

- TERRY FORLAND
- MARK ISRAEL

425-823-4282

INSURANCE WORK WELCOME



13209 NE 126th PL. SUITE 140, BLDG. A KIRKLAND, WA 98034

Noland's HOLDING

PLUS INCORPORATED

EXETER



GARAGE

SERVICE CENTER

Auto Detailing

Meticulous Care for The Owner Who Expects It!

Showroom Quality Results • We Protect Your Investments

Only The Finest Products - Meguiar's

10% Discount on Meguiar's Products for Club Members

Pick-Up & Delivery

206 622-9800

Downtown next to Freeway Park
7th Ave (Hubbell Pl) & Seneca

Member of Professional
Detailing Association



CALL US!

Reliable BMW Service

Gordon Kortlever
BMW Specialist

Pete Jackson
Service Consultant

ULTIMATE MOTORWORK

13635 N.E. 126th Place • Kirkland, WA 98034

CALL 425-823-1212

CEC • LOEINER • RADIUS • FINSE • ALPINA • RD SPORT • MOMO • BBS • H & R

performance



NO TOUCH THE WORKING

EXTREME ALIGNMENT

PERFORMANCE DETAILING



wheels

Car Nutz

Fine Automotive Accessories

425.641.7000

www.carnutz.com

Hours

Monday - Friday 9am - 7pm

Saturday 9am - 6pm

Sunday 10am - 5pm

13701 Northup Way Bellevue, WA 98005 425.641.7000

ANTERA • REMUS • PIAA • BREMBO • DINAN • KINESIS • EIBACH • K & N • AMG



ZÜNDFOLGE

August 2000

Volume 30
No. 8

Club Website
www.bmwaca.org

Zündfolge Staff

Editors-In-Chief
Lucetta and David Lightfoot
2641 39th Ave. W.
Seattle, WA 98199
206-282-2641
Fax 206-282-3614
litefeet@foxinternet.net

Production Editor
William Linder

Editor Emeritus
Denny Organ

Columnists
Thomas B. Nast
Greg Mierz

Display Advertising
Jim Millet
206-542-5237
james.millet@gte.net

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

Postal Notice
Zündfolge is published monthly by the BMW ACA Puget Sound Region. Office of Publication: 2641 39th Ave. West, Seattle, WA 98199. USPS publication number 715250. Subscriptions are \$10 annually (available only as part of the \$25 membership fee). Periodicals postage paid at Seattle, WA Postmaster, send address changes to:

Zündfolge
PO Box 1259
Bellevue, WA 98009

Boilerplate
This magazine is the monthly publication of the BMW ACA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication or liability to the editors or the Club.

Zündfolge design and layout by Paulette Eickman 206.283.1423

INHALT

Club Activities	3	Technik	13
Motorsports	6	Stalls	14
Car Corral	7	M Formation	16
What's New	9	Classified Marketplace	20

KALENDER

- 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**
Deadline for the September Zündfolge.
- 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 6**
Board Meeting at the Mercer Island Community Center. Same time and address as above.
- September 9**
SAV/SUV Off Road Tour. Try out that X5 or your sports utility vehicle under the guidance of experienced off road guides.
- September 15, 16, 17**
Oktoberfest Tour to Leavenworth. Join five other BMW Clubs from the region for this celebration of all things Bavarian.

BOARD OF DIRECTORS

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

Vice President
Open

Secretary
Evie Mercer
425-822-3829
evelyn@netos.com

Treasurer
Bill Spomitz
425-836-2760
bimbill@cs.com

Please limit phone calls to these volunteers to between the hours of 9am and 9pm.

Membership
Tom Cox
425-823-5048
tcx@jps.net

Roster Manager
Greg Mierz
206-768-0376
Gregm2002@home.com

Zündfolge Editors
Lucetta & David Lightfoot
See Info at Left Column

Driving Events
Jacqueline Kahn
425-481-9571
jk@kahnteamracing.com

Banquet
Rick Brown
425-466-6268
cougg@earthlink.net

Concours d'Elegance
Chris Linder
253-859-5620
bcylinder@aol.com

Tour Coordinator
Karl Seeger
425-868-2027
karl@nwlink.com

Web Site Coordinator
Dale Beuning
206-855-8331
dalus@eskimo.com

Past President
Stephen Niver
425-883-8577
Sniver01@foxinternet.net

Past President
Roger Wales
425-338-2512
rogerw47@cs.com

Fest Northwest

SAV/SUV Off Road Tour

September 9



In honor of the introduction of the X5, and in celebration of the sale of Rover, we thought we would put together another SUV off-road tour. This trip, scheduled for September 9th, is an opportunity to experience the Pacific Northwest in your Sport Utility Vehicle. This adventure will lead you to places

impossible to see or appreciate from the highway. We will be leaving Bellevue around 7 am and during the day you'll have a chance to enjoy landscapes most people will never see, and you'll do it with a group of fellow BMW ACA members. Best of all, it's FREE!!

No experience off-highway driving you say? We will have an experienced group of trail-hands to help guide and coach you along. This is NOT a fast excursion through the woods, but rather a slow paced tour through Washington's back country. If you own a sport utility or small 4x4 truck, we encourage you to join us (sorry, no large vehicles like Suburbans or full size trucks). You owe it to yourself (especially the new X5 owners) to come out and see what your vehicle can do! Information packets will include the day's schedule and maps of the area we are visiting, and will be mailed out upon registration. If you have any questions please don't hesitate to call us. Contact Wes Hill at 206-989-9516 or Ken Hill at 425-814-9876. We look forward to seeing you on the trail.

This year's BMW Fest Northwest 2000 has expanded to a three day event starting on September 15th and going through the 17th. Based on last year's Oktoberfest Northwest event and input from other clubs the BMW Car Club of British Columbia has expanded and changed the format from last year.

The Bavarian town of Leavenworth will be our central destination with its many twisty North Cascades mountain roads leading to it. Saturday events will include a scenic drive around Lake Wenatchee and Plain Valley, time to explore Leavenworth, golf (as an extra) and a homemade chuckwagon barbeque and hayride. Sunday features a catered brunch and a Bug Count Concours followed by the trip home via the North Cascades Highway.

The Rodeway Inn (800-693-1225) will be our primary hotel with events branching out from that location. A special rate has been negotiated and two different packages will be offered. The first based on a Friday arrival, two nights in a standard room/double occupancy will be \$145.95. The second based on a Saturday arrival, one night in a standard room/double occupancy will be \$84.95. Make sure to ask for Kimberly and tell them you are with the BMW Club when you make reservations! Other options/add-ons are also available, just ask Kimberly about them.

For more information check out the BMW Car Club of British Columbia's web site, www.bmwccbc.org/events/bmwfest2000.html and make your reservations early!

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

September 9, 2000
Off-Road Tour

Name _____ Mem # _____
 Address _____

 Year & Model SUV _____
 Phone No. Home (_____) _____ Work (_____) _____
 Email _____
 Mail Registration to: Wes Hill, PO Box 3314, Bellevue, WA 98009

Day Trip

August 19

Ready for a one-day tour with mountain views, ferry rides, Hoods Canal, the Olympic Peninsula and ice cream? Then come with us on August 19th. We will meet at 9:00 am sharp at the Farmhouse Inn Restaurant for a trip that will take us up Mount Erie, across Deception Pass and over to Port Townsend for lunch. Following lunch we plan "the long route"

to Quilcene for ice cream then a jaunt over the Hoods Canal Bridge ending in Port Gamble. I plan on sun, no traffic and YOU being there!

Things to bring:

- Co-Pilot
- Sunscreen
- CB (if you have one)
- Camera
- Lunch money
- Ferry money
- Tank full of gasoline
- Ice cream money

MEET AT:
Farmhouse Inn Restaurant
1376 La Conner-Whitney Rd
La Conner, Washington
360-466-4411

(Take Exit 230 off I-5 north of Mt. Vernon on to Highway 20, turn left and follow Highway 20 west 6.3 mile to the traffic light at La Conner-Whitney Rd. Turn left off Highway 20 onto La Conner-Whitney Rd, right into the restaurant parking lot, look for roundel flag and BMWs.)

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



Our cover this month features three new things from BMW. At upper left is the Street Carver, a skateboard like no other. At upper right is the new Baby Racer. The main photo is the Z9 Gran Turismo Concept Car. Read more about these, and other new products, in our feature article.



