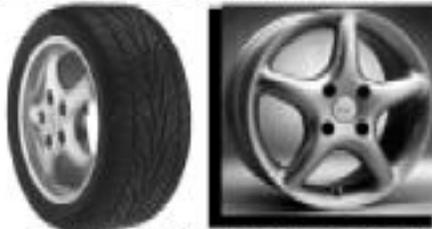


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# ZÜNDFOLGE

January 2001

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Club Website  
[www.bmwpugetsound.com](http://www.bmwpugetsound.com)

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](mailto:litefeet@foxinternet.net)

Production Editor  
William Linder

Editors Emeritus  
Denny Organ  
Thomas B. Nast

Columnists  
Lance Richert  
Greg Mierz

Display Advertising  
Jim Millet  
206-542-5237  
[james.millet@gte.net](mailto:james.millet@gte.net)

National Office  
To join or renew your membership, contact:

BMW CCA National Office  
1-800-878-9292  
[www.bmwcca.org](http://www.bmwcca.org)  
2130 Massachusetts Ave.  
Cambridge, MA 02140  
Phone: 617-492-2500  
Fax: 617-876-3424  
Email: [bmwclub@aol.com](mailto:bmwclub@aol.com)

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## KALENDER

- January 4  
Board Meeting at the Mercer Island Community Center, 8236 S.E. 24th Street, Mercer Island. Starting time is 6:30 PM. All members welcome, as always.
- January 12  
Deadline for the February Zündfolge.
- January 27  
Annual Banquet. A fine dinner, BMW friends, and an auction of BMW goodies. See Rick Brown's article for all the details.
- February 1  
Board Meeting at the Mercer Island Community Center. Same time and address as above.
- February 3  
Automotive Legal Presentation by Club member Ralph Leaf.
- February 21  
Wine Tasting at Esquins. See Chris Linder's article in this issue.
- March 10  
Get Involved Meeting. If you're a passive member but have been thinking about getting more involved, come on out to this meeting. You'll meet some fellow Club members and see what our events are all about.

### BOARD OF DIRECTORS

President  
Lance Richert  
425-644-8009  
[lance@richertnet.com](mailto:lance@richertnet.com)

Vice President  
Open

Secretary  
Evie Mercer  
425-822-3829  
[evelyn@netos.com](mailto:evelyn@netos.com)

Treasurer  
Bill Spomitz  
425-836-2760  
[bimbill@cs.com](mailto:bimbill@cs.com)

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

Membership  
Tom Cox  
425-823-5048  
[tcoc@jps.net](mailto:tcoc@jps.net)

Roster Manager  
Greg Mierz  
206-768-0376  
[Gregm2002@home.com](mailto:Gregm2002@home.com)

Zündfolge Editors  
Lucetta & David Lightfoot  
See Info at Left Column

Driving Events  
Jacqueline Kahn  
425-481-9571  
[jka@kahnteamracing.com](mailto:jka@kahnteamracing.com)

Banquet  
Rick Brown  
425-466-6268  
[coug@earthlink.net](mailto:coug@earthlink.net)

Concours d'Elegance  
Chris Linder  
253-859-5620  
[bclinder@aol.com](mailto:bclinder@aol.com)

Tour Coordinator  
Karl Seeger  
425-868-2027  
[karl@nwlink.com](mailto:karl@nwlink.com)

Web Site Coordinator  
Dale Beuning  
206-855-8331  
[dalus@eskimo.com](mailto:dalus@eskimo.com)

Past President  
Stephen Niver  
425-883-8577  
[Sniver01@foxinternet.net](mailto:Sniver01@foxinternet.net)

Past President  
Roger Wales  
(deceased)

Regional Vice President  
Keith Wollenberg  
650-326-1974  
[mfreude@kkw.com](mailto:mfreude@kkw.com)

# Automotive Legal Presentation

Come join fellow BMW drivers on February 3, 2001 for an informative and lively meeting on legal matters concerning you and your BMW. Ralph Leaf, an attorney who specializes in this area, will be on hand to discuss automotive legal issues. You can ask questions of your own, but here are some of the questions that Ralph will be discussing:

- Are you covered during a driving event at the track?
- What can you do to get your BMW repaired how and where you choose after an accident?
- What are your rights and options if your insurance company wants to total your car after an accident and you want to fix it?
- What are your rights when stopped by the police? At a roadblock?

- You just received a radar speeding ticket but you know you weren't speeding, now what?
- If you're rear ended while sitting at a light, do you call the police? Will they come? And what do you do if the other car speeds away?
- What are your obligations if you witness an accident?
- How can you provide adequate insurance coverage for an older, special interest BMW?

I'd guess you can think of some more questions you would like to ask. Ralph will be happy to answer any of your questions. Now, how often can you ask an attorney questions for free?!

Join us at the Mercer Island Community Center on Saturday, February 3rd at 10:00 AM. All members and their guests are welcome. If you have questions you would like to submit prior to the meeting, just email them to me at [litefeet@foxinternet.net](mailto:litefeet@foxinternet.net).

Lucetta Lightfoot

## Driving Directions

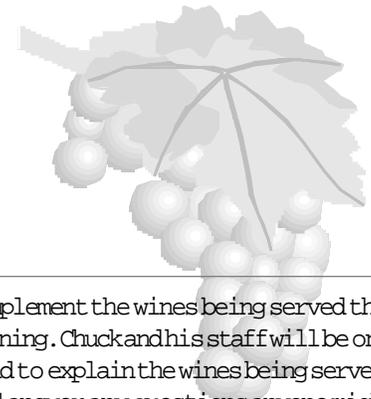
The Mercer Island Community Center is located at 8236 SE 24th Street on Mercer Island.

From I-90 eastbound:

- Take the 77th Ave. SE exit (exit #7A).
- Turn left onto 77th Avenue SE.
- Turn right onto N Mercer Way.
- Turn left onto 81st Avenue SE.
- Turn right onto SE 24th Street.
- Turn left into the Community Center parking lot.

