaced.

Replacing the control arm requires the removal of a few nuts and two ball joint fittings. On the race car we replaced the standard E30 rear bushing on the control arm with the one from the E30 M3. This

gives more castor for better high-speed control. The old bushing must be pressed off and the new one pressed on. It isn't something that can be done without the right tools. I highly recommend that if you do this you shop around for a machine shop that is experienced in doing this. You'll save yourself a lot of grief. Reinstalling the new control arms is just a matter of a few bolts. A front-end realignment (toe set) is necessary after doing this. On the race car we installed coil overs with adjustable upper camber plates which were pretty slick. On these everything is adjustable but the ride on a street car would suffer a lot.

The 325i or 325e engine and transmission can be removed as a unit with a good tilt sling and engine hoist. This saves the big hassle of installing the transmission while lying on your back cursing for more muscles and more space. Besides, there are transmission bolts that are very hard to get to with the

transmission in place, like the upper starter bolt and the one above it. It is a real pain.

On the second engine removal job, I was going to just pull the motor and leave the transmission behind but the one starter bolt requires a special banana shaped starter bolt wrench (I don't have one, but I'm going to get one). So I pulled the motor with the transmission. It was easier. That car was involved in a frontal collision and the motor needed to be removed to facilitate the frame straightening. It turns out the transmission mounts sheared from the impact, the center support bearing on the driveshaft separated and the guibo was cracked. One small note of interest, on the '89 325i motor I removed there is a nice rear engine lift bracket just to the rear of the last intake manifold that isn't there on an '86 325e motor. I had to come up with another hookup point on the '86 engine.

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STALLS

by Thomas B. Nast

The Address Undressed

On May 16th, Dr.-Ing. Joachim Milberg gave his first address, as Chairman, to BMW's Annual General Meeting. The speech was tempered by Dr. Milberg's legitimate concerns about job security. We were able to obtain, from a Munich recycling sorter, an early draft which is a bit less varnished than the one presented to shareholders. We reprint it below.

Ladies and Gentlemen:

This has been a very good year for BMW and its shareholders. Excluding Rover, after-tax profits were Euro 663 million, a 43% increase over last year. Including the disposal of Rover, net losses are Euro 2.49 billion. However, BMW stock is up 26% over a year ago. This reflects that we have decisively shed our liabilities and our future is bright.

Let us review those transactions.

We turned our money-losing joint venture with Rolls-Royce Aero into a gain, by trading our interest for an equity position in our partner. This turned last year's Euro 186 million loss into a Euro 18.2 million dividend this year.

We agreed to sell Land Rover to Ford for Euro 3 billion, but please appreciate that this deal is still tentative. You understand I cannot comment on reports that Ford is trying to negotiate a lower price due to its audit showing larger losses than they expected. But you are aware that The Euro has declined over 10% since this deal was made, potentially reducing our income. I am telling you this because I don't want you surprised next year if revenues from the sale of Land Rover are disappointing.

Two months ago we announced that Rover (Automobiles) was sold to Alchemy Partners. That deal collapsed, just as the Ford deal could, and last week we sold Rover to Phoenix Consortium for 10 pounds sterling. Although we refused to take Phoenix seriously just a

month earlier, we have agreed to loan it over half a billion pounds to keep Rover viable. This money may never be repaid. Phoenix presented a credible business plan for Rover at a cost we could accept, which Alchemy failed to do.

Some have suggested that management looks rudderless in operating and disposing the Rover units. Business analysts have even written that a quarter-century of steady growth and success has made management "arrogant." I propose that we are responding to earlier mistakes, changing conditions and rapid decision-making.

When we bought Rover Group in 1994, it was unforeseeable that our currency would become the Euro and that we would be crushed by its decline and the rise of the pound sterling. When the Euro was introduced on 1 January 1999, it was valued at \$1.17; it now hovers at \$0.89 and is expected to further devalue. Great Britain declined to join the Euro, and the pound has remained at about \$1.60 during that period. English products are thus about 30% more expensive to us than before the Euro was inaugurated.

These currency changes have crippled exports from England to the Continent and amplified Rover's domestic losses as expressed in Euros, guaranteeing widening Rover losses. The other side of the coin is the United States market has become enormously profitable. Without raising prices in the United States significantly, we are now realizing 30% greater revenue on cars we sell there, as expressed in Euros. This has greatly offset Rover losses, and by shedding Rover, the U.S. windfall will go straight to our bottom line. We can sell all the cars we can ship to the U.S. due to the strength of its economy, and we are under no pressure to reduce prices there, which indeed we never have when the dollar is strong.