On a hot August Saturday in 1985, my wife Trish and I fired up our 318i and headed out on our first Club event: a wine tour of the Yakima and Columbia Valleys led by Denny Organ. We went on a few more and even led a few ourselves before interest faded. But fifteen years later, Karl Seeger resurrected a long-dormant tradition by leading 15 cars and 26 people through Washington's wine country. Karl said, "Napa hasn't got anything on the Yakima Valley!" And he should know, having just spent some time in Napa on the way back from the Club's track day at Laguna Seca. Over the next couple of days, Karl led us to ten wineries as well as managing to secure a dinner reservation with only a few hours notice for 24 people on a Saturday night.

The tour left Issaquah early Saturday morning and crossed Snoqualmie Pass before heading southeast on I-82 toward Yakima. It was beautiful, top-down, Z3 weather. Our first stop was Staton Hills just south of Yakima. We were running ahead of schedule, so an impromptu stop was made at Bonair in Zillah, where we were joined by a number of Harley riders who were in town for a local convention

of sorts (Sturgis West, I guess).

Then we hit Covey Run, where we ate lunch and chatted with a photographer doing some work for the New York Times, which planned to run a feature on the Yakima Valley wine country.

After lunch we continued down I-82 to Prosser, where we visited Yakima River Winery, an establishment known for its full-bodied reds as well as its dessert wines. We made a side trip to Hogue, a winery which made a wine for seemingly almost every taste.

Then it was literally just down the street to Chinook, where co-owner Kay Simon chatted with us about the winemaking process while we sat in the shade in their back yard and played with their dog. We made a final stop at highly regarded Kiona near Benton City before heading into the Tri-Cities for dinner and a well-deserved evening's rest. At dinner, we were entertained by a guitar-fiddle duo that had spent a bit too much time listening to oldies radio. But after a few beers, it didn't sound half bad.

We left the Tri-Cities at about 10 a.m. and made a run for the river and the fabulous Columbia Crest winery near Paterson. They have a beautiful chateau and a state-of-the-art winery with 14 (soon to be 20) acres of underground storage, and wines that are not only very good, but very good value as well. On this particular Father's Day, they hosted a port and cigar tasting. Our special thanks

to our hosts at Columbia Crest, Vicki Rencken and Wendy Flanagan.

We headed north on State Highway 221, a laser beam of a road that is no doubt used for some top-speed testing. We resisted the temptation (our name was on Columbia Crest's flyer listing its calendar of events) and pressed on through Prosser to Pontin del Roza, a family-run outfit north of town which featured a nice red blend and a tasty pinot grigio. The last stop was at Tefft Cellars just up the road in Outlook, where the owners not only provided some fine wine, but a very welcome barbecue.

Karl Seeger did a great job putting together this tour, so great, in fact, that there is some talk about making this an annual event again. Who says the past can't come alive? Tom Williams

Thanks

I want to thank all the wineries we visited, Staton Hills Winery, Covey Run, Yakima River Winery, Chinook Wines, Kiona Vineyards, Columbia Crest, Pontin del Rosa and Tefft Cellars for inviting us in to try their wines.

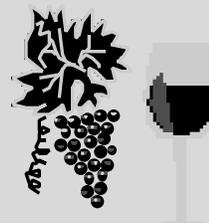
I also want to thank David Talbot, Director of Sales for the Shilo Inn in Richland for the nice accommodations and group rate he set up for the club.

I would like to extend a special thanks to Bill and Chris Linder and Tom and Trish Williams for their invaluable help in planning and leading the tour. Without their extensive knowledge of the Yakima Valley wineries this would not have been such a rewarding trip.

Lastly to the members that participated, thanks for a great trip! I know I enjoyed it. Maybe we can do it again next year.

Karl Seeger

BMW ACA Tour Coordinator



'02 Fest Northwest and BC Concours

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.

August 26, 27



Have you seen 25 E30 M3s in one place? You would have if you were at the special E30 M3 Tech Session at Strictly BMW. This had to be one of the larger E30 M3 specific gatherings in the

country – and we have the pictures to prove it! Everyone had a great time checking out M3s from all angles, learning more about how to maintain them, and how to improve them! Special thanks to Ron Newell and his staff at Strictly BMW for making his facility available on a weekend for the gathering. Turner Motorsports provided a number of door prizes that lucky owners were able to win. We had two fellows bring their M3s from Oregon, three from Canada, as well as from Eastern Wash-

ington and the Olympic Peninsula. You could say we had M3s from North, East, South and West! We were really happy you “out-of-towners” all decided to hit the road to join us. Even though the cars on display varied greatly in mileage, upgrades, etc., the owners all had a genuine love for their cars and for the significant importance that the first generation M3 played in BMW’s history.

Our next stop will have been the Concours, then after that...???

Lance Richert, President

Vintage Races

July 1, 2, 3

The 4th of July weekend brought historic racing to SIR for SOVERN’s 12th annual event. Proceeds of this event go to Children’s Hospital Uncompensated Care Program.

The BMW Club has annually participated in the Car Corral display. Each car club is allowed to enter twenty cars. Our Club is one of the most spirited participants with twenty BMWs and an informational tent each day. In fact, this year we had the greatest participation of any club in the corral. Thank you to all the volunteers who helped in the Club tent.

We had BMWs spanning five decades, showing BMW’s history. A highlight of participating in the car corral is driving in the parade laps around SIR at noon each day.

The vintage races themselves offer a broad range of cars and drivers. Several BMW Club members race a variety of cars including BMW (of course), Porsche, Tiger and Formula cars. SOVERN’s celebrity driver this year was Phil Hill. He

drove a newly restored Ferrari with a Mexican long distance race history.

If you want to join us for a great time next year, be sure to register early as we always fill the BMW spots and have a waiting list.

Lucetta Lightfoot



Part of the Club Corral at the Vintage Races.



America’s first F1 World Champion, Phil Hill, was the featured guest. Phil drove one of Bruce McCaw’s Ferraris.

30th Anniversary Party

June 4



Long-term members gathered at the 30th Anniversary Party, from left: Ted Rodgers, David Lightfoot, Denny Organ, Marc Cohen, Jim Toole, Hank Reed,

Starke Shelby, Greg Mierz, David Heard, Lucetta Lightfoot and Chuck Christensen. The car on the left behind Ted and David is David Heard’s 2002 “Real BMW.” The car on the right is Starke Shelby’s 1600 which was the only car present at both the June 4, 1970 and June 4, 2000 meetings. However, Starke has not owned the car continuously for those 30 years. In fact, the car has had six owners, Starke being the first, third and sixth!

New

June 24

Members’ Party

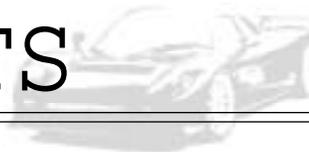
Club members converged on Burien for the annual New Members’ Party. We all learned more about how our BMW Club puts on activities and answered questions from those in attendance. We had nine beautiful M5s to view out front representing all three generations of the ultimate Q-ship. Thanks for bringing your cars out you M5 guys! Bison Creek Pizza was our gracious host for the meeting. We’ll be having a video night there in the future, I’m sure. Special thanks also to Vance Jackson and BMW Seattle for providing some great door prizes. John and Holly Davis received a nice 1/43 Z8 model that if they enlarge 43 times would then be actual size. I wonder if they could then drive it! If you would like to help out with an activity, let a board member know what you are interested in and we’ll go from there.

Lance Richert, President



New members (and old) get to know more about the Club.

MOTOR SPORTS



August Lapping Day

by Jacqueline Kahn

Our August lapping day is now full. We have a great turn out expected and we look forward to seeing everyone at the track.

Those of you, who aren't able to make this event, please take advantage of the other local car clubs' invitations for us to attend their events. Check out the Driving Events Calendar for all the dates and tracks. Between our days and the other clubs there is plenty of track time to be had.

Also, for those who are thinking of attending our novice school in the fall and/or our novice schools next Spring, we encourage you to join us at SIR in August so that you can see what our events are all about. SIR is a great spectator track and you can also catch some rides from our advanced drivers and instructors and experience the thrill

of a race track from inside the car!

In addition, there is a great opportunity to see the track from all sides by joining the corner workers and working a corner. See the action up close and be a part of an important group of folks who make our events safe and provide our drivers the information they need while out on the track. If you are interested in helping with corner working please give me call or send me an email (see the Board Members list at the front of the magazine for contact information).