From I-90 westbound:

- Take the Island Crest Way exit (exit #7). Merge onto N Mercer Way.
- Turn right onto 81st Avenue SE.
- Turn right onto SE 24th Street.
- Turn left into the Community Center parking lot.



## Members' Appreciation Day

Come on out for a visit! Plan to join us on March 10th for a Members' Appreciation Day! This is a great day to come on out and get to know your Club's Board and fellow members. If you're renew to the Club we'd love to meet you! We'll be hosting our meeting at Simpatico Italian Bistro in Wallingford (north Seattle) from 11:00 AM to 12:30 PM. You'll hear the latest from the Board members and committee leads on what's up for 2001 events and join us after for lunch.

Completed details to follow in the February and March Zündfolge issues. See you in March! Jacqueline Kahn

## Wine Tasting Evening

On Wednesday, February 21, 2001, the Club will be hosting an evening event at Esquins Wine Merchants. Esquins has graciously agreed to host a gathering at their facility at 2700 4th Avenue South in Seattle (in the Sodo area) from 7:00 p.m. until 9:00 p.m. We will taste a varied array of white and red wines, ranging from the smooth, buttery chardonnays to the rich, full-bodied cabernets sauvignons.

Along with this we will be served hot and cold hors d'oeuvres prepared by Cucina Fresco specifically selected to

complement the wines being served that evening. Chuck and his staff will be on hand to explain the wines being served and answer any questions anyone might want to ask. The price is \$25 per person. We will need to have your registration form and money in hand no later than February 16, 2001 if you plan to participate. I encourage anyone who wants to sample good wine, consume good food, and talk BMWs and wine with other club members to come and join the fun!

Chris Linder



This month's cover photo features the front of Jacqueline Kahn's E30 325i race car. This ties into our feature article by Jacqueline which looks back at the 2000 Club driving events and looks forward to more track fun in 2001. Photo by Walt Conley.

### Wine Tasting Evening Registration Form

Name \_\_\_\_\_ Member # \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Other Phone \_\_\_\_\_

Email \_\_\_\_\_

Total Enclosed (\$25 per person) \_\_\_\_\_

Please mail your registration form to: BMW CCA, P.O. Box 1259, Bellevue, WA 98009. Make checks payable to BMW CCA. Registration form and checks must be received by February 16, 2001.

# Annual Banquet

by Rick Brown

The date is set for the banquet, January 27th, 2001. This is our annual, semi-formal get-together to recap the past year's events, look forward to the coming year and to announce the Board members for the next year. And besides the banquet itself, we will have silent and live auctions plus dancing.

## Schedule

The festivities will kick off at 5:30 and finish when the last ones are standing (no there will be no prizes for the last ones standing). The silent auction begins at 5:30 so don't be late! Then we'll have dinner. Following dinner will be the live auction. And after that we'll have dancing. Plan on a full evening.

## Location

We have changed venues since the last article. We have moved the banquet to Bear Creek Country Club in Woodinville. Please see the driving directions and map to the Bear Creek Country Club. There is plenty of free parking at the Club.



## Dinner

The price is \$55 per dinner, as published last month. The menu has changed just a little. We have two entrees to select from. Make sure to indicate on the Registration Form which meals you would like. There will also be wine available and a no host bar. Dinner choices are:

### Sake King Salmon

Steamed king salmon on a sesame rice cake, finished with a sake ginger sauce, served with fresh seasonal vegetables.

### New York Strip Steak

8 ounce grilled New York steak, finished with shoestrings sweet potatoes and horseradish jus, garlic mashed potatoes, served with fresh seasonal vegetables.

## Auctions

Both the silent and live auctions will feature BMW goods and services donated by generous Club supporters and members. The silent auction will be before dinner. If you have never been to a silent auction, come see how much fun it can be. Especially when all the goodies are BMW stuff. We're talking about accessories, books, posters, models. You get the idea.

After dinner, you'll get to bid on some bigger items in our live auction. As is our custom, we are going to donate some of the proceeds to a local charity. This year's charity of choice is PAWS, a center for wildlife rehabilitation. We are donating to PAWS in memory of our Club's Past President Roger Wales, who passed away in September.

## Dancing

The big change from years past is that we are having a DJ play some of those old and new favorites so we can dance the night away. "Beautiful Music" will play music throughout dinner and then crank it up for a little dancing afterwards. We encourage you to dance the night away after the conclusion of the live auction as long as you don't go past your curfew. If you don't feel like dancing then please stick around to simply talk to BMW friends, old and new.

## Dress Code

Bear Creek Country Club does not allow denim of any color. As the event is semi-formal, most men will be wearing suits or sports coats with slacks and ties. Shirts must have sleeves and collars. Teeshirts, sweatshirts, shorts, jeans and athletic shoes are not permitted. Women will be wearing semi-formal evening wear.

BMW CCA, Puget Sound Region Banquet Registration  
Saturday, January 27, 2001  
Bear Creek Country Club, Woodinville

Name \_\_\_\_\_ Member # \_\_\_\_\_  
Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
Home Phone \_\_\_\_\_ Other Phone \_\_\_\_\_  
Email \_\_\_\_\_

Entree Choice (indicate number in box)

New York Steak \_\_\_\_\_ Total Number of Dinners  
 Sake King Salmon \_\_\_\_\_ Total Amount Enclosed  
(\$55 per Dinner Entree)

Make checks payable to BMW CCA, Puget Sound Region. Mail to: Rick Brown, BMW CCA Banquet, P. O. Box 1259, Bellevue, WA 98009.

## BANQUET DONORS

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## Annual Banquet Driving Directions

From I-520:

Take 520 east towards Redmond.

Continue until 520 changes into surface streets and becomes Avondale Road NE.

Continue on Avondale Road for 3.5 miles, then turn right onto NE 132nd Street.

Go a quarter of a mile and then turn right onto NE 133rd Street (just past the fire station on your right).

Drive half a mile to the Bear Creek entrance on your left (one quarter mile past the Tuscany development).

From I-405:

Take the NE 124th Street exit and head eastbound.

Continue on 124th Street for five miles until you reach Avondale Road.

