

# CLAS\$IFIED MARKETPLACE

## CARS FOR SALE

1997 328iC: Convertible, Samoa Blue/Navy top & leather interior. Samoa Blue hardtop. 42,000 miles. Classic Beauty. Always garaged. Fully loaded. Full maintenance record. Original 63 yr old owner. \$36,000. Contact Bill at (253)857-7217 or olalla@harbornet.com.

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1994 (E36) 325i / M3 conversion: white/gray leather, 54kmiles, 5-speed, Dinan chip/throttle body/stage II suspension, Remus, BMP, Eclipse and more, clean, must see, \$23,000 OBO, Kendal at 425-643-3833.

1993 325iS Coupe: Mericious blue with sand leather interior, 5-speed, 2-door. All options including sport package, 6-disc CD, on-board computer, etc. Non-smoker, always garaged, annually detailed, dealer serviced and impeccably maintained (read: never raced). 75,000 miles. \$15,750. Contact Dan at 206-256-2628.

1989 325iX: Four-door, automatic. Cinnabar rot with Natur vinyl. Only 85,000 miles. Excellent condition inside and out. \$9,800. 360-825-0720.

1988 Dinan M5 Turbo: Black with tan Interior. 101k on chassis, 75k on engine with lower end rebuild 20k ago. 5-speed, sunroof, Sony 10-disc changer. 468 HP, 474 torque. Does quarter in 12.7 at 112. Includes Dinan Brakes, Dinan Stage Four suspension and Dinan heavy duty clutch. Also has newly installed rebuilt transmission. Includes track wheels and tires. Serviced by fanatic mechanic for last six years. Asking \$22,500. Roger at 425-338-2512 or rogerw47@cs.com.

1985 635CSia: Alpine White/Pacific Blue leather, 115k, two previous owners, Dinan chip, 3.91 LSD. Less than 1k on the following: Eibach springs, Bilstein Sport shocks/struts, upper front shock mounts, 750i bushings, Pagid brake pads, S.S. brake lines; car cover included, always garaged, receipts since new, one of the nicest you'll find. \$11,900 obo. Larry 206-236-5913.

1981 528i: 185,000 miles, tan/tan interior. Good overall condition, some small rust areas. Excellent mechanical condition. Great road car. \$3500. Contact number: 206-628-4874 or e-mail at: roseandthom@cs.com.

1977 320i: 160,000 miles, orange/black interior. Rebuilt engine with less than 10,000 miles and clutch. Black leather Recaro interior in excellent condition. Mechanically sound. Some rust, needs suspension work and exhaust. Too busy to rebuild it myself. \$1500 or Best Offer. Contact number: 206-628-4874 or e-mail at: roseandthom@cs.com.

## PARTS FOR SALE

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1988 M5 engine and miscellaneous parts: Stock '88 M5 engine with 75k. Also, many miscellaneous parts from M5 listed for sale elsewhere including 3/4s of leather interior. Will sell individually or as one lot. Prices negotiable. Unpriced list available. Roger at 425-338-2512 or rogerw47@cs.com.

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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 web site (<http://www.BMWACA.org>) for full benefits of membership.

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## KALENDER

July 5  
Board Meeting at the Mercer Island Community Center, 8236 S.E. 24th Street, Mercer Island. Starting time is 7:00 PM. Please note this is a Wednesday night. If you need driving directions call or email VP Lance Richert. His number/address is below.

July 7  
Deadline for the August Zündfolge.

July 22  
Concours d'Elegance on Saturday at Robinswood Park in Bellevue. The featured cars will be the first generation M3. All the details are in this issue of Zündfolge.

August 2  
Board Meeting at the Mercer Island Community Center, 8236 S.E. 24th Street, Mercer Island. Starting time is 7:00 PM.

August 6  
BMW Corral at the IRDC Races at SIR. Come out and cheer on the BMWs racing to uphold the honor of the blue and white.

August 18-20  
Monterey Weekend including the historic races, Concorso Italiano and the Pebble Beach Concours d'Elegance.

August 19  
Olympic Peninsula Tour. See Karl Seeger's article for more information.

September 16, 17  
Oktoberfest Tour to Leavenworth. Join five other BMW Clubs from the region for this celebration of all things Bavarian.

<b>BOARD OF DIRECTORS</b>	Please limit phone calls to these volunteers to between the hours of 9am and 9pm.		
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### Teltschik Retires from Board

Dr. h. c. Horst Teltschik reached his 60th birthday on June 14th. This being the mandatory retirement age at BMW, Teltschik left the BMW Board on June 30th. Teltschik will continue to represent the Board in Central and Eastern Europe, Asia and the Middle East. He will also become the Chairman of the Board of the Herbert Quandt Foundation.

Dr. Teltschik joined the BMW Board on January 1, 1993. He created the Business and Political Affairs Department within BMW. Prior to joining BMW, Teltschik worked in the German government and was instrumental in the reunification of East and West Germany. While at BMW, Teltschik used his political contacts to help BMW open new markets. He played an important role in opening the BMW factory in Kaliningrad, Russia.

### MORE 3 SERIES MODELS



The new 3 Series enters its third year in the American market. BMW introduced the first E46 3 Series, the 323i sedan and 328i sedans in mid-1998 as 1999 models. The coupe models came a year later. The sedans and coupes are now joined by the 323Ci convertible and the 323i sport wagon. The new convertible, value priced at under \$35,000, is less expensive than the predecessor convertible. The 3 Series sport wagon has been available in Europe previously but this is the first 3 Series wagon to be sold in America.

### FORMULA 1

BMW's season started better than anyone could have expected. The BMW Williams cars have been the best of the rest (after the dominate Ferraris and McLarens) and held an impressive third in the constructors' championship. Then towards the middle of the season BMW Williams has seemed to lose its way while the other second tier teams have gotten stronger. After the dismal Canadian Grand Prix the BMW Williams Team dropped to fourth behind Benetton. Let's hope the guys regain their form for the second half of the season.

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

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### Goodwood Festival of Speed

BMW once again played an active part in the Goodwood Festival of Speed, held from June 23 to 25. BMW Mobile Tradition showcased the company's racing heritage. John Surtees rode his own "Kompressor" motorcycle which won the Senior TT in the hands of Schorch Meier in 1939. Surtees is the only man to win world championships on both motorcycles and automobiles. Marc Surer drove his 1979 European Championship winning F2 March 792-BMW. Hubert Hahne piloted a BMW 1800 TISA. Bringing things up to date, Jenson Button made his Goodwood debut driving the current FW22 of the BMW Williams F1 Team. Although never a champion on the track, Paul Rosche, BMW's longtime engine genius, also made an appearance. Rosche, who retired from BMW at the end of 1999, drove the tiny BMW 700 RS hill climb car.