Coupled with this event our Club is making a donation to the Jim Lambright Medical Research Foundation. An auction is being held prior to our event to raise funds and we are donating rides around SIR as auction items. This should be a great draw for those bidding and a great cause for us to support.

BMW Racing Action

(When you come out to the Club Corral at the IRDC Races on August 6th, this is the type of action you can expect to see. This race occurred on July 9th at Mission, B.C. All the BMWs involved are driven by Club members. Zündfolge Race Reporter Walt Conley was there and filed this report: [I've always wanted to say that.—Ed.]

The ITS race was hard fought with Ron Newell of Strictly BMW in his E36 325 on pole, two 240Zs next, then Hugh Golden in one of the Kahn Team Racing E30 325s. The first four held their positions for about half the race and left the rest of the field behind.

Chuck in the Z in front of Hugh missed a shift coming out of turn 3 with Hugh about four feet behind. Hugh's right front fender hit Chuck hard enough to put him sideways heading directly for the turn 4 wall which is right at track-side. Chuck kept his foot on the gas and pulled off a miracle with a HUGE power slide while all the turn workers were diving for the bushes. Needless to say it was very exciting. Michael Lord in his E36 3 Series overcooked the braking zone for turn 3 and punted the tire wall about ten feet from where I was standing (I will sell the picture to the highest bidder) but without any apparent damage and was soon on his way.

Meanwhile, Hugh started working on Ron Tanner's Z and at some point got around him. From then on traffic was the deciding factor with Hugh closing and then losing ground, closing and losing until very late in the race.

Ron must have gotten caught in traffic and suddenly Hugh was on his tail and then took the lead going into turn 7 (I missed it but I heard they were side by side through 5, 6 and 7!). Hugh was able to hold Ron off until the end and got first.

Near the end of the race Michael, who was on a tear after punting the tires, was coming up to turn 5, and had the braided brake lines on the right front and left rear separate from the furlled ends. Without brakes he became a projectile with Ron Tanner's Z turning into turn 5 right in front of him. He tried to cross in front and Ron's left front corner made heavy contact with almost the whole side of Michael's car as he came through at speed. An unfortunate incident in which Ron was fairly upset until he found out that Michael was a passenger due to a mechanical failure.

I was taking pictures at the outside of turn 3 so I missed the crowd reaction but I heard that there hadn't been so much excitement and cheering for a conference race in many years.

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.
- 18 Alfa 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

- 10 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 Alfa Club Lapping Day at Bremerton Raceway.

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.
- 28 Alfa Club 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.

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

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. Well here is your chance to see a number of Club members show their stuff at SIR! This is Race Weekend #9 in the 14 race ICSCC Championship Season 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. Rick Gulstrom's yellow M3 will even be the pace car!

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

sponsor for this Motorsport Challenge race weekend. The track concession stand will be open during the day and will be serving lunch.

We will park the members' BMWs together in the corral in the morning



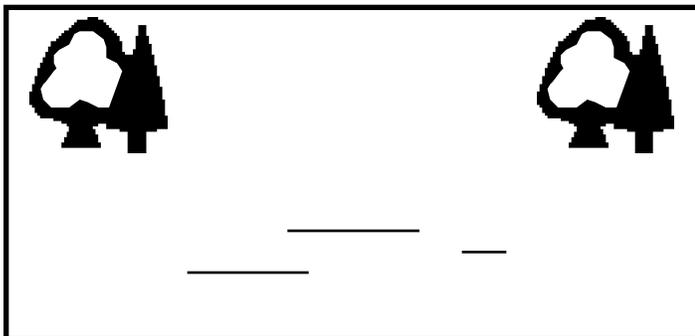
starting at 8:30 AM. If you can't come out until the afternoon that's OK, we'll be there all day. We encourage you to stroll the paddock, check out the cool BMW race cars and chat with the drivers and their crew between their run sessions. Then, head up in the stands or across the track and watch these 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. 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!

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@richertnet.com





- Individual & Group Health Insurance
- Long Term Care
- Medicare Supp. Prod.
- Life & Disability
- Dental Insurance

Ann Chen 陳純純
Sales Representative
代理多家健康保險公司

Tel: (425)562-0185
Fax: (425)868-2520

Pager: (206)287-9608
14205 SE. 36th St., Suite 107, Bellevue, WA 98006

Emergency repair? Call our

9-1-1

Service™. Place your order by 9 am your time (Eastern, Central, Mountain or Pacific). We'll process it by 1 pm our time and ship it via FedEx for 1-day delivery...9-1-1. Some restrictions apply. For details, see our catalog, visit our web site or give us a call.



BAVARIAN
autosport

275 CONSTITUTION AVE, PORTSMOUTH, NH

800.535.2002 • www.bavauto.com

Rodger Haggitt: A Sad Goodbye to a Fellow BMW Club Member

On June 28th, Club member Dr. Rodger Haggitt was shot and killed at the UW Medical Center. Rodger was a world-renowned pathologist who lived life fully and loved his work and family. He was a pioneer in the study of pre-cancerous changes of the gastrointestinal tract and left a legacy of research that will illuminate all future cancer research.

excited and appreciative of the opportunity to be a part of the team. We were very much looking forward to having him out with us at our summer lapping days – the students would have loved him! Gentle, friendly, and positive would be the way to describe the side we were fortunate to have known. Rodger cared about people and it showed.

Rodger was also well known within our Club. He had been a member since 1994. Rodger's love of motorsports and BMWs led him to our High Performance Driving Schools where he excelled.

Rodger was also well known within our Club. He had been a member since 1994. Rodger's love of motorsports and BMWs led him to our High Performance Driving Schools where he excelled. Rodger's smile and good nature were always welcome at our events.

Rodger's approach to his driving was unmistakable; he listened well and was able to apply very quickly his newly learned skills. He was a terrific student with a great attitude. Rodger never stopped wanting to learn. He also wanted to give back to the Club by teaching new drivers what he had experienced and received from our instructors over his initial years of training. He applied himself and made a personal goal of becoming one of the Club's Driving Instructors. He had met his goal, which no surprise to any of us! He had just been signed off as one of our instructors this past February at our annual Instructors' Clinic. He was so

Rodger was a regular entrant in the Club's annual Concours d'Elegance. He bought his 1995 540i new and kept his calypso red beauty always immaculate.

Rodger was a motorsports spectator too. He had recently attended the Canadian Grand Prix to cheer on the BMW WilliamsF1 Team. He planned to attend the American Le Mans Series Race later this year in Portland. And he attended the Vintage Races at SIR, participating in the Club's Corral, every year. He also was an avid collector of BMW miniatures, especially race cars.

His hobbies besides BMWs and racing included all thing Italian, art collecting, writing and fishing. He was a true renaissance man.

Many of us were lucky to have called Rodger our friend. Our sympathies go out to his wife Mary Jane and the rest his family and to all who knew him. We are grateful for the time we had with him. He touched so many of our lives; he will truly be missed.

Resignation of Roger Wales

The purpose of this short article is to advise that I resigned from the position of Club President effective July 5, 2000. This resignation is for health reasons.

Former Vice President, Lance Richert, has stepped into the position of President. Given Lance's enthusiasm and the amount of time he puts into Club activities, there is no question that he will do a great job. As this is being written, my understanding is that since most of the activities are planned for the balance of the year, we do not intend to fill the position of Vice President until the next election.

I've said this before but I really enjoyed being President for the last six months. With the ACA/CCA merger issues and vote, we were really busy. What made it so rewarding, and I've said this before too, were two things: First, working with the Board was terrific. I think that the ACA/CCA merger issues brought us closer together. Second, and more important, was the participation from the membership in the vote. Because of the interest of the membership, this Club is going to be in good hands for a long time.

I truly appreciate having had the opportunity to serve as the Club President and in other Board positions the past several years.

Roger Wales

Board Response

(There were a number of private responses to Roger's resignation. I will try to summarize them on behalf of the Board.—Editor)

Roger,

Whatever you need to do for your health, you must do. We all hate to see you resign but we understand the circumstances.

You led the Club through a very difficult time with patience and wisdom. Your steady hand helped guide us. We are fortunate to have had your wisdom.

Please participate again as soon as you are able. We miss you. Our thoughts, prayers and love are with you.