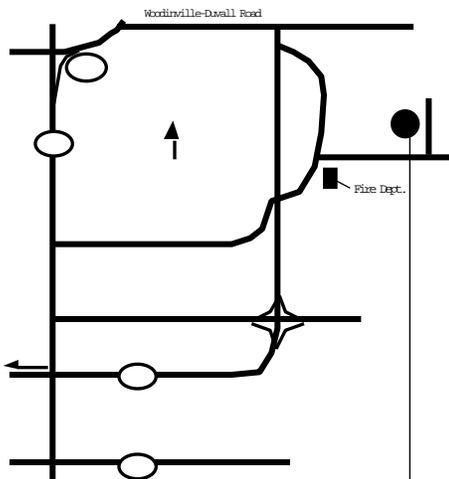
At Avondale, turn left at the "T" intersection.

Once on Avondale, take your first right onto NE 132nd Street.

Go a quarter of a mile and then turn right onto NE 133rd Street (just past the fire station on your right).

Drive half a mile to the Bear Creek entrance on your left (one quarter mile past the Tuscany development).

If you get lost, call 425-883-4770 for assistance. The address is 13737 202nd Avenue NE, Woodinville, WA 98072.



## Participation Raffle: Detailing at Bradley's



Everyone loves winning a prize, right? Well to be eligible for this great prize, all you need to do is participate in a BMW CCA, Puget Sound Region event.

The winner will receive a full bumper to bumper detail from Bradley's Autowax and Detail in Bellevue. This will include exterior cleaning and waxing, interior cleaning and leather treating if applicable, and the engine bay tidied up. Basically, the works! The work must be performed on a BMW.

Here are the particulars. Every time you participate in a club event, your name will go into a hat. The more events you

attend, the more chances you have to win. At the July Concours d'Elegance, we will draw a name from the hat. The winner must be present to win and of course the winner must be a current BMW CCA member or Associate member. Board members are not eligible to win.

For this first year, only events between January 1, 2001 and the July Concours will be counted. Attendance at this year's Concours will be counted towards next year's raffle. Then the raffle will cover a 12-month stretch. We will have sign-in sheets at our events, be sure your name is down. Lance Richert, President

## Just For You

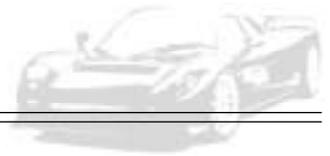
A couple people asked about the photograph of the Just 4/2 in the center fold of last month's Zündfolge. Specifically, they asked about the background which looks like an acoustic chamber while the smoke trail looks like the car is in a wind tunnel. In fact, this is the world's first acoustic wind tunnel, built by BMW Technik, and mentioned in the article. All BMW production and experimental cars are tested in this acoustic wind tunnel. Motorcycles are run through the tunnel too. Even helmets and skiers have been tested!

This aero-acoustic wind tunnel is 141 feet long and 49 feet high. BMW Technik usually uses the tunnel on current and future projects, but one historical phenomenon was solved. The reason for the infamous whistling which announced the approach of the 502 sedan from the 1950s, was finally traced to the grille.

Finally, BMW instructs in its press release that Just 4/2 should be pronounced, "Just For Two." Hopefully, this will save Club members the embarrassment of mispronouncing it, "Just Four Too."



# MOTOR SPORTS



## 2001 Driving Events Calendar

by Jacqueline Kahn

The Driving Events Calendar has been provided in this January issue for you to begin planning your year and marking the days off for fun! This year we'll begin with our annual Instructors' Clinic in February, followed by our ever-popular two-day Novice School in May. Our driver training days at SIR round out the summer, once a month starting in June. Finishing up the year with one last Drivers' School in the fall. Details and registration forms for each event will appear in two issues of the *Zündfolge* leading up to the event. For example, the Instructor Clinic details can be found in this month's issue and will also be printed again within the February *Zündfolge*. Registrations will not be taken prior to the announcements provided within the *Zündfolge*. Details and registration information will also be published on the Club's website during the same time frame as published in the *Zündfolge*.

All events require pre-registration. For those students that completed our Drivers' School at Bremerton in October of last year, we encourage you to sign up for the second day of the two-day Novice School in May at SIR. You will get first preference for slots but be sure to register early, spots can not be held. I remember you all well and I know you didn't even need this reminder - you were already so excited back then, so I know you're just waiting for the registration form to come out in April!

For new drivers to our programs - in order to join us for our Driver Training at Seattle International Raceway during the summer, you will first need to attend our Novice Schools at Bremerton and SIR. If you've already attended one of our Bremerton schools then you'll just need to attend the novice day at SIR in May. There are other avenues if you are unable to attend our May school but trust ALL

of us who have been there - YOU WON'T WANT TO MISS THIS SCHOOL, schedule it in NOW!

In addition to our Club's events, we will also publish throughout the year other clubs' driving events in which we are invited within our Driving Events Calendar. There will be plenty of events to fill up your summer!

### 2001 Driving Events Calendar

#### February

24 BMW CCA, PSR Annual Instructors' Clinic at Seattle International Raceway. (See details and registration form within this issue.)

#### April

21 BMW CCA, Inland Empire Chapter Safety/Skills School at Spokane Raceway.

#### May

18/20 BMW CCA, PSR Two-Day Novice Driver Training School, Friday, May 18th at Bremerton Raceway, Sunday, May 20th at SIR.

#### June

9 BMW CCA, PSR Driver Training at Seattle Int'l Raceway.

23/24 BMW CCA, Inland Empire Chapter Two-Day School at Spokane Raceway.

#### July

22 BMW CCA, PSR Driver Training at Seattle Int'l Raceway.

#### August

TBA BMW CCA, Inland Empire Chapter Two-Day School at Spokane Raceway.

26 BMW CCA, PSR Driver Training at Seattle Int'l Raceway.

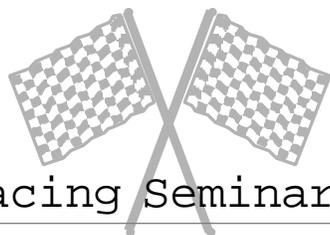
#### October

28 BMW CCA, PSR Novice Driver Training School at Bremerton Raceway (tentative).

(Other clubs' dates to be announced, as they become confirmed.)