## American Le Mans Series

In the third race of the season, the ALMS visited Silverstone, England, the series' first overseas race. The overall race victory went to BMW with the V12 LMR of Lehto/Muller winning. BMW now leads the prototype class in all categories: teams, chassis, engine manufacturer and driver.

The BMW Team PTG debuted their second 2001 M3 race car at Silverstone. The No. 6 car was driven by Stuck/Said/Van Overbeek and finished sixth. The No. 10 car of Cunningham/Cunningham/Jonsson retired ten minutes before the end of the almost three hour race. The PTG cars are seriously down on power compared to their Porsche competition. But the team is working on the problem.

Both the BMW teams will compete in the next European/American Le Mans Series race July 9th at the Nürburgring.

## SALES SET RECORD

Sales for BMW cars hit a new record with 269,600 BMW automobiles delivered in first four months of 2000. In fact, BMW deliveries have been at all-time records every month this year. Deliveries have been constrained by a lack of capacity. U. S. dealers are frustrated they can't get more cars. Most cars are pre-sold before they hit the dealership floor. Things didn't slow down in May. In fact, BMW had an all time high sales month in May in Germany, the U.S., Canada, Britain and Italy. In Germany, the 3 Series is now the second best selling passenger car. Never before has any BMW been ranked this high.

## Rolls-Royce

Starting in the year 2003, the BMW Group will be taking over full responsibility for Rolls-Royce cars. The company has chosen the Chichester region (southern England) in West Sussex as the most suitable location. The town of Goodwood will be the home of Rolls-Royce. About 350 people will be employed in development, design, production, marketing and sales. The development of an all new Rolls-Royce sedan, to be launched in 2003 is proceeding at full speed.

## Z8 PRESS COVERAGE

The Z8 press introduction in Southern California has the world's automotive scribes searching for new superlatives. And BMW is reaping another bonanza of magazine covers, the most since the introduction of the Z3. And while all the magazine are saying there are only 400 Z8s for the U.S. for the first year, the dealerships are saying the situation is far more dire. This year only 130 Z8s will make it to the U.S. Given there's about 360 dealerships, only about a third of the dealerships get even one Z8! Locally, our favorite billionaires can't even buy a Z8! Mere multi-millionaires have no chance. Some California dealerships are said to be offering their one and only Z8 for \$250,000 or more!



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## August Tour

Anyone want to go on a one-day drive? How about mountain views, ferry rides, twisty roads and an ice-cream social? Well, mark the calendar for August 19th for a trip starting outside of Anacortes and ending in Port Gamble. We will visit islands, snake around the sound and Hoods Canal on the Olympic Peninsula. Lunch will be in Port Townsend and ice-cream will be in Quilcene. We will end in the little mill town of Port Gamble. Sound interesting? Mark that calendar for August 19th and I'll see you there!

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

## Oktoberfest Tour to Leavenworth

September 16th and 17th will be the BMW Fest Northwest Tour to Leavenworth. This trip organized by the BMW Car Club of British Columbia was very successful last year and is now being turned into an annual event. The details are still in the works but there will be some changes from last year's format. It promises to be an even better trip than last year! Featured will be cars from up to six different BMW car clubs (last year we were a good 30% of the attendance), Leavenworth, Washington (a cute Bavarian Village in the North Cascades), the North Cascades Highway (if you have not driven this stretch of road you are punishing yourself) and great BMW fellowship. A group rate will be in place for the overnight accommodations. For up to date details check out the BMW CCBC web site <http://www.bmwccbc.org> or contact me. I hope to see you there!

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

## '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](http://www.bmwccbc.org). To register for the event email [info@bmwccbc.org](mailto:info@bmwccbc.org).



NAME	REFERRED BY	B M W S
Dragos Avadanei		'93 535i
Kent Beasley	BMW Bellevue	'97 M3
Dennis Bowman	Web Page	'79 320i
Deborah Buckley	Web Page	'76 2002
Maziar Dadkhah		'00 323Ci
Sheryl Daniel	BMW Seattle	'84 733i
Dean Dubinsky	Web Page	'90 750i
Sara Eaton	BMW Seattle	'91 325i
Noli Luna Estrada	Web Page	'88 535is
Jason Fill	BMW Seattle	'99 M3
Nancy Gallup	BMW Seattle	'98 Z3 2.8
Ollie Garrett	Web Page	'95 740i
Stephen Hale	BMW Seattle	'00 M Roadster
Jeffrey Head	Web Page	'76 2002
Kevin Hobbs	Web Page	'98 740i
Michael Hunter	BMW Bellevue	'97 328i
Jackie Johnson	BMW NW	'95 318i
Al Jorgensen	JR Nagy	'97 Z3 2.8
Steve Koon		'91 525i
Doug Lemke	Bellevue BMW	'90 535i
Chuck Levine	BMW Seattle	'00 323i
Brent McGowan	BMW Seattle	'97 328is
Keith McKinney	BMW Bellevue	'92 325i
Kyle McKinney	BMW Bellevue	'84 325e
Richard Merrell	B. Spornitz	'84 733i
Mark Mills	Web Page	'99 328i
Anthony Montalbano		'95 M3
John Parkey	BMW Seattle	'97 M3
Rohan Phillips	BMW Bellevue	'00 328
Doug Reichert	Web Page	'87 325ic
Jerry Smith	BMW Bellevue	'00 323Ci
Bradley Thompson	BMW Bellevue	'98 528i
Rosemary Tinsley		'96 328i
Alejandro Torres	Web Page	'92 325is
Leon Wong	BMW Bellevue	'00 323i

## Membership Renewals

A couple of members have asked whether they need to renew their membership in BMW ACA given the pending merger with BMW CCA. The answer is YES! The merger is several months off. To continue to receive Zündfolge and participate in Club events, you must renew your BMW ACA membership. More details of merger issues will be published in future issues.



This month's cover is a modified version of the poster for the Club's Concours d'Elegance. These posters are hanging at area businesses and will be sold at the event. This stunning piece is the work of Club member Jill Skeels. Jill modified the poster to fit our cover format. The original poster is twice as large as our cover and has additional information about the event. Since the featured model at this year's Concours is the first generation M3, the poster car is the E30 M3 Art Car painted by Australian Ken Done.