BMW ACA, PSR Board of Directors



NAME	REFERRED BY	BMW S
Doug Grover	BMW Northwest	'97 540i
Glenn Godden	BMW of Bellevue	'95 540i
Paul Turner	BMW of Bellevue	'95 530i
Sid Hoagland	BMW Seattle	'85 318i
Steve Lervold		'00 M coupe
Mary Ann Clark	BMW of Bellevue	'96 Z3
Jess Lockmon	Web Site	'92 735iL
Jill Mayer	Strictly BMW	'91 535i
David Rice		'97 328i
Michael Jahn		'97 M3
Larry McCann		'85 635CSi
Danyo Syoum	BMW Seattle	'86 535i
Eddie Lo	Web Site	'81 M1, '72 3.0CS
Doug Lawty	Web Site	'88 M3

BMW continues to be one of the most dynamic car companies in the world. In this feature we will take a look at some coming products from BMW. We'll start with those just appearing in showrooms now, go on to some things we'll see in the next couple of years, and then speculate about some things even further out.

3.0-Liter Engines

BMW is one of the few automakers in the world that still builds an in-line six cylinder engine. What the I-6 lacks in packaging efficiency it makes up for with its inherent smoothness. And BMW's is the best in the world.

The current in-line six was introduced in 1989 and, through continuous improvement, is still state-of-the-art. Never a company to be complacent, BMW developed the new I-6 in only 24 months. The new power unit will be offered in displacements of 2.5 and 3.0 liters.

The first BMW to be sold with the new 3.0-liter engine is the X5 3.0i which has been in showrooms for a couple of months now. Next we will see this summer the 3.0 engine in the 3 Series coupe, sedan, wagon, convertible and Z3 roadster and Z3 coupe.

The increase in displacement from 2.8 to 3.0 liters doesn't seem like much. But the displacement coupled with other enhancements makes for substantial changes. Horsepower increases from 193 to 231. Torque increases to 221 lb-ft with 90 percent of the torque available from just 1500 rpm. All this plus emissions are improved, gas mileage is better and service requirement are decreased. The Bavarian elves have done it again.

All-Wheel Drive

Also beginning this summer, the 3 Series will have the option of all-wheel drive. At first the AWD option will be available only in the sedan and wagon.



The last time the 3 Series could be had with AWD was 1991, the last year of the E30 325iX. While the old system used a variable power distribution system, the new AWD system splits the power 62/38% rear/front. The result is typical BMW handling characteristics with the advantage of four driven wheels.

Of course, the new AWD system benefits from some other BMW features unavailable in 1991: ASC+T traction control and DSC dynamic stability control. In the new AWD system, BMW has dispensed with the use of limited-slip differentials. Instead it employs (surprise!) an electronic solution. Called ADB-X, it is an automatic differential lock. ADB applies the brakes to any wheel about to slip. ADB has the effect of a limited-slip differential. ADB-X is the name for the system as adapted to the specific requirements of AWD.

Combine the 3.0-liter engine option with the AWD option and what have you got? Probably the ultimate wet weather track car. The 3.0Xi will be very close to an all-wheel drive M3.

5 Series Facelift

Generally BMW uses a seven year product cycle.

The current E39 5 Series is five years into its seven year life. So BMW is doing a few things to maintain interest in

the 5 for the last two years. The first is the M5 which was introduced a few months ago and will certainly assure the E39 goes out like a lion.

The second change is a minor facelift to all the 5 Series models effective summer 2000. This facelift consists of discreet changes to the front of the 5. Each of the headlights is now surrounded by a light conductor ring serving to provide the parking light function. This also accentuates the characteristic BMW quad headlight look. Round turn signals behind the glass cover are directly next to the headlights. The fog lamps are now round and feature clear glass. The round fog light look was first seen on the Z8.

Also borrowed from the Z8 are the new taillights for the 5 Series. These feature light-emitting diodes (LEDs). The LED taillights decrease dazzle, have a longer life than conventional bulbs and provide redundancy in case one LED fails.

Baby Racer and Street Carver

Recently, BMW received four design awards in an

annual competition at the North-Rhine Westphalia Design Center. One of the awards was for the new 3 Series convertible. The second was for the C1, covered in Rick DeJarnette's article in last month's Zündfolge.

The third was for a new version of BMW's Baby Racer. This little BMW toy for toddlers has been available for several years. BMW has restyled the Baby Racer and added a padded seat, low-profile tires and metallic paint. No air bags yet.

The fourth award was for a BMW you probably haven't heard about previously. Dude! It's a skateboard called the BMW Street Carver! To quote from the press release: "The New Street Carver is a fun and sports machine for the skater generation simply ideal for 'carving' on asphalt. Together with its clear design, suspension components from the BMW 5 Series, innovative material, and sophisticated steering technology make the Street Carver a genuine innovation in trend sports."

BMW may be taking this "mobility company" stuff too far.

Z9 Concept Car

BMW unveiled the Z9 Concept Car at the Frankfurt Auto Show last September. The exterior was radically styled including a unique door system incorporating both conventional and gullwing doors. The interior was simple to the point of austere. Described variously as innovative and bizarre, no one knew quite what to make of the Z9.

An aside: BMW creates a lot of concept cars. Most of them are reduced scale models. Some are done full scale. But generally the

concepts are kept internally and used for discussion, study and inspiration. Only very rarely are concept cars shown to the public. And when BMW does show a concept car, there usually is a reason. And most often the reason is, as with other manufacturers, to gauge public opinion. But with concept cars, one must be careful to not always take them literally. Certain aspects of a concept car may be intended for production while others are fanciful. Or, production aspects intended for several different production vehicles may be combined on one concept car.



Now back to the Z9. When it was first shown, no one could figure out what BMW's point was. The car seemed far too radical for a production car.

With the benefit of almost a year's worth of hindsight, it is becoming more clear that the Z9 was a very important concept vehicle and that it previewed a number of design elements which we will be seeing in future production models. Most significantly, the Z9 showed a number of elements of...

The New 7 Series

The next all new BMW will be the 7 Series. The E65 will likely debut next summer with U.S. introduction in the fall or winter of 2001 as a 2002 model. Testing of production prototypes is well advanced and spy photos are appearing in the automotive press.

As the electrical and electronic loads on the big

BMW's grow, the traditional 12-volt systems have proven to be lacking. The new 7 will likely come with a 48-volt electrical system. Try getting a new battery at Schuck's for that! The 7 may also use the integrated starter/alternator that BMW has been developing with Bosch.

The front end of the new 7 Series will likely borrow heavily from the Z9. The headlights, parking lights and turn indicators are all covered by glass. The Z9's new interpretation of the traditional BMW kidney grills will also probably start a theme for future BMW production models. The new 7

is likely to be the first. Notice on the Z9 the horizontal line which cuts across the front of the car. Below the line is the light cluster and the kidneys. Above the line is the turn indicator and a "brow" above the kidneys. This front end treatment has been seen in spy photos of both the new 7 Series and the proposed X7. The taillights will also likely set the trend for future production models.

More important is the interior of the Z9, as this is supposed to show what we should expect in the new 7. The Z9 interior is extremely simple with most functions controlled by a central joystick. As we mentioned in the June Zündfolge, BMW has licensed force-feedback technology from Immersion Corp. for use in the joystick. The joystick would control functions in four groups: audio,

communication, comfort and drive. The related video shows on a 8.8-inch in-dash monitor.

If this entirely new form of car control is to be introduced in the new 7 Series, and we hear it will, the Z9 serves to help get consumers used to this radical change. Will the 7 Series' conservative buyers take to this change? Time will tell. But if it as intuitive as BMW claims, it may prove very popular.

Z9—Other Offspring

So it appears that the Z9's styling cues may set the tone for many future BMW production cars. And the radically new interior points the way to simpler, more intuitive controls. And if it works, BMW will be miles ahead of its competitors.

But what of the overall shape of the Z9 and especially the innovative doors? Is there a future big coupe based on the Z9? There is no clarity on this. Nothing has been written in the automotive press to indicate that the Z9's overall concept will make it to production.

So let's speculate a bit. There are two problems with gullwing doors. First, the dreaded Mercedes-Benz used them first. Second, they are a safety problem. If the car is on the roof, the occupants can't get out through the doors. Scissors-style doors have the same safety problem.

BMW's innovative solution has never been used before. The gullwing doors allow access to both the front and rear seats. The conventional door-within-a-door can be used when only the front seats are occupied or in case of a rollover. Plus, the Z9's doors are very sexy.