The decision to dispose of Rover Group's components and return to our core business was made abruptly and, in

retrospect, too publicly. We wanted to assure the British people that Rover would not be shuttered, and a consequence was that announcements were made before deals were finalized. This has made us look bumbling, but we feel it was the lesser of two evils.

We hasten to admit four management errors after the Rover Group was acquired in 1994: (1) letting Rover manage itself, (2) overestimating Rover's ability to make and sell small cars, (3) tardy and misordered introduction of new products, and (4) misjudging the British people's loyalty to Rover. And in all honesty, the decision of the Board of Directors to acquire Rover Group in the first place is not immune from examination.

The total loss on our Rover adventure, including tax benefits and restructuring reserves, is approximately DM 9 billion. Offsetting this is the sale to Ford of Land Rover, plus we keep Rover's accounts receivable and the New Mini project, including the modernized Oxford plant.

Some shareholders have expressed concern about our viability as an independent company, especially after the Rover debacle showed that we are unable to become a full-line manufacturer. It is true that, excepting the New Mini and Rolls-Royce, we are again a one-brand enterprise while others are growing large around us. Just look what

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has happened this year. On March 13th, GM acquired 20% of Fiat, and eleven days later bought Nissan's shares in Fuji Heavy Industries, giving it 20% ownership in Subaru. GM was already Suzuki's top shareholder, and is close to buying Daewoo. Daimler-Benz, having merged with Chrysler 18 months ago, acquired 34% of Mitsubishi for Euro 2.1 billion in late March (and through it interests in Kia and Hyundai). Renault earlier bought 37% of Nissan and has agreed to buy Samsung's auto manufacturing operation. In general, the large companies are positioning themselves to sell into what they foresee as explosive growth in Asia, especially China.

We believe that remaining independent is best for the company and its shareholders. Our core business is growing quickly, and without the Rover and Aero losses, is highly profitable. Further, it is unclear that mergers are resulting in better automobiles or bigger profits. Profitability has not yet been demonstrated by GM or Renault; only Ford's purchase of Jaguar seems to be working, and that only after a massive capital and talent infusion. As the DaimlerChrysler merger proved, the

potential of merger may boost share prices higher than the actuality of merger. Honda and Porsche both demonstrate that independence is not a liability.

We also believe that large investments in anticipation of an expanded Asian market are a mistake. That market will, for the foreseeable future, be one for low-profit vehicles. In addition, it is quite possible that Asian governments will require that local needs be met by indigenous industry, causing current acquisitions of capacity in Korea and Japan to be superfluous. Finally, it is not at all clear that available resources will support an Asian expansion. With crude petroleum already about \$30 per barrel, much of Asia is priced out of car ownership, and any increase in demand in Asia would cause the price of oil to go up further. Unless additional energy sources are developed, worldwide growth of car ownership will not increase quickly. Our aim, then, is to sustain or increase profits on each unit sold, and not compete for mass markets in developing countries.

We have swallowed a bitter pill. But we have learned our lessons, and will not repeat our mistakes. We are not arrogant; we admit we erred.

We have much to build on. BMW's quality is unquestioned. We are building the best cars and motorcycles in the world.

In the future, we will present a fuller BMW model range, including the SAV, bracketed by the New Mini on the low end and Rolls-Royce on the high end. We will continue offering premium cars in each niche we identify as profitable to us. Profitability, not quantity, is what matters. We can achieve economies of scale by dominating niches. Examples are the X5, 3 Series coupe, touring and convertible models, V8 diesel, C1 and Z8. In the next year or so will be new 5 and 7 Series chassis, New Mini and 3 Series AWD. More importantly, a 2 Series is planned for 2004. The 2 Series is needed because the present 3 Series is larger and more powerful than the original 5 Series, and we can greatly benefit by reoccupying the market the E21 and E30 addressed.

Looking ahead, we still believe in the future of a hydrogen-powered, 0 litre car. We now have 15 BMW 750hl hydrogen cars on Berlin streets, and aim to be producing thousands a year within a decade.

We are breaking sales records every month, and making record amounts on each unit sold. Our losing enterprises are eliminated. We will show vastly increased net profits for many years to come. We are preparing technology for an emissions-free future. Thank you for your attention.

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Safety First! at Pre-Grid Motorsports



SATURDAY, APRIL 22: Thanks to the staff at Pre-Grid Motorsports for hosting a fun and informative discussion on Safety as it relates to High Performance Driving. Club member John Brosius gave the presentation and discussed the benefits of helmets, gloves, shoes, etc while driving in a high performance environment.