## 2000 Concours d'Elegance and BMW Heritage Picnic Sponsored by BMW Seattle

The Club is pleased to announce that BMW Seattle is our official sponsor for this year's 20th Annual Concours d'Elegance and BMW Heritage Picnic. We sincerely thank Steve Norman and the staff of BMW Seattle for their continued support. The next time you visit the dealership be sure to thank Steve personally.

The event this year will be held on Saturday, July 22nd, at Robinswood Park in Bellevue. Robinswood Park is a great setting for this event. We will have plenty of room to display loads of cars on the grassy area, extra parking at the school right across from the exhibition area, and a play area for the children.

Each year the Club picks one particular model of car to feature and this year's choice is the E30 M3 (see pages 9, 10 and 11). We will be presenting first, second and third place class trophies for all nine classes (with the E30 M3 having its own class) as well as trophies for entrants' choice, best of show and people's choice.

I think we all know how you get a first, second or third place class trophy but maybe not everyone knows how the entrants' choice, best of show or people's choice are awarded. So here goes: best of show is awarded to the entrant with the best overall score among all the judged classes, people's choice is awarded to the car which has the most votes from every club member in attendance and entrants' choice is awarded to a car in one of the judged classes which has the most overall votes from all club members who have entered a car in the Concours. Our trophies are provided by Banchemo's Glass and Etching in Kent. Please

note that you must be a member of BMW ACA to participate in the judged category.

This year we would like to start another new tradition. We would like to encourage everyone [both judged and display] to type up a short description of their car, improvements they have made, etc. and tape it to the inside of a side window. This way when you are looking at the cars you learn more about each car and perhaps find something to talk about with the car's owner. If you would like some idea of what to write please check out the Gallery Section of the Club's web site ([www.bmwaca.org](http://www.bmwaca.org)) for examples of what other club members have written about their cars.

The entry fee for judged cars is \$15 if mailed by July 15th, \$30 thereafter. For those of you wishing to only display your car the fee is \$10, including the day of the show. The display class is a terrific way to take part in the event for those who don't wish to compete but want to come and show off their car. I would like to emphasize that display cars come in all years and condition (from some that are driven every day [like ours] to some which aren't driven except on special occasions [like Nancy Martin's]). So please don't be shy, bring your car out no matter what condition you might think it's in (who knows, if enough members like it you could win the people's choice award). Remember, this event is meant to be a family affair and we want everyone who comes to have fun.

This year there will be racecars and motorcycles on display also. Once again, Carmen Jones, the local

Meguiar's representative, will be on hand to answer any questions you may have about polishing and cleaning your car. And last but not least, we have the coloring contest for the children with a new design featuring the E30 M3.

This is an all day event so be sure to bring a picnic lunch and lots to drink as the

weather is usually on the warmer side. We will have for sale a limited number of sandwiches, potato chips, cookies and drinks for those of you don't want to bring a picnic lunch. However, please do not bring any alcoholic beverages as this is a city park. See you at the Concours!

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

### BMW ACA 2000 Concours Registration Saturday, July 22, Robinswood Park, Bellevue

Year and Model \_\_\_\_\_

Judged (\$15, \$30 after 7/15)     Display Only (\$10)

Owner \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Phone \_\_\_\_\_

Comments \_\_\_\_\_

Please make checks payable to BMW ACA. \$15 per vehicle until July 15th. \$30 per vehicle after July 15th, including day of the event. Display only \$10. Mail to: Bill Spornitz, 22134 NE 26th Pl., Redmond, WA 98053.

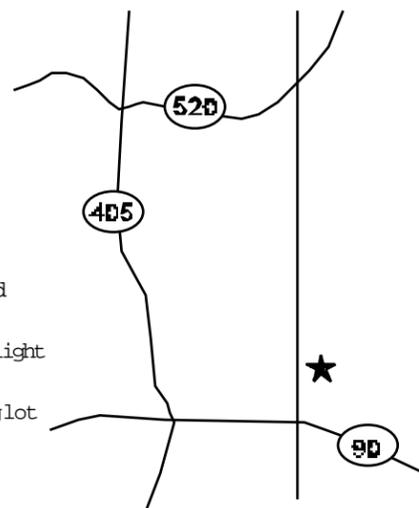
### Schedule

Saturday, July 22, 2000

8:30 am	Registration Committee Setup (event workers only)
9:30 am	Begin Registration
10:00 am	The Park Officially Opens
11:00 am	Registration Closes Final Vehicle Preparation Ends Judging Begins
11:00 am - 2:00 pm	Judging Children's Coloring Contest
2:30 pm - 3:30 pm	Award Presentation (time approximate)

### Driving Directions

I-90 East  
Take Exit 11B  
(148th Avenue S.E.)  
Go over overpass and  
continue North  
Turn left at the fourth light  
onto SE 22nd Street  
Turn right into parking lot



### NEW M CARS

While the M5 is here and the M3 is coming, BMW is developing other M cars. An M5 Touring (wagon) is under development. While this seems like an odd car in the U.S., it is extremely popular in Europe. There have been sightings of E46 M3 convertibles undergoing testing. Combine the new 3 Series convertible with the muscular wheel arches of the new M3 and you've got the idea.

### 2 Series

BMW claims it will be called something else, but whatever it is called, development work continues on the car which will in 2004 become BMW's new entry level car. Since the 3 Series has grown, there's plenty of room to slot a car beneath the 3 and still have it be a real BMW. We're told to think mid-'80s 3 Series, in other words, about the size and dynamics of the E30. At least three variations will be offered: the entry-level S2 sedan, a more expensive Z2 coupe and a C2 convertible. They will use the basic 3 Series platform and share components with the upcoming 3 Series Compact.

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# 1974

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### New ti

The new Compact, or ti as it is called in North America, will arrive late in 2001. The only version will be a two-door hatchback. The second generation Compact is based on the E46 coupe but will have unique sheet metal and its own interior. The base engine will be a four cylinder again, but the mainstream engine for the U.S. is supposed to be the 2.5-liter six. There will even be an M Compact with 240 horsepower and a six-speed transmission. By 2003, a continuously variable transmission will be available. The Compact will be cheaper than both the current 3 Series and the company's proposed Z2. (Automobile)



### XI AND 3 LITERS

Back in 1991, BMW discontinued sales of the 325iX. That was BMW's last all-wheel-drive vehicle (in North America) until the X5 was introduced. Now BMW is bringing back the AWD option for the 3 Series. But instead of the iX suffix, BMW will use Xi. As in 330Xi, the first of the AWD variants to be made available. The AWD system has a fixed torque split of 38/62 front to rear.