Okay, but is the overall car likely to make it to production? It could be a big, 9 Series

coupe. BMW was supposed to be developing a 9 Series to compete with the Mercedes Mayback until BMW won the battle for Rolls-Royce.

So here's my guess. BMW will not build a 9 Series. The 7 Series will be the biggest sedan and the Z8 will be the top-of-the-line sports car. But BMW dealers will begin selling Rolls-Royce cars in 2003. And Rolls will be marketed to the niche above the top BMWs. Rolls will compete with Bentley and Mayback. BMW will introduce a very high end Rolls-Royce sedan, of course. But BMW will need to make Rolls a brand with more than just one model. In fact, a sedan, a coupe and a convertible makes sense. And BMW must deal with the fact that Rolls-Royce for the last three decades have been anachronisms. BMW must combine traditional RR styling cues and values with a thoroughly modern line-up of cars.

Remember, for the first fifty years of Rolls history, RR was a technology leader and even a luxurious performance car.

So, my really wild-assed guess is this: The Z9 will become the Rolls-Royce coupe model. It will be a technological tour de force and the doors will make a unique styling statement. What better way to arrive at a Five Star hotel than to pull up in a new Rolls and open the huge gullwing doors. Doorman!

If I'm right, remember you read it here first. If I'm wrong (likely, actually), forget you ever read this.

Conclusion

Despite all the turmoil and drain of the Rover debacle, clearly BMW is busy innovating and creating great new products. Just think what the future will bring with the Rover monkey off their backs.

TECHNIK

edited by Greg Mierz

My daughter's 320i is headed for Southern California in five weeks. Prepping a 20-year-old BMW to prevent major problems for her is keeping me busy this summer. The car is basically very sound; I've redone the clutch, the brake pads are fresh, and the water hoses are okay. The motor is tight at 165,000 miles and doesn't burn any oil; the leaks

do it off the car. So I put on the complete old struts with the springs with the best set of bushings in the control arms. The struts have nice Tokico gas inserts so I wasn't too concerned.

The 320i has a true McPherson style front suspension in that the sway bar located the lower control arm (the only BMW model that I know of that had this

The 320i has a true McPherson style front suspension in that the sway bar located the lower control arm (the only BMW model that I know of that had this arrangement). The ends of the sway bar must be compressed to insert them into the control arms.

I will try to solve. What I'm trying to figure out is what might fail and that I can preemptively take care of.

I am going to refresh the fluids in the car. I will flush the brakes and clutch hydraulics with my newly made pressure bleeder. The transmission will be drained and refilled and the differential too. The front wheel bearings were repacked when the latest pads went in. The oil will be changed and she will be shown how often to check it. I should probably put a new fan belt on it also. What is more of a challenge is the likelihood of failure of things like dash lights. I may just as a matter of prevention replace all the bulbs in the dash cluster for her. It won't be that much more work as I plan to replace the late style 85 mph speedometer with an earlier 120 mph one. The cluster will be out to do that and then it's only a matter of putting the new bulbs in. The old wrecked 320 has donated a variety of relays and such for her to have around, including the infamous four-way flasher switch.

The old car had Suspension Technics springs that I wanted to put on her rebuilt car. I did that this past weekend. The front struts were removed with the control arms for inspection, cleaning and lubing. I didn't follow my own advice and tried to loosen the strut nut while in the car. I broke my 8mm socket trying to

arrangement). The ends of the sway bar must be compressed to insert them into the control arms. Thankfully I was able to use my "come along" to pull them together. Now I have to get the front end aligned before we leave. I'll get the front wheels rebalanced to try and reduce the "55 shimmy" a bit.

A quick tip about the strut nuts. I took the 19mm deep socket that fits the large nut around the strut and ground two flat sides 180 degrees apart to fit a wrench.

I planned on just using an adjustable wrench, but managed to grind it to fit a 21mm wrench. It worked well to provide a means of turning the socket on the nut, it was just that the inner 8mm socket wasn't up to it. I lubed the sway bar bushing with anti seize compound and tightened things up. I will put the smaller is rear bar on to replace the 19mm one that doesn't use the regular mounts on it now.

Finally I will do a complete tune up, including cap and rotor (no points on the later E21s) air and gas filters, valve adjustment, timing check and a very complete look at the vacuum lines and hoses. E21s are very sensitive to vacuum leaks and will be a real headache for her if they develop later. If she needs work done down at USC land (Los Angeles) I hope her uncle can help her, but I plan to find a LA BMW contact who can help her out. That's the beauty of BMW enthusiasts and club membership, one can find help when it's needed.

Now let's fix the seat, the new rattle in the dash, finish the final buffing of the paint, wax it and put a front plate on it. Michelle, can I have the car for awhile to work on it?

It's all we know!
BMW

**German Car
Specialists^{US}**

Service & Repair

SINCE 1979

Courtesy Customer Shuttle!

12408 S.E. 38th
Bellevue, WA 98006
Behind Factoria Cinemas

Please Visit Our Website at www.germanauto.com



(425) 644-7770

New Customer Special

- BMW Inspection II
- 15% Off Parts
- Free Rental

Offer expires 8/31/00



STALLS

by Thomas B. Nast

Back to Base

Fred and Mary are not car people. I've known them a quarter-century, and have never seen them drive even four-tenths. They've had a string of cars to prove the point: Volvo 142, Saab 99, Dodge Colt Vista, Honda Accord, Taurus Wagon. So you can imagine my astonishment when they announced that a new 323i would push the Accord into second car status.

Making yet another good judgment, they handed me the key to this (now 8,800 miles old) new car so I could spend a little quality time with it. This gave Fred and Mary a chance to spend some quality time with the Accord, if you can call it that.

Although BMW makes a lot more money per unit sold on the 5 and 7 Series, its bottom line is most sustained by the 3 Series. They've sold millions of them. BMW has great economies of scale making them, but still can charge a premium price. Great efforts have been made to sell into the non-enthusiast market, and this particular 323i suggests that those efforts have succeeded.

This car is the base model with only a handful of options: Arm Rest, CD player, fold-down rear seats, ski bag, alarm, silver paint, cruise control and moon roof, the latter indispensable to the buyers. All told, this came to just shy of \$28K before the state was tithed. Left off were alloy wheels, leather seats, DSC, xenon lights, more airbags, power seats, tire pressure monitor, CD changer, etc. With the 2.5 liter engine, 195/65x15 Bridgestone Turanza tires, a space-saver spare (there's room enough for the real deal though), BMW doesn't currently import anything of lesser specification. Which is not to say that the standard equipment is meager, what with ABS, climate control, electric windows, ASC, VANOS and three years of service.

With a few exceptions, the materials were of the high quality expected from BMW. The rubbery dashboard, leatherette upholstery, carpeting and



paint were excellent. The black plastic dash trim looks better than the (\$500) optional myrtlewood. The manual-adjusting seats work well, though the lumbar adjustment is missed. The wretched trip computer found in earlier 3 Series is gone without a whimper (and good riddance). Ergonomics and fit and finish set industry standards, as expected. Note, for example, how little rear headroom is consumed by the moonroof. The car is solid (at 3150 lbs. it should be) and feels like it's carved out of one chunk of metal. The kit-car feeling that abided through the E30 chassis is completely gone.

Complaints: The locks were irritating or worse; the locks activate when the car is in motion, but do not unlock itself when the motor was turned off. Not for me, thanks. The clutch-operated starter interlock is also annoying (thanks, Audi). A few odd noises intruded irregularly, notably a rattle around the driver's door and a spring noise in the clutch pedal — easily fixed, no doubt. The flashlight didn't work, which seems to be a BMW tradition. A clip on the seatbelt keeps breaking. I don't much care for the headliner material or the wheel covers, which is just an aesthetic issue. But why BMW cannot solve the brake dust

problem, after 30 years, is beyond me; perhaps they should fix that (and the brake disc warping issues) instead of thinking up more Three Letter Acronyms to load up the features list. Really, isn't it time, guys? Finally, the steering wheel was a few degrees off center, and the car tended to pull left a touch, but with almost 9K miles this may not be a factory defect.