#### CONTACTS:

Conference (ICSCC) - [www.icsc.com](http://www.icsc.com).  
BMW CCA, Inland Empire - Scott Adare, [Sadare@aol.com](mailto:Sadare@aol.com), 509-468-6502 (w), 509-466-6731 (h).



## Racing Seminar

Racers, are you looking for a way to get ready for the season? If so, attend Amadillo Racing's Sixth Annual Performance Racing Seminar on Saturday, February 10th. Speakers will include Bob Earl (Chief Driving Instructor at Bob Bondurant and professional driver with 24 IMSA wins), Ross Bentley (1998 USRRC GT-3 Champion author of *Speed Secrets* and *Inner Speed Secrets*), Larry Hollums and Bob Bragg (owners of a DTS engine dyno facility). Don't miss this day full of racing knowledge. Seminar includes speakers, morning coffee, buffet lunch and afternoon snack and a few surprises, all for just \$195. For more details call Amadillo Racing at 1-888-211-9129 or visit their website at [www.amadilloracing.com](http://www.amadilloracing.com).

## Local Racing

For those drivers that can't get enough of the track, and have the interest to go racing, you'll need go no further than the Northwest racing of International Conference of Sports Car Clubs (ICSCC or "Conference"). Under the umbrella of Conference are several race car clubs that host a series of races right here within the Northwest. Which means lots of racing and the opportunity to chase a championship without having to travel all over the country. Conference holds an average of 14 races from April through October at SIR, PIR, Spokane, Mission Raceway in Canada and even at Thunder Hill in Northern California. If you want to see some great racing and your fellow BMW club members in action, then come on out and see the races. The race schedule, once confirmed, will be posted on Conference's website, [www.icsc.com](http://www.icsc.com). For information about the racing organization and how you can get involved, visit their site. We'll see you at the races!

Jacqueline Kahn

# Instructors' Clinic

by Jacqueline Kahn

Get ready for the return of the Instructors' Clinic, February 24th at Seattle International Raceway. Our goal for the Clinic is to set standards and continuity between instructors so our track events run smoothly and our quality continually improves. Anyone who has an interest in instructing at future events should attend this clinic.

We will be accumulating a Master List of Instructors for 2001 so be sure to attend the clinic and if you can't make it please send in the form with the needed

information so that we can ensure your name is on the Master List.

This year's format will include an extensive track walk and discussions on teaching at SIR. We also have new information and exercises planned, so this should be quite valuable! There will be plenty of track time to warm yourselves up for the season and plenty of information to gain about how best to handle the role of instructor.

Our instructors are all volunteers and come out with enthusiasm to help others

to become better drivers and in turn often learn something new themselves from our talented students! It's a great way to give something back to the Club and all the hard work is so appreciated; just look at the students and you'll see!

Prerequisites:

- Be at a Level 2 in your Log Book (If you have questions as to your level and eligibility, please call).
- Possess a positive attitude and demeanor to work with students at all levels.
- Be a good example both on and off the track.
- Be calm in all situations.
- Be able to explain what is happening between the track and the car, as well as between the car and the driver clearly and concisely.

To register please send the registration format left by February 19th to:

Jacqueline Kahn  
18922 81st Avenue, NE  
Kenmore, WA 98028

Questions? Call 425-481-9571.

## February 24th, 2001 Instructors' Clinic Registration Form

Name \_\_\_\_\_ CCA Chapter \_\_\_\_\_

Full Address \_\_\_\_\_ Member # \_\_\_\_\_

Phone No. Home (\_\_\_\_) \_\_\_\_\_ Work (\_\_\_\_) \_\_\_\_\_

Color, Year & Model Car \_\_\_\_\_ License Plate: \_\_\_\_\_

Driver's License # \_\_\_\_\_ State: \_\_\_\_\_

Number of Previous Track Events: Type & Where? \_\_\_\_\_

Driving Level: I   I   II   Instructor (Circle One)

Cost of Clinic \$100   Attending?  Yes    No (Circle One)

Make checks payable to BMW CCA.

Mail to: Jacqueline Kahn at 18922 81st Avenue NE, Kenmore, WA 98028

T-shirt size? S M MED LRG XLRG (Circle One)

MANDATORY: Please attach a brief history, "Bio", of your track experience & driving goals.

How many events do you plan on instructing at this year? \_\_\_\_\_

Name & Phone of emergency contact: \_\_\_\_\_

Allergies or other special medical information: \_\_\_\_\_

This is not a racing school. It is a driving school, on a race track, under close supervision by instructors. While the overriding consideration during the event is safety, incidents may occur that could cause vehicle damage or personal injury. You will be driving in a class session with other students and instructors whose vehicles may be uninsured and/or unregistered.

You are totally responsible for the safe operation and safe mechanical condition of your vehicle. BMW CCA, the local Chapter, its officers, instructors, staff and facility providers assume no responsibility in the event of an accident, of any kind, in the course of the event. If this is a concern to you, we recommend that you contact your own personal insurance carrier for advice to determine what coverage would be in effect during the school. Submission of this application is your acknowledgment of the above agreement to attend under these conditions.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



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And happy New Year! Hopefully a BMW surprise is now yours. I'm finally getting over something I know many of you can relate to. Selling a prized car. I sold my beloved '88 M3. Why? I'm not totally sure. Partly to help pay for becoming partners in a race car. Partly to not have so many toys. Partly because I didn't have room for four BMWs. None of the reasons by themselves warranted selling the M3. I had other BMWs I could sell to thin the stock. But looking at everything objectively, my M3 ended up being odd-man out. And trying to stay objective was really tough!