The 330 designation indicates the new 3.0-liter straight six which will replace the current 2.8-liter unit. This summer will see 330Ci and 330i models of the various 3 Series cars available as 2001 models. The new motor makes 225 horsepower and 214 pound-feet of torque. (The 2.8 motor made 193/206.) The 3.0-liter engine's performance is supposed to make the new bread-and-butter 3 Series models perform almost on a par with the previous M3.

By the way, the X5 3.0i is now being produced in volume and vehicles are in stock at area dealerships.

### The English Patient

Is it over yet? Almost. On May 9th, BMW concluded the sale of Rover cars to the Phoenix Group headed by John Tower.

On May 24th, a definitive agreement for Ford to buy the Land Rover business was signed by Joachim Milberg for BMW and Jac Nasser for Ford. The price Ford paid was 3 billion euros as previously published. But, only 2 billion euros will be paid now with the last billion paid in 2005. BMW also keeps all of Land Rover's debt.

Under the terms of the Memorandum of Understanding, Ford acquired the Land Rover brand, the plant in Solihull (Birmingham), the Gaydon Research and Development Center, the Land Rover dealer network, the British Motor Industry Heritage Center and a total workforce of approximately 13,000 employees. In addition, BMW has agreed to complete the development of the successor to the Range Rover on behalf of Ford and will act as supplier for certain components. The transaction was to be completed June 30th.



## The C1 Hits the Streets - But Not Here

I don't know about you, but I am intrigued by the C1, BMW's latest concept vehicle brought to fruition. Known by several alternative names during its development, such as the Urban Personal Commuter, CityMobile, MotoMobile, Car Scooter, or simply the Funmobile, the C1 offers a fascinating alternative to the drudgery of daily commuting.

Released for sale in Europe in April, 2000, the C1 is basically a 125cc scooter (I know this is a car club publication, but a vehicle this cool deserves special consideration). However, the designers at BMW have added some compelling design changes to the standard scooter that have caught the attention of a lot of people.

The main features of the C1 include an aluminum framed "safety cell" (with a designed-in crumple zone) that surrounds the rider (it is so safe, in fact, that most of the European Union nations have specifically exempted C1 riders from their mandatory motorcycle helmet laws). The C1 also has a comfortable seat with head and back rests, cross-torso seatbelts to hold you inside the vehicle in case of an accident, a windshield (with wiper) and roof that protects the rider from mild to moderate weather (not that we get anything like that around here!), a variable speed automatic transmission, a firm suspension, and a very clever



method of lowering the center stand without having to step off the vehicle.

Available accessories and upgrades (depending upon the model) include heated seat and handlebar grips, ABS, onboard computer, a variable luggage system, stereo sound system, anti-theft system, reading light, cell phone holder, and much more. It comes in a variety of colors and paint styles. To make it more intriguing, the C1 can go up to 62 mph and gets over 97 mpg! Think of the fuel money we could save during commutes for our long weekend driving tours in our BMW cars! And given the ever-rising cost of gas prices lately, this is nothing to sneeze at!

The C1 comes in three model lines: Basic, Family Friend and Executive. There are also many accessories you can add. The price of the base line models runs from between approximately \$5,900 to \$6,700.

When I think of the C1's ease of parking, the fun I'd have in commuting, the fact that I could use the C1 for at least nine months of the year, and that every day I would do so would reduce commuting wear and tear on my beautiful Z3, I am sure I want a C1 of my own! So does my wife! It's a very cool vehicle! There's only one problem: BMW has no plans to export them to North America for at least the next three years. I've

contacted several of the BMW motorcycle dealers in the area and all of them are carrying waiting lists in case BMW changes its mind anytime soon. In my discussions with Marty Roach (marty.roach@bmwna.com) of BMW North America, I have learned that the American response to the C1, without any form of advertising other than the Web (<http://www.bike.bmw.com/c1/english>) or word of mouth, has been unexpectedly strong. He told me that while there are currently no plans to bring the C1 into the USA, BMW management has been known to change their minds on these kinds of decisions in response to public pressure. An importer told me that the only thing holding up importation of the C1 is the lack of EPA and DOT certifications, which cost about \$6,000 each. Once the vehicle is certified, any importer can bring it into the US.

I say that with a little more public push, perhaps BMW will pay for these certifications, allowing the C1 to be imported. If you support the idea that we should have the opportunity to buy the C1, if we want one, please join me in petitioning BMW NA to make this happen. Contact either Marty Roach, BMW NA representative, at his e-mail address listed above or, better yet, contact Ed Robinson, Motorcycle Group Vice President, BMW of North America, Inc., 300 Chestnut Ridge Road, Woodcliff, NJ 07675. He can also be reached by phone at 800-442-3550.

Thank you for your support!

Rick DeJarnette, 425-402-9604  
rickdej@usa.net

### 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

# MOTOR SPORTS



by Jacqueline Kahn

## Lapping Days at SIR

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 would have needed to have attended our May 7th program at SIR 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 BMW 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 clubs' 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](mailto:jk@kahnteamracing.com).

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 18th  
 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 July 22nd  
 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

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window trim, air outlet louvers, you name it, it's chrome and it's beyond cure. I sat down and pencilled it out. It would cost more to fix that chrome than the car is worth, or would be worth after the work. Why oh why didn't BMW use polished stainless steel? Chrome must have been cheaper then; it sure isn't any more.

The drive from Everett to Seattle revealed that, despite the use of silicone brake fluid, the right caliper was seizing. A trip that day to Autosport Seattle found new seals on the shelf, and I finished rebuilding the calipers by evening. The brakes still need a little attention, but the car stops well enough. That left one day to deal with some other details, such as the headlights not working.

A problem of over a decade's standing remains unsolved, namely, the headliner. BMW originally attached the headliner to foam insulation, which in turn is attached to some board-like material in the ceiling. But foam, it turns out, is a close relative of chrome. The headliner is presently glued to dust, and, like London Bridge, is falling down. Paper clamps are a temporary fix, but the true remedy is so involved that body shops have

declined to try. I figure a couple of grand to do it right. Madness, sheer madness.