Under way, the 323i is impressively quiet. The engine idles at around 650 rpm, and but for the tach you can't be sure it's running. At speed, the absence of wind noise is uncanny. There is only a slight engine whine (a bit more would be welcome) and no exhaust note. The engine is so effortless and vibration-free that it is easy to forget to shift to a higher gear. On smooth roads, the tires are also quiet, but on a typical highway, they are not. The X5 also displayed this behavior. My guess is this is tuned into the rubber suspension bushings. I'd rather have the road noise than mushy handling, but tuning out tire noise is another homework assignment the Munichkins need to complete.

The small six gives this 1.5 ton car a surprising level of giddy-up, especially when it reaches its sweet spot above 3800 rpm. Zero to sixty is under 8

Under way, the 323i is impressively quiet. The engine idles at around 650 rpm, and but for the tach you can't be sure it's running. At speed, the absence of wind noise is uncanny. There is only a slight engine whine (a bit more would be welcome) and no exhaust note.

seconds, and while I didn't probe top speed I can report it is effortless as triple digits are approached. But the motor's behavior coming off idle is troublesome. As the throttle is pressed and the clutch released, the motor bogs down and feels rubbery and unresponsive. If it was a carburetted car, you'd think the accelerator pump was clogged. Whether this is due to poor torque at low rpms, too light a flywheel, or a lean mixture, I can't say. I suspect this behavior is programmed onto the chip, and hopefully there is an aftermarket chip to fix it. As it is, Fred and Mary report sometimes stalling from stops, and I found the engine has to be wound up too much before the clutch is applied and jerkiness often resulted. I simply wouldn't own a car that does this. I wanted to fall in love with this car, but drive-by-wire needs more work here.

That said, the gearbox has excellent ratios and shifts well (not something I assume in a BMW), and there was no gear noise from the tranny or the final drive. The car corners like a thoroughbred. Tire squeals could be provoked, even with ASC left on, but handling was utterly neutral and I've no doubt the car can be steered with your right foot. The compromise between comfort and cornering was splendid. The only improvement needed is better tires, and even stock the 323i takes corners at twice the posted limit without breathing hard. The already-splendid brakes would be even more so with upgraded tires.

Overall, the 323i is an honest driver's car. I'd like to see a few more things left out (ASC, ABS and a flock of airbags,

for example) and the base price brought below \$25K. Fully optioned, it would be easy to pay \$35K for one of these, which is a bit steep under any circumstances and cannot be reconciled with the leaving-idle engine problem. As it is, the car gets only a conditional recommendation.

I quizzed Fred and Mary about why they bought a BMW, and found the answer interesting. It was the European delivery option that sealed the deal. With Europe a decided destination, they initially planned on picking up a Volvo there, but their friends have had so much trouble with recent Volvos they took a look at BMWs. They found that the BMW costs a bit less, has a much better Euro delivery program and is a whole lot more fun to drive (especially in Europe), not to mention a pretty good reliability record. They plan on keeping it 15 years or so. But when the Accord wears out, they plan on replacing it with another Honda. Like I said, these aren't car people.

TIRES PLUS
DISCOUNTERS OF HIGH PERFORMANCE TIRES & CUSTOM WHEELS



✓ LOW DISCOUNT PRICES
On Major Brand Tires. We are now direct distributors of **DUNLOP** tires. In many cases, we can beat or match mail-order pricing--
With **FREE** mounting!

✓ SELECTION
Over 4,000 tires in stock, featuring **DUNLOP**, Pirelli, Goodyear, Yokohama, Bridgestone, Michelin, and B.F. Goodrich.

✓ SERVICE
Friendly, informed sales staff. State-of-the-art equipment used by highly-trained technicians.

TIRES PLUS

BELLEVUE 425-841-7300 11724, 1st Fl.	KIRKLAND 425-821-9200 11724, 1st Fl.	RENTON 425-226-2222 11724, 1st Fl.
<small>10010 BELLEVEUE ROAD</small>	<small>10010 125TH ST. N.E.</small>	<small>10010 125TH ST. N.E.</small>

Vickers Vimy

The Vickers Vimy was a record setting biplane during the World War I era. A replica has been built (no originals survive) which uses two modified BMW V12 automobile engines. This replica is called the Silver Queen and was scheduled to visit the Museum of Flight in Seattle over the Memorial Day weekend. We found out about this scheduled visit too late to put an item in the Zündfolge, but members on the Club's bulk email system got notification.

Unfortunately, the Silver Queen broke a crankshaft in one of its BMW V12s. Ouch. They got it repaired and made it to town a week late. But they stopped in Seattle only briefly and then were on to somewhere else. The pilots are supposed to bring the Vimy back to Seattle at some time but we're not sure when.

I was lucky enough to see the Vimy pass overhead as they left Seattle. The world's largest flying biplane is quite a sight. The Silver Queen was featured in the May Roundel and the May National Geographic.

Club member Lew Barrett also saw the Vimy in Seattle and filed this report: "While I was out (literally) washing my car ('99 540/6) this weekend, my daughter screamed out to me: 'Hey Dad, check that out.' She pointed up in the sky, and I heard a loud and unique drone, as the Vimy flew over our house at maybe 500 feet. I proudly pointed out to her that his was a unique sight, maybe the only flying Vimy in the world (OK...it's a replica, a concept she wouldn't really care about) and that is was BMW powered. THAT was a concept she did understand! I've been toying with the idea of a Porsche, but my kids say...'Hey Dad, don't do that: You're a BMW guy.' Maybe they're right. I put an E46 M3 on order for Spring 2001 delivery... in Munich. I never felt quite right about owning a Porsche, anyway! Hope the M3 is all I think it will be."

Well, Lew, we think your kids are right. Stick with the BMWs.

The Vimy should roll through town at some point. If you would like to be notified when we hear something, and to be reminded of other events of interest, get on the Club's email list. It now totals over 400 Club members. To be added to the list, email Greg Mierz at Gregm2002@home.com.

David Lightfoot

The X Files



X3 would feature a modified 330Xi wagon body.

BMW is well advanced in its plans to create an X SAV at each level in its line-up. The success of the X5 convinced BMW executives that Land Rover wasn't needed and was instrumental in the decision to sell to Ford. On April 13th the new BMW Board member in charge of engineering, Burkhard Goschel, and the senior marketing man, Karlheinz Kalbfell, presented the X line-up to a small group of top executives.

The first proposal was the X3. Actually, two X3s. The first is a jacked up 3 Series sport wagon along the lines of the Volvo Cross Country. Unique bumpers and side cladding would be used, but it differs little from the new 330Xi wagon. The proposal was approved and will appear in showrooms next year. The second X3 proposal would be more along the lines of the Land Rover Freelander, a smaller SUV. This would be more of a proper off-roader and have a low-range transmission and heavy duty suspension. There would also be a unique body.

The second part of the X files is the X5, already a production hit. BMW can't quite believe how popular the X5 is. They are well on their way towards producing a long-wheelbase version, X5L, and an M version.

The least certain X car is the X7, the so-called LAV (Luxury Activity Vehicle). The X7 would compete with the Range Rover. Of course, the new Range Rover was entirely designed in Munich and will use BMW engines. BMW would certainly know the competition. If built, the X7 will be based on the X5 but will be stretched. The X7 would be more carlike when compared to the X5. Engines would be the same as in the 7 Series: V8s and the new V12. If the X7 is approved, it would likely be a 2003 model year debut. (Car)

DATE CONFLICT

The Portland CART race date for 2001 has been moved to July 1st. At least tentatively, that looks like a conflict with the Vintage Race date at SIR.

Spartanburg Factory to Expand

BMW announced June 27, 2000, that it will invest an additional \$300 million to expand BMW Manufacturing Corp., its factory in upstate South Carolina. BMW also will hire an additional 500 associates to meet the demand for its successful new sports activity vehicle built exclusively in South Carolina for the world. "Over the next few years, we will invest an additional \$300 million at our South Carolina facility—an amount equal to our original investment," said Dr. Norbert Reithofer, BMW Board of Management Member responsible for worldwide production. Dr. Reithofer is a former president of BMW Manufacturing and was appointed to the management board in March. Dr. Reithofer said the modifications to the factory's manufacturing areas will provide "the flexibility and capability needed for the preparation and production of exciting new models we are now developing."

The 500 jobs will be added to support the growing demand for BMW's X5 sports activity vehicle worldwide. The X5 went on sale in the United States in December 1999 and began appearing in European dealerships in May.