As the new owner drove off with MY car, I felt both a sense of betrayal and jealousy. Betrayal because this car had piloted me around SIR, PIR, Laguna Seca and other tracks safely without a whimper. And my gratitude? Selling it to the highest bidder. Jealousy, as I saw my car hanging out with another guy. I hadn't felt this kind of jea busysince the high school dating scene. I received many more calls and emails wondering why I was selling it than inquiries to buy it. Thanks for caring guys! Some shared their own thoughts on selling a beloved car. Maybe we need a support group! Some of my M3 buddies were mad at me for even considering selling the car. Now that I've done it, we'll see if they'll still talk to me. Gys, really...I'm sorry!

Why do we bond with our cars? For so many people they are just transportation. And many cars really are only worthy of being considered just transportation. But it sure is great that a car can be more to us. We spend so much time in our cars, why not enjoy the ride? Have you sold a car that really tore you apart? Have you ever bought a car back from someone? Let me know, I'd love to hear your stories.

So you can mark one special E30 off this E30 guy's list, and add 1/2 of an E30 race car. What a strange swap. Auf Wiedersehen M3... may we meet again.

Many thanks to club member Brad Davis for helping our database manager tweak the information from BMW CCA. We mailed 2,400 Zündfolges in November and hardly any were returned by the Post Office. So the hard work of merging the databases and subsequently printing mailing labels was a success. I understand that the boxes of Zündfolges filled the trunk AND backseat of David Lightfoot's '96 328i to the brim. For the sake of his springs, let's not add another 1,000 members until he ponies up for an X5!

Finally, my 15-word tech tip for January: Remember to run your air conditioning every couple of weeks to keep the seals lubricated. See you at the banquet! Lance Richert, President  
lance@richertnet.com

## Attendance Up at BMW Club Events in 2000

We put them on, and you all fill them up! Last year was a busy year for the club. While wading through the whole merger process, we were able to hold 28 different events during 2000. These ranged from driving events, tours, car shows to tech sessions and general meetings. In total, attendance topped 1,600 people. Based on our count, the highest attended event was the Vintage Racing Motors Open House, with 141 people in attendance. The summer Concours may have had more than that, but we were not able to get accurate attendance numbers that day. Interestingly, 475 different club members attended at least one event. For most of the year we were around 1,100 members. I've noticed that many clubs quote attendance numbers of around 10% of membership.

Remember that our old ACA membership requirements allowed anyone in a

family to belong to the Club for one membership fee. This year, only one person is considered officially a member by BMW CCA. You can bring your friends, spouses or kids as guests to any events without them being a member. The only exception is our high speed driving events. Due to insurance requirements, anyone attending one of the high speed driving events must be a member. A second person in a family can become an Associate member for \$5 per year. They have all the benefits of membership, have their own membership card, but they would not receive a second Roundel or Zündfolge. A third member of a family needs to buy their own BMW CCA membership. I don't agree with that rule, maybe I'll run for President of the BMW CCA to get the rule changed. I would guess that around 100 of our 475 members from last year were spouses or children. Glad to see them out!

Lance Richert, President

## Clarification Letter

First, I'd like to thank you guys for producing an extremely high-quality club magazine. It's well-written and informative, and I look forward to its arrival. I must, however, correct an advertisement that could be easily misinterpreted. On page 19 of the November/December issue is an ad where in Mach V Racing thanks Alex Long's 2000 sponsors, and the photo caption reads "SCCA Touring 2 Champions 1998 1999 2000." The clear implication is that Alex has been the SCCA T-2 Champion for three years running.

Alex Long is a fine driver, and his car is well-prepared and quick, and I've enjoyed watching him race for several years. He may have been Northwest Region or Northern Pacific Division T-2 Champion, but the SCCA Touring 2 Champ is the winner of the T-2 race at the SCCA Runoffs (R), Thomas Oates in a Camaro Z28. Alex finished 8th, and 10th in 1998 and 1999. I know; I was there all three years and have the official results books. I'm sure Mach V Racing, Alex Long, and their sponsors would not want to mislead your readers. Thanks for letting me correct this situation.

Regards, Rich Weixler

(Alex reports that he has been the Northern Pacific Division Champion in T-2 for the last three years. Sorry for any confusion. Editor)

Photo by Lynne Eskil.



Lance and the M3 in happier times at Laguna Seca.

# 2000 Track Events Revisited (And a Look Ahead to 2001)

by Jacqueline Kahn

## Spring Novice Schools

Our annual Novice Driver Training Schools in May were once again a big success, bringing into the program over 70 new students! Once again we offered a two-day school packed with material and hands-on exercises to teach our students how to become better drivers by learning their cars capabilities as well as their own. Real-world driving improvement is what we strive for in our schools. Our hope is to give everyone the skills that will allow them to be a more aware, confident, daily driver and to be able to avoid and predict unwanted scenarios on the roads. Not to mention, providing the opportunity to let the students really understand the great engineering designed into BMWs.

"Huge appreciation for the work that goes into making good teachers out of those with good knowledge."

This program offers something for everyone, from the driver who just wants to enhance their everyday driving skills to those who wish to enjoy their cars in a whole new venue and join us for further driving education at our local road course, Seattle International Raceway (SIR). As with every year, the smiles were abundant at the end of the weekend! Many of these drivers did stay with the program all summer and continued enhancing their skills. Congratulations to all our new drivers, you accomplished a great deal! We look forward to seeing you again this year!

## Driver Training

Our ever popular driver training days at Seattle International Raceway (SIR) were once again a success! We held events in both July and August. Typically we have three of these events a year but this year we lost our June date at SIR due to the unavailability of the track. As the interest for motorsports grows in our area so does the demand for use of the local racetracks. There are a large number of users of the tracks, ranging from car clubs, motorcycle clubs, kart clubs, and racing organizations and trying to accommodate everyone's wish list of dates is a difficult task. In general our goal is to offer several events throughout the summer so that

Photos by Walt Conley.



Under braking; isn't ABS great!



Is this how the stunt guys do it?

hopefully one or more will work for our members. With having one less event this year at SIR, we decided to look at other tracks for possible available dates and wouldn't you know it—we got at date at Laguna Seca!