Oh, there's more. The heater core is starting to go. The front right window won't roll down, for the umpteenth time. The castings in the engine bay are looking tatty, as is the cadmium plating on the hardware (which was replated during the last restoration). The rear window gasket (also replaced once) has a disfiguring split in it. The tires have lots of tread but are old, and the alloys should come off and the original steel wheels go back on. I could list another hundred items. I wasn't kidding when I said I'm picky.

It's not a fast car, but it's brisk. And elegant. Very elegant. The kids love riding in it, because it's different, airy and beltless. I enjoy driving it, because it's a pure car, bereft of anything mandated by government regulators, safety nazis or the politically correct. It is every inch a BMW, directly connecting the driver to the road. And much more than twenty years ago, it is like driving a piece of history. They don't build them like this anymore. New BMWs have no chrome. And for that, we can be grateful.

## Marketing Expertise Wanted!

We are looking for some help from a couple of friendly club members that have backgrounds in the marketing profession. As we change from an independent club to part of a national club we will need to modify and update our marketing and promotional efforts. We have displays in the dealerships, a promotional section of the web site and comp packets to redesign. Some of the changes may be simple, but now is a good time to give the whole marketing effort a fresh look. We will also brainstorm other ways we can better promote the club to local BMW owners.

The pay is the same as what the rest of us volunteers make - zilch, but you'll have a lot of fun! Please contact me if you are interested in helping or if you have questions. Thanks!

Lance Richert, Vice President  
206-232-1700, [lance@richertnet.com](mailto:lance@richertnet.com)

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# STALLS

by Thomas B. Nast

## Coupe de Grace

Eight years in the hanger didn't do the '67 2000CS much good. Oh, it had been moved and washed a few times, but I don't think it'd been outside the fence since 1992. So I figured two months of random afternoons to get it roadworthy for the 30th anniversary event last month.

This car has been in the club since the early '70s. Although U.S. spec, someone had it in Germany for three-plus years, just long enough to ensure it would need de-rusting (the Germans invented rust, but it took the Italians to perfect it). Dick Bertolin bought it and owned it a few years. He sold it to Denny Organ, who owned it a few years. I bought it from Denny in the late '70s, had the de-rusting done, rebuilt the motor and tranny, put in Bilsteins, a Sprint exhaust and so forth, but never treated it as Number One car. As the fleet grew to ten cars and bikes, the coupe was increasingly neglected. The 30th anniversary meeting was a good excuse to start catching up with it.

First, the tabs. No problem from the DOL ("Bureau of Nameless Terrors"), but despite passage of the \$35 tabs initiative they still cost more than in 1992. At least they didn't make me get a plate with the blue mountain on it; the old plates look better on my white cars.

Next, the mechanicals. The coupe was close to overheating when I'd last parked it, so without bothering to turn the motor over I drained the coolant and served up the radiator to Greenwood Radiator. Two

days later the re-cored rad was returned, with a comment to the effect that they don't get any more plugged up than the old one. A new battery from Dyno Battery (at Fisherman's Terminal), and I was ready to find out how badly the 40DCOE Webers were gummed up.



Not at all, as it turned out. The motor fired up on the third crank, and ran just as it had when last shut off, which is pretty darn well. Drove it to the wash rack for a decrusting, then back to the nest to dry overnight.

Next, the coupe had to be made to look presentable. I have been accused of having rather high standards in this regard. I still prefer the spare parts I was brought up with, in a box declaring "Perfektion Im Detail," over the current-issue parts ("Not Made In Brazil, Mostly"). Whether a car or an airplane, I get a nagging feeling if everything does not work and look right. Alaska Airlines would never hire me.

During the course of restoring cars and bikes, I have come to dislike chrome more and more. My distate for chrome is rising in direct proportion to the age and cost of chrome. Chrome plating is an exercise in entropy. The metals involved (copper, nickel and chrome) are not so much deposited on steel as given a round-trip ticket. Immediately after application, they (particularly the copper) begin migrating back to the mines from whence they came. Most chrome from the sixties has long since fled the jurisdiction. Exhibit "A" is the 2000CS. The rear bumper was rechromed two or three years ago, so it was a simple matter finally to get around to remounting it. But it took two long sessions with Eastwood polishing products to get the exterior brightwork looking respectable. Although most of it should be rechromed, at least there are no blisters or bubbles. Well, almost none. BMW chose pot metal (zinc) for the door handles, which it then chromed. Personal observation: There's a reason zinc is used as a sacrificial metal to protect boat hulls. Putting chrome on top of it just guarantees that the chrome will get shabby along with the zinc.

The interior is another matter. There is an astonishing amount of chrome in there, so much that it was included on Nelson Mandela's recent tour, as a South African landmark. Unfortunately, most of the chrome left before he got here. Seat frames, seat rails, dash trim, headliner binding, window frames,

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## PCA/PNWR Welcomes BMW ACA Drivers!

Great news! We've been formally invited to join the local Porsche Club for their driver education day (similar to our lapping days) at SIR. They have three days scheduled: July 22, September 10 and October 21. Their club is moving forward with new found enthusiasm for making their driving events top notch and are welcoming our drivers and our Club's experience in helping them do just that. This is a new beginning for their club and a relationship between our club and theirs - we are all very excited! We are still working out the fine details on our participation. Our intermediate and advanced drivers are encouraged and welcome to join them. No novice drivers (first timers at SIR) for these particular events. Event information and registration can be found on their web site at <http://platz.com/pca/pnwrpca/> or call Jim Selders with any questions at 425-868-8770. I'll also be happy to answer your questions. These events are listed under our Driving Events Calendar. Enjoy!

Jacqueline Kahn

## Motorsports Up Close

If you haven't already done so, then be sure to mark your calendar for August 5-6th to take in the sights and sounds of the BMW Seattle Motorsports Challenge. This event hosted by the International Race Driver's Club at S.I.R. and is the 9th round in the International Conference of Sports Car Club's Championship season.

The question is where do you plan on taking in all that road race action on the track? Standing at the spectator fence at the exit of Turn 8? The grandstands at Turn 9? Or maybe the top of the hill overlooking the Turn 5/6 complex? How about in the Turn Station at Turn 5! If you want up close action, you can't get any closer than being a Turn Worker as part of the IRDC Race Team. If you've come out and done flagging for lapping days, well this is a whole new ball game!

Turn Stations are manned by Flaggers, Communicators, and Response Personnel, that can give you a crash course, OOP's, wrong choice of words, on what it takes to be part of the team. If working Turn 1, with car's flying by at over 160mph just five feet away is just too much of an adrenaline rush then there is still plenty of opportunity to get involved. Pre-Grid, Timing/Scoring, Registration, Driver Services, Tech. Inspection are many of the areas that it takes to run a race event weekend.