BMW has invested more than \$1.4 billion in its 2.3 million square-foot factory and more than 3,000 associates work at the plant located off Interstate 85 between Greenville and Spartanburg in upstate South Carolina. (BMW NA Press Release)

1 Series

The coming small BMW will debut in 2004. Production for the 1 Series (or 2 Series or whatever) will begin at BMW's Regensburg factory. BMW primarily builds the 3 Series at Regensburg. Existing capacity within BMW's production system is insufficient to accommodate the additional volume required for the new model series. BMW will make a decision on an all new factory by mid-2001. Apparently, the decision has been made to base the car on the same platform as the next 3 Series (the successor to the E46). This common platform strategy will make it cheaper to build. (Car)

For the same cost as ground shipping we offer

1-2-3

Express Ordering™. Place your order by 1 pm

Eastern time; we'll process it in 2 hours and ship it via FedEx 3-day Express Service.

(Eastern U.S. customers usually see their parts in 1-2 days!) Some restrictions apply. See our catalog, visit our web site or give us a call.

BAVARIAN
autosport
275 CONSTITUTION AVE, PORTSMOUTH, NH

800.535.2002 • www.bavauto.com



BMW POWER

Periodically European Car Magazine publishes an issue of BMW Power, a spinoff of their magazine but devoted solely to our favorite brand of car. The third and latest issue is on newstands until September 25th and the cost is only \$3.95. Articles include coverage of the X5, a story on the Z8 and its designer, Henrik Fisker, a one-off 507 done by Micholotti and Vignale and more.



BMW Announces Prices for 3.0 Liter Models

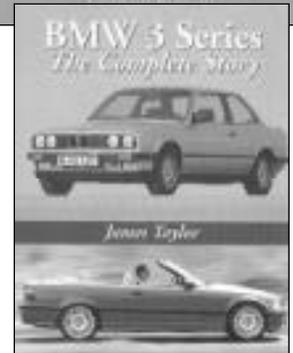
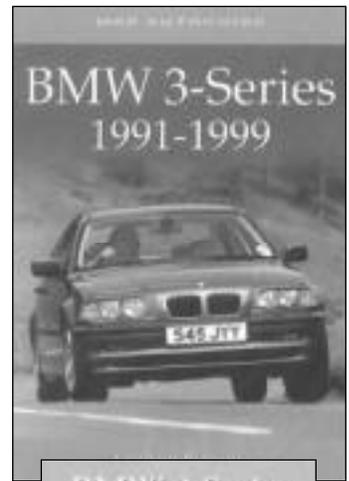
BMW released prices for the first 2001 3 Series and Z3 models to arrive which feature the all-new 3.0 liter inline six cylinder engine. The 330i sedan, 330Ci coupe and convertible as well as the Z3 roadster 3.0i and Z3 coupe 3.0i become the first automobiles to use this new engine which debuted in the X5 3.0i SAV.

As in the X5 3.0i this engine produces 225 hp at 5900 rpm and 214 lb.-ft of torque at 3500 rpm propelling these award winning cars to even greater levels of performance. The 330i sedan and 330Ci coupe are capable of 0-60 mph acceleration times under 6.5 seconds. The Z3 roadster 3.0i and Z3 coupe 3.0i will do it in under six seconds.

Continuing BMW's commitment to providing the best value, the 2001 330i sedan has a base price of \$34,560. To match the engine's performance, 17 inch wheels and tires as well as larger brakes are standard. The 330Ci coupe starts at \$35,560 and includes additional standard features such as power seats, folding rear seats and sport suspension. At \$42,970 the 330Ci convertible is a fully equipped luxury convertible which includes an automatic power top, Roll-over Protection System and leather upholstery. For the first time in a 3 Series since 1991, All-wheel Drive will be available on the 330i sedan. The All-wheel Drive option, which turns the "330i" into the "330xi", is priced at \$1,750.

The Z3 roadster 3.0i and Z3 coupe 3.0i include 17 inch wheels and performance tires of different widths as standard equipment and are priced at \$38,470 and \$38,270 respectively. A 5-speed manual transmission remains standard while the optional automatic is now a 5-speed Steptronic transmission with manual shifting capability. (BMW NA Press Release)

3 Series Books



Two new books, both with 2000 publication dates, have been published on the 3 Series. The first is titled, "BMW 3 Series: The Complete Story," by James Taylor. It is hardbound, 208 pages and covers all versions of the 3 Series. This book is part of the Crowood AutoClassics Series and costs \$35. The book comprehensively covers the four generations of the 3 Series including all variations. However, it does have a decidedly British point of view. The second book is "BMW 3-Series: 1991-1999," by Graham Robson. As you've probably guessed, this book covers only the E36. It is 128 pages and softbound. The price is \$20. Both books are small format. Both have lots of photographs, almost exclusively BMW press photos (and many of the same photos). And both have a smattering of color photos. The Robson book covers the Z3, the Taylor book does not.

Books from Mobile Tradition

BMW Mobile Tradition has published two more books in its expanding library. The sixth book of the Profiles series is titled, "BMW Formula Racing 1966-2000." The author is Stefan Knittle. This book looks in detail at the racing cars and BMW engines of Formula 1, 2 and 3. It covers the early Formula 2 efforts in the '60s and '70s and retraces the development of the Formula 1 program that led to a world championship in 1983. An entire chapter is devoted to the new partnership with Williams F1. The other book is the third in the Dimensions series. It is titled, "The Original—the BMW 3 Series: Concept, Technology, Design." The author is Professor Hans-Herman Braess, a long-term BMW employee in the development department. The book documents the development of the 02 and the four generations of 3 Series cars through the current E46. BMW says, "With its accuracy, wealth of detail and illustration of technical and structural background information, this work is the most thorough documentation of a BMW series yet to be published." Certainly this book would be of interest to many Club members. If it were in English. Unfortunately, it is currently only available in German. The BMW Formula Racing book is available in English at DM 98. Go bother your favorite BMW parts guy to get it for you.





BMW Reports 21st Consecutive Month of Record Sales

BMW of North America, Inc. continued its record-breaking sales streak in June, reporting sales of 15,334 vehicles, an increase of 6 percent compared to 14,476 for the same period a year ago. It is the 21st consecutive month the company has broken the previous year's sales performance. Year-to-date sales skyrocketed to 14 percent to 88,783 compared to 78,103 in 1999. Sales of BMW automobiles increased to 13,109 for June and year-to-date automobile sales increased 3 percent, to 80,619 compared to 78,103 in 1999. Increased availability of the company's new six-cylinder X5 caused monthly Sports Activity Vehicle sales to surge to 2,225, a 38 percent increase over May. Year-to-date, BMW has sold 8,164 SAVs. (BMW NA Press Release)

NEW MINI

The new Mini will debut at the Birmingham Motor Show in October. An English show was chosen because the Mini is, well, English. After 41 years, the original Mini will cease production in September. Production of the new Mini was to start in December at the brand new plant in Longbridge. But with the sale of Rover, installation of the line at Longbridge has stopped. The line will now be installed at the Cowley plant. Production of the car has been delayed.



It is now scheduled to start in summer of 2001. Pre-production has already begun. Sales in the U.S. will be through BMW dealerships. Sales volumes are projected to be very low in the U.S. with only the Cooper and Cooper S versions available. For Europe, coupe and cabriolet versions are planned. (AutoWeek, Autocar)

Women-Only Driving Course

A one-day Women-Only Car Control Clinic has been added to the curriculum at the BMW Performance Center Driving School in Spartanburg. The curriculum is the same as the day-long Car Control Clinic. The clinic is taught by women, all of whom are accomplished professional drivers. The Women-Only course is scheduled for September 11th with additional dates to be added in 2001. (BMWNA Press Release)

Car Tender

(206) 324-0345

One Block North of Pine Street on 12th



- Master Technicians
- Convenient Downtown Location
- Scheduled Maintenance, Repairs & Diagnostics
- State Certified Emission Specialist

10% Discount Off Parts & Labor

For BMW & AA Members
with Current Membership



John McDermott
Auto Technician



Bruce Kinzie
Auto Technician



David Brown
Auto Technician



Steve McLeod
Auto Technician

1706 12th Avenue

Seattle, WA 98122

(206) 324-0345



Variable M Differential Lock

BMW Cars have always been powerful and dynamic - and the new BMW M3 is no exception. That is why this high-performance model already features a limited slip differential, ensuring both superior driving stability and optimum traction, particularly when accelerating out of a corner. Up until now, BMW Cars have come with a torque-sensing self-locking limited slip differential with locking action of up to 25 percent and a consistent basic locking force. Differentials are essential, of course, because the two drive wheels of a car cover distances different in length in a corner, the inner wheel not traveling as far as the outer wheel. This fundamental difference is offset by the axle differential. The limited slip differential builds up a certain locking force whenever necessary - for example when one of the two drive wheels threatens to lock on a slippery surface. Particularly enthusiastic drivers appreciate the limited slip differential since it helps them to capitalize on the positive characteristics of rear-wheel drive - above all with a sporting style of driving and on roads with a frictional coefficient ranging from average to high. A torque-sensing limited slip differential adjusts the power delivery to each rear wheel based on each wheel's ability to deliver power to the road. In very low friction conditions, for example on snow, gravel or particularly smooth ice, the benefits that this conventional limited slip differential is able to offer in terms of traction are limited by the so-called slip forces beyond which the wheel loses its grip.