Our event at Laguna Seca, which we found to be a great and successful venture two years ago, was a hit! Drivers that weren't able to attend the first year with us found themselves with yet another opportunity to hit the famous corkscrew. What a great trip and fun group that went down. We hope everyone had a blast. It's quite an undertaking for a club to solely host an event at an out-of-state track but we have proven that it can be done and done well. Our goal of safe, fun events was once again achieved.

The years of training that our drivers have obtained was quite apparent during an event such as this. It shows that we instilled great basic skills in our drivers so that they can arrive at a new track and be set to address the track one step at a time. With our approach to skills rather than speed, drivers automatically and systematically take one piece of the track at a time. The opportunity to drive at different tracks is a huge bonus for our drivers and we have encouraged them to drive at as many as they can so that they become

even more proficient with their skills. To that end, we publish dates of other clubs' events in our Motorsports Calendar throughout the year. Each club can only run so many events per season due to obtaining track days and just overall staffing requirements, but with the opportunity to attend other clubs' events there was plenty of track time to be had.

This past year many of our drivers found their way back down to Portland International Raceway (PIR) for events with the BMW ACA club. PIR is practically in our own backyard, so what a treat it was for our members to travel down and drive on such a great and well-groomed track. PIR offers new and different challenges than our local SIR track and is a hoot to drive. Our own Bill Buchanan was kind enough to offer coordinating services to help our members attend these events. Thanks Bill!

Spokane Raceway was another popular venue for our members. Many of our own instructors assist the BMW CCA, Inland Empire Chapter with their driving programs and many of our drivers have discovered what a great track Spokane has and what a terrific group they have over there.

"Appreciate the emphasis on safety, slow and smooth."

As in the past our club was also invited to attend the local Alfa, Audi, and the Bremerton Motorsports Club driving events, which provided even more events for our drivers to improve their skills. In addition, in 2000 the local Porsche Club extended a warm welcome to our members to join in on their fun days. The Porsche Club has new energy and great enthusiasm for improving their driving events and having a successful program. Our intermediate and advanced drivers were offered the opportunity to attend their events, which until now was not available.

Our Club's programs have become very well known as great, well-structured, safe and fun events and with that, other clubs are looking to learn from us. Sharing information with other clubs is so worthwhile. If we can all offer each other

Continued on Page 12





what we've learned and what works, that benefits all our drivers. Your input as participants is also very valuable and we love to hear your ideas and comments! As you can see from this issue—they are worth repeating! Thank you!

We continued this past year further developing our programs and our instructors. Speaking of instructors, what an exceptional team of instructors we have! Their energy and dedication to teaching others is phenomenal. Our programs shine because of their efforts and they are so appreciated. This past year brought new instructors through the

"Thanks to all instructors and corner workers for their selfless dedication and their teaching skills. This is a great program! Thanks Jacqueline for all your time."

system and they all had a very successful year. The popular feedback I received was, "Jacqueline, thank you so much for having me as an instructor—this is as much fun as driving!" Now that's what we like to hear! I can't wait to see everyone in February at the Instructor Clinics so we can get geared up for the year ahead. Thank you all so much for your time and efforts! A big thanks is also warranted for all those that come out and help our events run so well, including all our wonderful corner workers and helpers—you're terrific! Speaking of corner workers, we're replanning on evolving our program this year so if you are interested in joining a vital and fun team stay tuned to future articles.

2001 Here We Come!

This year promises to be another terrific year for track events. Our merger with the BMW Car Club of America (CCA) is very exciting and means an even larger pool of members can have a chance to come out and enjoy our events. Our programs are very well established and although a few changes will occur to meet CCA requirements, the overall approach and philosophy behind our events will remain the same.

General requirements that you will need to know about early on to get geared up for the year, will be outlined

below. Other requirements will be published as we move forward throughout the year.

#### Helmets

At this point Snell ratings 90, 95, and 00 are acceptable. This will be the last year that Snell 90s will be accepted. So if you were to buy a 95 helmet, because not all 2000s are out yet, you will be able to use that helmet for the next five years. Otherwise, if you buy a 2000 helmet you will be able to use it for ten years. CCA offers a one year grace period after a new helmet is introduced throughout the market, so actually you'll be able to use a Snell 95 for six years total and the 2000 for 11 years total with CCA. Motorcycle helmets are also acceptable as long as

they conform to the Snell rating for the appropriate period.

If you are shopping for a new helmet we recommend that you purchase one that you can actually try on. Although catalog and Internet shopping are great resources for compiling information about helmets, it's not the best way to buy one. All helmets, even those from the same manufacturer can fit differently. Just sending in measurements will not guarantee a helmet will fit you right.

There are several local shops where you can shop for a helmet and get some great hands-on advice. Here are a few:

PreGrid Motorsports, Redmond  
425-861-6509

Car Nutz, Bellevue  
425-641-7000

Speedware Motorsports, Redmond  
425-869-5680

Armadillo Racing, Bremerton  
1-888-211-9129

#### Convertibles

Roll over protection IS required, which means either factory roll hoops or an aftermarket roll bar (meeting certain requirements). Five point harnesses are also required.

If your car needs modifications, we have researched several different options for rollover protection as well as local shops available to do the work. We have also worked out cost saving arrangements with a particular shop so the more members we get together, the more you save. If you would like more information please contact: Karl Seeger at 425-868-2027 or karl@nwlink.com.

Note: Factory hard tops are NOT a substitute for factory roll hoops or a roll bar.

#### Driver Qualifications

Minimum age is 16 with a full driver's license. All drivers and instructors must have a full operator's license that is not be suspended or revoked.

#### Start Planning

So get yourself a helmet and note the dates in the 2001 Driving Events Calendar. Then, plan to join us this year. You won't believe how much fun you can have in your BMW!

Photo by Walt Conley.



New product factory testing by Hugh Golden.

It's getting to be winter in the long hours of darkness, the cold evenings and the wet weather. All these place a greater load on our cars' electrical systems. The basics of our cars' electrical systems are the battery, the alternator to charge the battery, the starter to start the engine, and the accessories that light the road, wipe the windows and blow heat around the interior. I want to discuss some basic maintenance and simple repairs that will keep the electrons flowing.