All it takes is enthusiasm and to be at least 16 years of age. Worker meetings are held at 8:00 AM Saturday and Sunday in the Start/Finish area for assignments, lunch is provided, as well as a blowout BBQ Saturday night, along with a worker appreciation raffle. Which also means you get to watch the Drag Races for free, if you're into that kind of speed.

For further details, and to get you headed in the right direction, please call me at 425-226-1338.

Chris Bowl



## 2000 Driving Events Calendar

- July
- 19 Alfa Romeo Lapping Day at SIR.
  - 22 PCA/PNWR-Porsche Club's Driver's Education Day at SIR. Experienced drivers only, no novice drivers. BMW ACA intermediate and advanced drivers welcome.
  - 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.
- September
- 22 PCA/PNWR-Porsche Club's Driver's Education Day at SIR. Experienced drivers only, no novice drivers. BMW ACA intermediate and advanced drivers welcome.
- October
- 21 PCA/PNWR-Porsche Club's Driver's Education Day at SIR. Experienced drivers only, no novice drivers. BMW ACA intermediate and advanced drivers welcome.
  - 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](mailto: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](mailto:greg.meythaler@intel.com) or Bill Buchanan, 425-402-9252 or [otterbuns@aol.com](mailto:otterbuns@aol.com)

BMW CCA, Spokane-Scott Adare, [sadare@aol.com](mailto: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

PCA/PNWR-Jim Selders, Driver Education Chairman, [jimselders@hotmail.com](mailto:jimselders@hotmail.com), 425-868-8770 (H). Event information and registration can be found on their web site: <http://platz.com/pca/pnwrpca/>

## Car Corral at the IRDC Races!

Sunday, August 6th • Seattle International Raceway

We've arranged with the folks at IRDC to organize an official BMW ACA Car Corral for people that want to see fellow club members race their BMWs at SIR. You may remember the piece in the January Zündfolge about ACA club members that are racing cars. Well here is your chance to see a number of them show their stuff at SIR! This is Race Weekend #9 in a 14 race series that travels to tracks in Seattle, Portland, Spokane and Vancouver, BC. You will recognize most of the BMW drivers as your friendly instructors at our Club's schools and lapping days. There should be 14 BMW race cars entered, with some cars running in multiple classes.

We will park the members' BMWs together in the corral in the morning starting at 8:30 AM. If you can't come out until the afternoon that's OK, we'll be there all day. We encourage you to

stroll the paddock, check out the cool BMW race cars and chat with the drivers and their crews between their run sessions. Then, head up into the stands or across the track and watch these guys pass on the track where we aren't allowed to pass during a lapping day. Where can they pass you ask? Everywhere! And you thought going into Turn 5a was tough by yourself! The morning consists of practice and qualifying then after a lunch break the races will commence. Root the BMWs on against the hated 240Zs and RX-7s! The first run group goes out at 9 AM. Overall there will be over 200 race cars in the paddock — a real feast for the eyes!

Admission is usually \$7.50 per person. But show your ACA club card and everyone in your group will be admitted for \$5 per person — so the more the merrier! Children under 12 are free

so bring your future BMW drivers as well. Or better yet, swing by BMW Seattle after July 15th and pick up a free pass for the day. BMW Seattle is the event sponsor for this race weekend. The track concession stand will be open during the day and will be serving lunch.

Try to wear a shirt or hat with a BMW Roundel on it — the bigger the Roundel the better! This will allow us to really put the MOJO on all the other marques in the paddock that day! Roundels will help everyone know who fellow BMW club members are as well. When you see someone wearing a Roundel out there, don't be bashful, say hello!

An RSVP by e-mail (preferred) or phone would be appreciated but is not required. See you at the track!

Lance Richert, (206) 850-4663,  
lance@richernet.com

## 12 Years Later: BMW Racing Déjà Vu

Have E30 and E36 BMWs been breeding over the winter and spitting out race cars? How else can we explain the spike in BMW race cars owned by club members this year?

In reality, various club members have been burning the midnight oil converting tired BMW road cars into fresh BMW race cars. No less than eight cars were either built or brought into the area from out of state. The majority of these cars are amateur racing in the local IRDC organization. Club members Ken and Wes Hill have constructed three E30s while Strictly BMW have recently finished building four BMWs. And they are fast!

Why the sudden surge in racing? I think for a couple reasons. Our excellent Club track program has allowed a number of Club members to hone their skills over the last few years. These people are now taking their driving to the next level and are trying racing. Another reason is a couple of Club members that have been racing for a while have been excellent supporters and mentors, making the decision to jump into racing much easier for the new people. And because racing is not cheap, I think it can't be overlooked that a strong local economy has put a few extra coins in people's pockets to allow them to afford to go racing. Finally, E30s have become cheap enough to be able to take a road car and transform it into a racecar. I understand that a ready-to-drive E30 race car with the in-line six engine will cost between \$15,000 and \$20,000. But remember you still need a trailer and tow rig, tools and lot's of time!

This is not a new phenomenon though. In the late '80s a small group of BMW club members built three or four 2002s

into racecars and took the plunge into racing. These cars were made available to rent as well, which allowed other club members to get the bug. Recent Bimmer Bio subjects Byron Sanborn and Mike Helton were early participants, as was long time club member Terry Flanagan. All three are still racing, and doing very well at it!

Lance Richert



# TECHNIK

edited by Greg Mierz

Rubber, rubber everywhere and that's a problem when it goes bad. Our BMWs have a fair amount of rubber in a variety of places, which gives us the supple ride we like, transmits the power we love and lets fuel reach the engine. As the car ages, the rubber eventually hardens or cracks and then requires replacement. Replacing the suspension bushings can do wonders for the car's handling. Replacing the fuel lines can eliminate gas odors, leakage and possible fire hazards.

On my daughter's (E21) 320is, we noticed a fuel smell and occasional dripping whenever the tank was very full. Under the back seat is an access plate over the fuel sender and in-tank pump. I noticed that the vent hose that goes between the two tanks was wet and was leaking. The hose is a special 12mm fuel vapor line that isn't available except from BMW sources. The other 8mm (5/16) fuel lines were OK. These run from the in-tank pump to the regular hard fuel lines. This fuel line can use fuel injection 5/16 fuel hose, commonly available at supply houses or the special 8mm BMW hose. This is the common size for the fuel lines under the hood. The hose under the hood is under pressure and a small leak can let lead to a lot of fuel getting sprayed around. Not a good situation to have. The reformulation of the fuel we get has caused some hoses to prematurely age, requiring earlier replacement. It isn't too uncommon for

the cold start lines on later cars to leak slightly causing a fuel smell, but a hard to locate wet spot would cause one to ponder replacing it. It would be prudent to replace the fuel hoses on cars that are eight to ten years old or older.