The engineers at BMW M, teaming up with specialists at GKN Visco Drive GmbH, have developed an all-new differential system for the new BMW M3 - the Variable M Differential Lock. This lock offers decisive advantages in traction even in very demanding driving situations, for example when there is an extremely large difference in frictional coefficients on the drive wheels. Accordingly, the Variable M Differential Lock enables the new BMW M3, in combination with the fine-tuned DSC system and the car's perfect front-to-rear balance, to offer a standard of driving excellence and handling in winter previously regarded as quite impossible with a rear-wheel-drive sports car.

The Variable M Differential Lock functions according to a simple principle: The difference in rotational speed that builds up between the two drive wheels whenever one of the drive wheels loses grip, either because it has become unloaded or hit a slippery surface, generates pressure spontaneously in an integrated shear pump. This pressure is then conveyed via a piston to a multiple-plate clutch, thereby channeling power to the wheel with better grip. In an extreme case, the entire drive power of the engine may be transmitted to the wheel with better grip (provided that enough grip exists). Once the difference in wheel rotation speed between the two wheels becomes smaller, pump pressure is reduced accordingly and locking action decreases. This self-controlled pump system is maintenance free and is filled with highly viscous silicon oil. The big advantage for the driver of the BMW M3 is the ability to accelerate far better on surfaces with dramatically different levels of grip between the two drive wheels, since there is now more traction available. In addition the Variable M Differential Lock noticeably improves both handling and driving stability, thus elevating safety and driving pleasure to a new, unprecedented level of excellence. (BMW AG Press Release)

BMW Strong in Six Hours of Rain at Nuerburgring

BMW Motorsport scored a tough second-place finish in the rain-soaked 1000 km Le Mans Race on the 2.830-mile Nuerburgring circuit on July 9, 2000. JJ Lehto of Finland started the No. 42 BMW V12 LMR fourth on the 38-car grid and moved up to hold third place, despite early contact with the No. 77 Audi. Co-driver Jorg Muller of Germany took the lead late in the race and built up more than a 40-second margin until a tire started to deflate, forcing him to relinquish the lead and finish second behind the No. 1 Panoz. The No. 43 BMW V12 LMR, driven by Bill Auberlen of Redondo Beach, Calif., and Jean-Marc Gounon of France, finished 10th after several incidents caused by the inclement conditions.

BMW Team PTG ran a strong race in the GT class. The No. 10 Yokohama BMW M3 started sixth and finished fourth, with drivers Peter Cunningham of West Bend, Wis., Brian Cunningham of Danville, Ky., and Nic Jonsson of Aliso Viejo, Calif. Hans Stuck of Austria, Boris Said of Carlsbad, Calif., and Johannes van Overbeek of Danville, Calif., started seventh and finished sixth in the No. 6 Flextronics/Level One BMW M3. (BMW AG Press Release)

French Grand Prix

The BMW Williams F1 Team was back to form at the French Grand Prix. Ralf Schumacher qualified fifth and finished in the same position. Jenson Button qualified tenth, had a poor start, and then fought his way back to eighth at the finish. BMW Williams is now fourth in the constructors' standings, one point behind the Benetton Team.

Another BMW Alumnus Joins Ford

Ulrich Bez, a former product development executive at BMW, and father of the Z1, is the latest BMW alumnus to join Ford. Bez will become CEO of Aston Martin. Bez had worked at Porsche previous to joining BMW and had, until recently, been head of product development at Daewoo. Bez was hired by former BMW executive Wolfgang Reitzle, now head of Ford's Premier Auto Group. (Wall St. Journal)

Finest Detailing Since 1979

BRADLEY'S
AUTOWAX · DETAIL

425 641-9932
13600 N.E. 16th St. Bellevue
(by Furney's Nursery)

CLASSIFIED MARKETPLACE

CARS FOR SALE

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.

1987 535is: Excellent condition, original owner, Salmon Silver w/ Pacific Blue leather, automatic, full maintenance records available, 156,000 miles, Dinan chip, Yeltri chains (never used), complete tools, in-car phone, garaged at home and office. \$8,000. Email: wewclu@hotmail.com.

Deadline for the September Issue is August 18.

Classified Advertising Policy: Classified ads are free to current members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed and sent to Zündfolge, c/o Lucetta Lightfoot, 2641 39th Avenue West, Seattle, WA 98199 or emailed to litfeet@foxinternet.net.

Parts for all BMW Models
Specializing in
2002 and Coupe Restoration



Call for Discount Prices on:
OEM Parts, Bilstein, Suspension Tech. Equipment
NLA and Hard to Find Parts

ORDER DESK (800) 466-8184
FAX (619) 488-0972

RC Motorsport
CNPR/La Jolla Independent BMW
710 Turquoise Street • La Jolla, CA 92109

1974 2002tii: newborn forces sale in favor of 5 Series. Pro: strong mechanics, up-grades. Con: body damage, rust. \$1500 OBO. Kerry at 425-747-8564 or email kbaker2002@hotmail.com for details.

PARTS FOR SALE

1987-1989 E30 325 interior stuff: Seats, carpet, belts, some dash stuff. Some leather, some vinyl. This stuff cheap or free to a good home. The race cars are done and I don't want to hold onto this stuff. 206-989-9516.

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.

M3 Parts: Front and rear rebuilt 1997 M3 calipers \$1,100. Amber turn signal indicators (front, side repeaters, and rear) for 2-door E36 as well as brand new 4-door amber indicators for E46 BMW. Contact Mitchell at 425-503-6576 or e-mail: mitchell.phillipi@attws.com.

1999 TRAILER: All aluminum enclosed car trailer. Tows easily with RV or light truck. 18' enclosed area, tire rack, electric winch, double doors on each side, recessed storage box in floor, awning,

interior lights, aluminum load ramps, much more. Over \$16,000 invested. Sacrifice at \$12,000, obo. Ted Rodgers, 206-232-6790 or rogers356@msn.com.

Automatic transmission: From '76 2002. Torque converter, driveshaft. Willing to trade for wheels or ?. Contact Brian 206-364-1922 or bmccarthy@intermec.com.

Exhaust: For 1997 M3 Coupe. Used one year/15k. \$250 OBO. Roger at 425-338-2512. Wheels!!!: Lots of them 13" (2002, \$10 ea) to 17 & 18" (More \$\$). E36 roof/bike rack, M3 Dinan Stage 2 suspension kit (new). Webers, manifolds, Bilsteins, Konis. Close-ratio 5-speed. 206-824-8242 eves 5-9 pm.

E30 Custom Alloys Wheels: 4 Team Dynamics "Motorsport" style 17x7 alloy rims. Made in England. Anthracite gray - M5-ish looking. Almost perfect condition, see them at www.rimstock.com or at Speedway, \$800 OBO. 4 Toyo Proxes T1-S Tires, 215/40/ZR17, almost new with no track time, \$500 OBO. Tires still on rims. Buy both tires and rims and Save. Lance Richert, 425-644-8009 or lance@richertnet.com.

WANTED

Wheels: Help me upgrade the stock steel wheels on my 2002. Looking for 4 stock wheels from '84 to '91 E30 3 series, 6x14 or 6.5 x 14. Brian 206-364-1922 or bmccarthy@intermec.com.

AFC.... The German Car Specialists



BMW AUDI MERCEDES

Auburn Foreign Car, Inc.

Your Dealer Alternative since 1968

725 Auburn Way N
Auburn, Wa.

(253) 833 8161
(253) 872 0085