Of the number of excellent points John made, one good point was to consider wearing a balaclava or "head sock" to keep moisture out of the lining of your helmet while you drive. You know how much your sweat while driving, and after a number of hot summer lapping days your helmet lining might get pretty ripe. Wearing a balaclava will help wick away sweat, and it is much easier to clean than a helmet lining.

Kahn Team Racing were there looking good. They took advantage of a nicely waxed checkerboard floor to shoot some publicity photos. Boy they have nice smiles.

There were 49 members in attendance, and we were treated to a number of door prizes supplied by Pre-Grid—Thanks! They also offered those in attendance discounts on safety equipment. For your future reference, their web site is linked to our club's site.

Thanks also go to the fellas that I softly arm-twisted to bring their cars out early and display in front of Pre-Grid Motorsports.

Lance Richert, lance@richertnet.

Classic Motorcar Rally

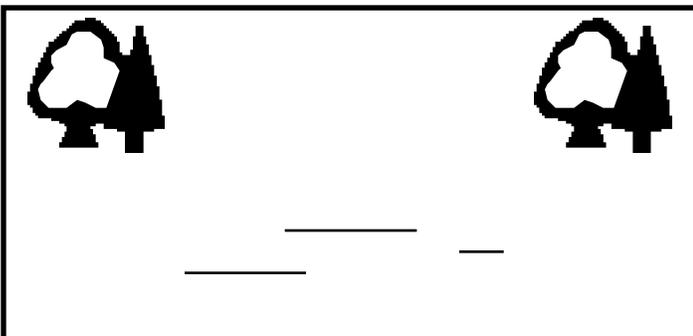
The BMW Seattle Classic Motorcar Rally is shaping up to be quite an event this year. With a destination as beautiful as Harrison Hot Springs, the roster has been filled with some of the most interesting cars. I am pleased to report that as of this date, eight significant BMW's will be participating.

Sultan Karim will be bringing his lovely 1937 BMW 327/28, Steve and Annie Norman their 1938 327/28. Joining also will be the team of Buckingham/Rapson with a 1953 503 coupe. (This car also belongs to Steve and Annie Norman.)

The '60s era will be represented again by Mike O'Hara and Jennifer Rassmussen in their 1968 BMW-Glas V-8, a very rare and interesting ride. E9 Coupes will be there in force. Ken and Susan Olsen return in their 1973 3.0cs, and will be joined by Gary and Jane Burke in another 1973 3.0cs. Rounding out the seventies will be the 1973 CSL belonging to Thomas and Mitsuko Mitchell. From the next era, Frank Haas and Patty Salmon will be enjoying the power and comfort of their BMW-Alpina B-7.

This event offers a unique opportunity to see these cars as they were meant to be enjoyed. If you want to get a glimpse of these beauties, they will be gathered at BMW Seattle for tech inspection on June 8th, Thursday, from noon until about 2:00. From BMW Seattle, the cars will transit to the Baron Inn in Monroe. You can probably get a look at the cars in Monroe between 4:30 and 5:30 while driver and navigator orientation takes place. On Friday morning, the cars will be on public display from 8:00 until 9:00 at the Baron Inn. Then at 9:00 they start leaving at one minute intervals for Harrison Hot Springs.

Ken Olsen



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THE ENGLISH PATIENT, THE SEQUEL

Just when we didn't think it could get any weirder, it gets weirder. When we last visited this corporate soap opera, BMW had "sold" Rover to the Alchemy Group by paying Alchemy about \$3 billion to take Rover off its hands. A competing offer from a group headed by former Rover CEO, John Tower, was dismissed out of hand. Meanwhile, BMW sold the Land Rover operation to Ford for \$2.9 billion, neatly offsetting the charge for Rover.

In the succeeding month, negotiations between Alchemy and BMW faltered. The exact cause of the breakdown according to BMW was Alchemy demanding twice the amount originally agreed upon, but BMW's terse press announcement simply said, "The negotiating partners were finally unable to come to an understanding with respect to certain conditions of the contract." This all happened on April 28th, a Friday.

On May 1st, the following Monday, BMW announced plans to begin negotiations with the Phoenix Group, headed by John Tower. Phoenix has the backing of the British government since Phoenix plans to maintain Rover as a volume car maker. Negotiations have continued apace and a symbolic price has been set for the Rover operations: Ten pounds sterling. Phoenix will get the MG, Austin Healey, Morris and Wolseley brands. BMW will keep the Mini, Riley, Triumph and Rover brands. The Rover name will be licensed to Phoenix.