To replace the vent hose on Michelle's 320is, I had to remove the back seat and remove the access plate over the sender/fuel pump assembly. From under the car I had to lower both tanks enough to get

The hose under the hood is under pressure and a small leak can let lead to a lot of fuel getting sprayed around. Not a good situation to have. The reformulation of the fuel we get has caused some hoses to prematurely age, requiring earlier replacement.

up to the top of the tanks. I attempted this with less than a quarter of a tank showing on the gauge. On the E21 there is a fuel hose connecting the two tanks along the bottom. As soon as I lowered the driver's side tank, all the fuel slid over causing the tank to get heavier and more awkward to hold up. Removing the crimped fuel clamps (a design I personally hate; hard to remove) from that tank, I then got inside and removed the other end.

I measured the length against the new hose and cut it. Replacing the hose with new screw clamps was fairly straightforward. Care must be taken, as there isn't much space for the clamps and all the other hoses, but if the clamps are turned just right, everything fits. Getting the

two tanks back up was fun but not too hard. I would recommend close inspection of the hose between the two tanks and replacement if there is any sign of cracking. In all it took about one and a half hours. I filled up the car and there was NO odor or leaking. It's nice to be able to park her car in the garage after she fills it and not smell it, and much safer.

As the legendary (at least in my column) 320is gets ready to move to the

University of Southern California for college, I must look at anything that might go wrong and try to prevent it now, when Dad can work on it. The rubber under the hood is going to get a close inspection. I will replace all the vacuum lines as a precaution and the 8mm fuel lines too. The radiator hoses are OK as I replaced them when the car got assembled last summer. It is going to be fun to speculate what I can replace now so to prevent problems later. Rubber stuff is a primary concern as it's old and may not show cracking now but will sooner rather than later. Suspension rubber will also come under scrutiny. What a way to spend my summer!

## 30<sup>th</sup> Anniversary Party

On a beautiful sunny Sunday, June 4, 2000, over sixty members gathered to celebrate the 30<sup>th</sup> Anniversary of BMW ACA, Puget Sound Region! The location was the same as the first gathering, thirty years ago (to the day). Although the name of the restaurant has changed from Lums to Jasmine, we dined on the same array of Chinese cuisine.

Four charter members were in attendance, including Starke Shelby, who still owns the same BMW 1600 he drove to the meeting thirty years ago and arrived driving the same car! (The car shows it's age more than Starke.) David Heard, arrived in his beautiful Malaga 2002, although two years short of being thirty (the car, not David), it's from the

era of the Club's beginnings. Hank Reed along with his wife Leena and early club member Marsha Buxton did not arrive in a BMW. Hank piloted his Citroen DS21 into the back parking lot.

Along with Starke's 1600 and David's 2002, long time members Tom Nast driving his 2000cs and Greg Mierz driving his 2002, displayed their four BMWs in the front parking area as samples of cars in the first years of the Club's existence.

After lunch, each charter member and several long time members shared their memories of the Club's early days. All, but one are still driving BMWs! One aspect all commented on was the family feel the club had. Even though the club

has grown enormously since those first years, there is still the feeling of being a family, especially for those active members. The cars brought us together, but it's the people who keep it going. This was so much fun, we're thinking of doing it again in ten years.

For those who were unable to attend, I have extra event tee shirts available for purchase. Short sleeve XL shirts are \$10 and long sleeve L or XL are \$15. The design (by Club member Jill Skeels) is on the front, depicting three club logos used over the years. The shirts are white with blue and black images. Please contact me if you wish to purchase a shirt.

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

We had left the lunch stop a bit early because we had a Free Zone Transit to make before beginning the timed section of the TSD. We arrived as instructed by the route notes at the bottom of an off ramp only to see a collection of rally cars waiting under a bridge from where they left at one minute intervals to continue on the timed section of the route. We took our place in front of a Healey 3000, a Morgan, and an Alfa.

worth of grain cars past our two lane country road without benefit of any safety gates or flashing lights. We slowed to a stop behind the Alfa and started our second stopwatch to time our delay. At two minutes, with no end of the train in sight, I turned off the motor. By this time another car had pulled up behind us, and another was slowly approaching.

Eight minutes and 36 seconds later, the line of cars was made up of the Alfa, us

Situated at the southern end of a spectacular lake, the location provided both foothills and lush agricultural river valleys full of little used, winding, well paved roads for the enjoyment of the rallyists.

Moments later, our departure time had arrived. I slipped into gear and softly opened the throttles on the dual Webers as the second hand of the newly acquired 1972 Heuer Monte Carlo stopwatch swept towards the apex of its travel. In a TSD, precision is the key, to avoid losing points you must arrive at checkpoints on the correct minute. You don't know where the checkpoints are, this means you must always be "on time".

We rounded the first instruction without drama. "Mile 3.41, right at Page Road". Then we saw it. The red 1958 Alfa Giulietta Spyder was parked at the railroad crossing, having been stared down by no less than three Canadian Pacific transcontinental locomotives, their several thousand horsepower deisels drowning out all other noise as they ever so slowly hauled a miles'

in our 1973 3.0cs, a 1961 Alfa Romeo SS, a Morgan, a Healey 3000, an Alfa GTV 2000, another Healey, a 1937 BMW 327/28, a Bugeye Sprite, a 1967 BMW/Glas 3000 V-8 and an Aston Martin DB4. This was only a small sampling of the 26 cars that were still participating, we had lost two yesterday to mechanical ailments.

When the train finally passed, we all set off at a brisk pace to try to recapture some of the lost time. The memory of that group of cars winding through the sunny farmland roads, nose to tail for the next ten miles was easily worth the wait.

The 2000 BMW Seattle Classic Motorcar Rally was headquartered at the Harrison Hot Springs Resort in British Columbia. Situated at the southern end of a spectacular lake, the location provided both foothills and lush agricultural river valleys

full of little used, winding, well paved roads for the enjoyment of the rallyists.