Batteries don't last forever. If the battery is over four years old it may be in need of replacement if it shows signs of being low on charge. A low charge is most noticeable when the starter turns the motor over slower than

normal. There are other things that can give you the same symptoms. Poor connections at the battery or elsewhere can do it.

Before going on to battery maintenance, if your BMW has a security code for the radio, be sure you have it written down before disconnecting any battery cables.

Corrosion can rear its ugly head in a number of places but the main places are the battery posts themselves and the connections from the alternator to the starter and to ground. A little corrosion can go a long way to make things perform badly. Once you remove the cables, ground (-) first, clean them with a wire brush or post cleaning tool. Use some Vaseline or dielectric grease to protect the terminals

from further buildup. If there are other main wires that connect to the positive terminal, clean them too.

## Batteries don't last forever.

With the negative battery cable disconnected, check the tightness of the main red wire off the alternator and the brown ground. If there is any appearance of corrosion, clean the wire ends and performance will improve. For example on the "infamous" 320i of my daughter, the charge reaching the battery was less than it should have been. The output at the alternator was fine but lost over one volt down the line. Cleaning the ground and the B+ wire (the big red one) off the alternator brought the loss to less than a third of a volt and the problems went away.

Alternators generate electricity to charge the battery and provide the electrical power to run the electrical items on the car. All BMWs from around '77 and up have an internal regulator and brush assembly. These are easy to replace and are a wear item, as the brushes will wear out over time. Poor output with clean connectors can be an indication of a bad or worn regulator/brush assembly.

Replacement is simple. Disconnect the battery and take the two screws holding the assembly out and replace

with the correct new one. A loose belt can cause more than that annoying noise one hears on some cars. It can cause an otherwise good alternator to not charge things adequately. Don't over-tighten an old belt if it appears to be slipping, as it's bad for the bearings on both the water pump and alternator. Replacement of a belt that has been slipping is a good idea in the long run.

All newer BMWs have adequate output for the items that are on the car. Later model 2002s came with 35 amp and 45 amp alternators. Bigger wattage lights and the addition of electrical items like big stereos and such will tax the system to the max. Fortunately it can be corrected by upgrading the alternator to one from a '77-'79 320i of 55-amp output, or one from an early 528 of 65-amp output. Both will bolt in and have the newer internal regulators. 55 amps is 22% more than 45 and 65 amps is 44% more.

The D+ terminal on the back of the alternator is connected to the blue wire from the old alternator plug and powers the warning light in the dash. I am going to do this upgrade very soon myself. If the warning light on the dash is burnt out the alternator won't work correctly. It is easy to tell if it's out by checking for it before starting the car.

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

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One benefit of membership in the Puget Sound Region is a nice email notification program. If you have email and would like to be notified of upcoming events and other breaking news, please email me at [GregM2002@home.com](mailto:GregM2002@home.com) with the address you like to be notified at. If you received the karting notification then you are on it. If in doubt drop me a quick note about getting on it. I received some email addresses from National when we merged but many were old and bounced back. It is a great way to be kept up to date.

# NEW MEMBERS

NAME	REFERRED BY	BMW S	NAME	REFERRED BY	BMW S
Alexander, Ian		'88 E30	McCloskey, Mark		'89 325
Aral, Newshin			McIntire, Thomas		'87 325iC
Barrett, Michael		'01 330Ci	Meeks, Kirk & Ashley		'94 530i, '72 200ti
Bishop, Mark		'97 540	Mendoza, Romulo		
Bolender, Brad		'95 525	Michelsons, Ivar		
Bond, Michael	Web Site	'87 325iS	Mierz, Michelle	G. Mierz	'80 320iS
Bowl, Chris			Milham, Nick		
Brastad, Jack	BMW Northwest	'01 330i	Miller, Randy	Web Site	'72 2002, '87 635CSi,
Britton, Benjamin	Strictly BMW	'88 M5, '89 325i			'88 535i
Brown, Cary			Miller, Walter		'00 528i
Brennan, John		'01 Z3	Mohan, Arch'na	Web Site	'00 528i
Burgi, Gregory			Mohler, Dale	J. Reichert	'95 325iS
Capp, Brian	Web Site	'68 1600, '83 320iS	Muurey, Dorie		'80 635
Castner, Ron		'87 635	Narby, Tim		
Christensen, Janet		'99 528	Nestor, Chad		
Chung, Tri			Ngai, Al	Strictly BMW	'00 323i
Collins, Jim		'96 740iL	Nord, S.		'90 535i
Coviello, Robert		'72 3.0CS, '87 535iS	Opland, Jeffrey		'99 Z3
Crittenden, Dan	F. Mattison	'00 740iL	Oster, James		
Davidson, Lee		'98 M3	Parry, Shawn	BMW of Bellevue	'00 528T
Davis, Brad		'88 M5, '80 635CSi	Patsula, Len		'01 330Ci
Dennis, James		'90 535i	Ramsey, Donald	Web Site	'01 540iA
Duncan, James		'00 323	Rial, Astrid		'01 330
Early, Barbara		'97 525	Roberts, Mark		'87 325
Elliot, David			Robertson, Pamela		'91 525
Escott, Laurie		'94 320i	Rogers, Bill & Sheryl		'95 M3, '80 320i
Gorrell, Barbara Ann		'01 X5	Roger, R.	BMW of Bellevue	'95 325iC
Grady, Vicki		'93 740	Romney, Christopher D.		'95 540
Grout, Stanley A.		'01 325	Saleski, Don		'94 318
Hell, Dietmar	BMW Seattle	'97 740iL	Selby, Rick		'99 M3
Hansen, Ron S.		'01 330Ci	Schlimmer, Jeffrey	F. Lambert	'97 318ti
Henderson, Susan	BMW of Bellevue	'98 328i	Schmitz, Peggy		'01 Z3
Hill, Ken			Siou, Daniel		
House, Ken		'72 2002	Smallwood, Ame		'00 328Ci
Hovenkoffter, Martin	BMW Seattle	'00 Z3	Smeby, Richard		'01 330
Hsu, William		'01 325	Smith, Derek		'97 528
Irvine, Quinn		'95 325	Spencer, Tom	BMW of Bellevue	'00 M5
Johnson, Barry	Web Site	'89 325iX, '95 740iL	Stankowiak, Al	Lightfoot	'00 740iL
Johnson, Neil		'01 X5	Stoakes, Jen		'87 325e
Johnson, Rick	Web Site	'98 328i	Swegle, Paul		
King, James	Web Site	'85 528e	Tong, Richard C.		'92 325i
Ko, Dom	Web Site	'97 328iS	Tschumperlin, Jeffery	Web Site	'01 330i
Koehler, Guy		'00 Z3	Vu, Hoa Van		
Kohrs, Jim		'97 M3	Wasowicz, Mark		'97 328
Krell, Scott			Wilder, Dave & Carol	BMW of Bellevue	'91 535i
Lacey, Mark M.	BMW Seattle	'01 Z3	Williams, Gene	Corral	'71 Bavaria
Lazur, George		'00 323	White, John		
Leclercq, Sam	BMW Seattle	'00 M5	Whitnight, Elanah		
Lutero, James		'97 M3	Wold, Michael		
Macri, Paul		'01 330	Wong, David		
Mallonee, Jim		'01 325	Wong, Darrin		'95 525
Mansfield, Charles	BMW Seattle	'99 M3	Wright, Pat		