Why did BMW dismiss Phoenix's bid early on, before the Alchemy deal was final? BMW's explanation was that the bid wasn't accompanied by a financial guarantee. But it still doesn't make sense. After all, how much of a financial guarantee does one need to pay ten pounds for something? BMW has been roundly criticized in both the British and German press as being incompetent. BMW CEO Joachim Milberg, a former college professor, has been described as being completely out of his element.

There are a couple of good aspects to the Phoenix deal. First, the \$3 billion charge to 1999 earnings will probably overstate the disposal costs. BMW's 2000 income should benefit from the adjustment to the estimate. Second, the political fallout will be less since Phoenix aims to continue Rover's current volumes and retain almost all the workforce. Alchemy's plan was to shrink the company. The transfer of Rover to the Phoenix Group was finalized on May 9th.

Talks with Ford for sale of the Land Rover division are said to be going well. The purchase price of 3 billion euros (now \$2.7 billion) has been confirmed. BMW's retention of the Rover name was to satisfy Ford who has been concerned with Phoenix possibly using the name on a sport utility vehicle.

NEW PRODUCTS

Remember the reasoning for buying Rover initially? The thought was that any automaker needed volume of at least one million vehicles annually in order to compete globally. At the time, 1994, BMW built about half that number. Now BMW is selling cars at

the rate of 800,000 annually and could sell more if they could build more.

The real shame is that BMW hasn't been able to develop new BMW-branded vehicles because of the time and financial demands of trying to fix the Rover mess. Now, BMW can get back to concentrating on expanding the BMW line. It will be relatively easy to build and sell one million BMWs a year with the model expansion opportunities available. What's in store? Plenty. Traditionally, BMW has been a sausage car. Just cut it off in the length you want. The line-up was made up of two-door sedans and four-door sedans with an occasional coupe thrown in. Yes, there was the occasional sports car, but never in any volume.

The Z3 changed that. Over 200,000 Z3s have been built. That makes it the second most popular roadster of all time behind the Miata. The Z8 will be the roadster flagship of the line but won't account for much volume. There's plenty of room in between the Z3 and the Z8. Expect a 5 Series-based coupe, probably badged as the 6 Series. Can a Z6 be far behind?

The 2 Series is coming, although BMW says it won't be called that. An executive said that volume BMWs get odd-number designations. 1 Series? Whatever. In any case, it should be a high volume car with lots of variations ala the 3 Series.

Why did BMW sell Range Rover? Because they figured out they can create a line of X cars with BMW badging. The X3 will be here in a couple of years. An X7 to compete with Range Rover is under development. Plus the X5 will get an M version and a stretched wheelbase version. The stretched wheelbase version will accommodate a third seat or a bunch of gear.

Anything else? There are lots of possibilities. At least three times in the past BMW's board has turned down a BMW minivan. How about a mid-engined sports car to give Porsche some real competition? BMW could better anything from Porsche for a third less money.

Some of these concepts have likely been considered over the last seven years. But they've been discarded because of the demands of the English Patient. After all, net of the sale of Land Rover, the Rover debacle has cost BMW six billion marks over six years. It costs BMW roughly one billion marks to develop a new vehicle. The math is pretty simple.

THE NUMBER THEORY

Here's something to consider while pondering the state of affairs at BMW AG over the last several years. Most Club members are aware of the E numbers given to each BMW model. These numbers are assigned to each project as it is being developed within BMW. When fully developed, it is presented to the Board for final approval. If approved, the project becomes a production car.

Consider the E numbers in the 20s. Of the ten projects that were developed, six made it to production: E20, E21, E23, E24, E26 and E28. The 30s were even better: E30, E31, E32, E34, E36, E38 and E39 all became production vehicles. That's a 70 percent success rate within the company. Now consider the E numbers in the 40s: the E46, the new 3 Series, is the only project that was approved. A 90 percent failure rate. In fact, the E46 was the only project approved between the E39 (current 5) and the E52 (Z8). That's a symptom of some serious dysfunction within the company. Let's hope things improve in the future.



Joysticks in our Future



BMW has always had a driver orientation. And now BMW has an idea to keep drivers' eyes on the road. Immersion Corp. has announced that BMW has licensed Immersion's TouchSense force-feedback technology for use in future BMWs. The technology will be used to allow drivers to control various options in the car.

Force-feedback technology is currently used in joysticks for computer games. The joysticks can be made to shake, rattle and resist motion. Immersion won't disclose how BMW will use the technology, but said that it could make it easier to control activities in the car by a combination of the dashboard and just one master-control knob.