We had started in Monroe on Friday morning, running two timed events to a lunch stop in Chuckanut Drive. From there we ran another TSD to Sumas, where we then were challenged by a Monte Carlo event, which is timed to the second.

We then transited across the border and up the valley to the Harrison Resort, where we parked on the grass between the hotel and the lake, and retired to the bar for pre-dinner beverages. During dinner we all told lies and ran numerous "if-only" scenarios while we waited for the preliminary scores to be announced. The announcement of the scores only intensified the storytelling.

Saturday began as the cars exited the hotel at at one minute intervals, a crowd of hotel guests lining the departure point. During the rest of the day, confusion reigned in most of the cars due to the Rallymasters creative and challenging route planning. Meanwhile the skies alternately offered downpours and brilliant sun, offering the contestants the full spectrum of valley and mountain views. Three TSD events and one Monte Carlo took us all over the Fraser Valley and back to the Hotel for drinks and an excellent dinner.

At the Sunday morning Breakfast Buffet, trophies were awarded to the top ten finishers. Of the BMW participants, Ken and Susan Olsen finished seventh in their 3.0cs, with Dick Buckingham/John Rapson bringing the 503 home in tenth.

Among the participants were Rally Sponsors Steve and Annie Norman of Seattle BMW in their 1937 327/28 Cabrio. This pre-war car is an elegant, unrestored beauty of surprising capabilities. Steve and Annie drive "con Brio", with top down regardless of conditions, changing hats to suit the weather conditions. Steve also brought his 1956 503 which was driven by Dick Buckingham with navigator John Rapson.

Another 1937 327/28 cabrio was driven by Sultan Karim and navigated by Dave Beddows both of Vancouver BC. After an excellent first day, a valve glitch put the team into their back up car, Dave's Alpina E-3. Gary and Jane Burke brought their recently acquired 1973 3.0cs from Lake Oswego, Oregon, and a BMW/Glas 3000 V-8 brought Mike O'Hara and Jennifer Rassmussen from Portland. Frank Haas, Patty Salmon and a dog competed in their 1981 Alpina B7. Rounding out the BMW contingent were Ken and Susan Olsen in their 1973 3.0cs. Last minute schedule changes prevented Thomas and Mitsuko Mitchell and their 1973 3.0 CSL from participating, however they very generously donated their entry fee to the event's non-profit beneficiary, the College Planning Network.

For more information about the rally see [www.collegeplan.org/rally.htm](http://www.collegeplan.org/rally.htm). If there is enough interest among club members, Ken Olsen will host a one-day novice event later this year, contact him at [kenolsen@nwlink.com](mailto:kenolsen@nwlink.com) to get on the list.

Ken Olsen

In this, the final article in the series on the first generation M3, we will examine the car as an everyday driver and club track car. We will also wade into the alligator swamp and speculate on the future of the car as a collector's item.

In the U.S. the first M3 was sold in model year 1988. Cars were subsequently sold as '89, '90, and '91 models although the last U.S. spec car was actually built in December of 1990. Serial numbers indicate that 5,312 M3s were sold in the U.S. Total production of all E30 M3 variants including evolution and convertible models was 17,970. With this limited supply of original cars, and given the fact that the last one built is now ten years old, it is interesting that so many are still being driven as primary transportation.

U.S. cars were delivered with a very long list of standard equipment including leather seating, power windows and locks, power sunroof, air conditioning and cruise control. Later models came with an air bag. As a result they provide excellent comfort and safety for long or short hops. When driven with reasonable enthusiasm they will return fuel economy in the low to high twenties as well.

On the down side, the cars do expose their race breeding in terms of ride compliance and interior noise. Large displacement four cylinder engines produce an inherent vibration at certain RPMs. BMW engineers did a good job of isolating the cockpit by use of fluid filled motor mounts and sound insulation. However, some feel the car is a little too "stiff" or "harsh" for comfortable commuting.

One aspect of daily use that deserves special mention is maintenance. BMW builds their cars with the finest quality parts available. When it comes time to replace those parts they are not cheap. In the case of the M3, if you need a part that is not shared with other E30 cars, be prepared to tap your savings account. Things like brake rotors and suspension components can be two to three times more than for a 325. At the extreme end of the spectrum is the price of a replacement cylinder head. BMW list price is \$5600, and that is just the bare head. So, if you think it is expensive to have your belts and hoses replaced on a regular basis, think what an over heat followed by a cracked or warped head would mean.

The good news is that the engine is very durable and with regular oil changes and valve adjustments it should last for well over 150,000 miles. Even then, a rebuild, which doesn't require the replacement of major components, should not be out of the question.

As a car for use in club track events the early M3 really comes into it's own. Even on street tires and with stock brakes the car can be driven with confidence at its limits. With stock suspension there is pronounced under-steer in most cases. However, snap off the throttle mid-sweeper and you will find yourself looking backwards up the track from whence you just came. As a learning tool for high performance driving, though, the car is hard to beat.



For those thinking of buying one of these cars, the used car market seems surprisingly good. Given the low production numbers, it is naturally not likely that you can stroll into your local dealer and pick from one of the four color options. However, a quick scan of the Roundel shows prices from under \$10,000 for a car described as a driver to around \$20,000 for a low mileage one-owner car. It is not surprising that most M3s have been modified in some way. A computer chip, strut brace, aftermarket wheels or short shift kit appear to be almost standard. However,

if these items are of high quality and are properly installed they don't appear to detract from value.

As with any used car, the best advice is to buy the nicest car you can possibly afford. A service history with regular maintenance by a respected shop might make a car with high mileage the best choice. A car with no history that seems like a good deal today might end up costing more than the "creampuff" in the long run.

We can't end without speculating on the potential of the first generation M3 as a collector's item. Comparisons with the mid-'70s 3.0 CSL "batmobile" are natural. Both cars were homologated for FIA race use and both were enormously successful in that area. The CSL had

much lower production numbers, however, and as such very few good examples remain. Those are prized by enthusiasts and bring E46 M3 prices. Perhaps the M3 compares more closely to the beloved 2002 Tii. While never reaching outrageous prices,

they did find a price level where they could be purchased, enjoyed and, if properly cared for, sold with little or no depreciation. That might just be the best recommendation of all for enjoying one of Munich's best-ever efforts.

If you would like to see some nice examples of the first generation M3 be sure to attend our club's annual Concours d'Elegance and Heritage Picnic, held this year on July 22nd at Robbinswood Park in Bellevue. You will see beautiful BMWs of all varieties, with the E30 M3 as this year's centerpiece. See you there!

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