For example, the driver could cycle through a dashboard display. For the radio, the master knob would be used to select a station. The knob would "click" into pre-selected stations with a strong signal. For each different control, the feedback through the master knob would be different and appropriate to the function. Another example: when using the master knob to adjust the seat, the control would feel like a spring being wound tighter, giving progressively more resistance.

The system provides solutions to a couple of problems in today's cars. First, there is a bewildering array of controls to be used. Second, for most of the current controls, the driver must look away from

the road to make his or her selection. The Immersion system allows the driver to use the sense of touch to use these auxiliary controls while keeping their eyes on the road.

Immersion Corp.'s founder, Louis Rosenberg, took a \$200,000 NASA joystick and made it cheaper. The company licenses the technology to computer game makers and makers of touch-sensitive computer mice. The company is now starting to explore military, medical and automotive applications.

At the Frankfurt Auto Show last fall, BMW introduced the Z9 concept car. While most were taken by the car's radical styling and innovative door-in-a-door concept, the Z9 also introduced BMW's view of the future for driver controls. We now know that the Immersion system was part of that view.

The Z9 dashboard was simplicity itself. There is a tachometer, speedometer, two switches and little else. BMW calls this, "taking the step from anthropometric to intuition-oriented ergonomics." BMW claims no less than "an entirely new form of man/machine interaction." BMW sees up to several hundred functions being controlled by one single switch.

The control unit consists of a rotary/push button for the selection of functions, as is used on the current navigation

systems. Four large buttons arranged in a square around the rotary knob control the selection of the four function groups: audio, communication, comfort and drive. An 8.8-inch monitor in the central instrument panel presents all the information in a simple graphic display.

The first production vehicle to get this new system will likely be the next generation 7 Series. That means it will be on the street within two years. Mastering the various functions is said to soon be second nature. We'll see if the new control system is as intuitive to the 7's conservative buyers as it is to the German designers. (Wall St. Journal, BMW AG Press Release, Automobile)

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New 7 Series

The new 7 Series will be a technological tour de force. Would you expect anything else? Besides the radically new touch controls mentioned elsewhere, the new 7 also borrows styling features from the Z9 show car, particularly the taillight treatment. And those



taillights will be neon units, which seem to be the choice for all new BMW models. These lights take up less space than conventional bulbs, come on quicker and feature varying intensity to indicate different levels of braking force.

The new 7 employs chassis management which combines dynamic stability control with a body-roll compensation program and a set of active shock absorbers. Brakes will be computerized electrohydraulic units that reduce stopping distance and braking effort.

The 7 gets quad xenon headlights and a six-speed automatic transmission will be standard. The V8 engines will carry over from the current model. The V12 will be a new 6.0-liter engine with 400 horsepower and 415 lb.-ft. of torque. (Automobile)

New Product Offensive

At the annual shareholders meeting on May 16th, BMW Chairman Joachim Milberg announced a new product offensive (after he finished apologizing for Rover). The plans include the new 3.0-liter engine to take the place of the 2.8-liter in all applications, all-wheel drive option for the 3 Series, an updated 5 Series beginning in July 2000, the new M3 this fall. In spring 2001, the X5 will get the 3.0-liter diesel in Europe, in summer 2001 the new 3 Series compact (ti) will appear, as will the new Mini, and a little later the new 7 Series will debut. Milberg officially confirmed the new small BMW, below the 3 Series. It will be a real BMW with rear drive, terrific handling and premium pricing. Expect several bodystyles including hatchback, coupe and sedan. The first model was announced for 2004. BMW will build a new factory to produce the small BMW but hasn't yet announced the location.

Z2 and the New ti

Just before Wolfgang Reitzle resigned in February 1999, he ordered a redesign of the 3 Series ti, known as the Compact in Europe. Reitzle wanted every body panel to be unique. The result was a car that was overbudget and overweight. With a target price \$4,000 below the cheapest 3 Series coupe, the numbers didn't work. In order to amortize the platform costs over more units, it was decided to build another more expensive car on the same platform. The result is the Z2, a 2+2 hatchback coupe. Codenamed E46/5-S, production is scheduled to start in the second quarter of 2002. Styling is said to include a tall tail and a low front. Interesting design details include four bucket seats, semicircular xenon lights and a tiny twin-kidney grill. The Z2 will likely be the successor to the Z3 coupe and a rival to the Audi TT. (Car, Automobile)



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Deadline for the July Issue is June 16, 2000.

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E36 Wheels: 5 Lightweight M3 wheels \$1000 OBO. 4 BBS RC Ultra Lightweight 17x8" wheels \$1500. Contact James Shaiman at 206-399-7778 or jshaiman@shaiman.net.

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