## Rebate Program Notice

BMW NA offers to BMW CCA members a rebate Reward Program for purchase or lease of new and certified pre-owned automobiles from authorized BMW centers. This rebate is over and above whatever price you can negotiate with the dealer. The savings are between \$500 and \$1,500. We have learned that our members that were previously ACA-only members will not be eligible for this program until October 16, 2001. Full details of the program are printed in the Roundel and are on the CCA national website. If you are interested in this program, please review the rules, they are very specific. Certain cars are excluded from the program. Contact the CCA national office if you have questions. There's a lot of money to be saved!

## Free Plastic Displays!

Now that we are a BMW CCA chapter, we have no use for our old clear acrylic promotional displays. There are 40-50 of them in three different configurations. They are designed around displaying a horizontal postcard, but use your imagination. Pictures of them are on the website under "Club Info." They are free, so take a few or take them all... I just want them out of my garage! If more than one person wants them, we will split them up. Anything not taken by January 31 will be donated to Goodwill. Call Lance Richert at 425-644-8009.

## Karting at Champs



On Sunday the 12th of November we held the karting event at Champs Karting in Redmond. The parking lot was full of excited competitors ready to race before the doors even opened up. Can't say the event went off without a hitch or two or three, but it was a lot of fun anyway. We had to shrink down to six teams of six from eight teams of five. The bonus of it all was the drivers got more driving time. We also supplied pizza and refreshments for the hungry crowd.

We did hand out trophies to the top four teams. I did make the mistake of handing out the trophies starting at the number six team, so everyone got to touch the trophies, just not keep them. We

also handed out a number of very nice door prizes donated by BMW of North America.

The number one team had a great theme and winning strategy, "Just for Fun." The team featured great drivers from all over the globe. The winning team won by just five laps with 366 lap total.

The winning drivers were:

1. Kevin York
2. Vafa Fourrooh
3. Jeff Barstrom
4. Reza Barstow
5. Kiki Wolfkill

The event was capped off when an over-enthusiastic crowd of workers from Champs Karting urged our drivers to show their stuff. Lead by a 400+ horsepower turbo-charged M3, the rubber carpet was laid. Hugh Golden, of the famous Kahn Racing Team did a nice hip swing in the M roadster. But no one could be topped by David "Leadfoot" Lightfoot who left a smoking trail out of the parking lot in their vintage M5 that could be seen from the Space Needle. Thanks for the show David and Lucetta.

Thanks to all of those people who helped make this event a lot of fun. A special thanks to BMW of North America for the generous donation of door prizes.

Rick Brown

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## Detroit Auto Show

Underscoring the important role that North America plays in BMW's future plans, BMW will present a bevy of new vehicles at the Detroit Auto Show this month (January). The Mini Cooper will make its U.S. debut in Detroit. The M3 Convertible will be shown; significant because the U.S. will be its biggest market. The new M coupe and M roadsters will also debut. The Z3s get the engine from the new M3 but the horsepower is slightly lower at 315 due to a more restrictive exhaust system. Zero to 60 mph times will be under five seconds for these latest M cars.

The high performance version of the X5 will also debut in Detroit. Not an M car, the model will be called the X5 HP. The X5 HP will get a 4.6-liter version of the V8 developing 347 horsepower (Euro rating) and 354 lb.-ft. of torque. This version of the X5 will do 0 to 60 in 6.5 seconds.

BMW will be showing the Z9 convertible concept car, showcasing the iDrive concept. The first generation of iDrive will likely be made available to the public on the upcoming new 7 Series. BMW will also continue to push its hydrogen-powered cars by showing the 750hL in Detroit. BMW considers the limited availability of the 750hL to be the start of series production of hydrogen-powered cars. They state that the first 3 Series with hydrogen power will appear in 2010. (BMW AG Press Release)

TIMOTHY R. JOHNSON

Attorney at Law

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## 328'S LEGACY

BMW's pre-war 328 was a landmark car. Generally recognized as the best small pre-war sports car, after the war the 328's engine was to enjoy a long life. Besides a large number of German specials that used the 328 motor, the straight six found its way into cars from Ace, Veritas, Bristol, Frazer Nash, Cooper, Arnolt, Lotus, ERA and Lister. (Classic & Sports Car)



## Dr. Knöchlein

BMW enthusiasts have lost another important friend. After losing Christian Eich of BMW Mobile Tradition on the Concorde crash, now comes word that Dr. Gerhard Knöchlein has passed away. Dr. Knöchlein was one of the founders of the BMW Vintage Club of Germany, active on the International Council of BMW Clubs and one of the most knowledgeable BMW enthusiasts in the world. His collection of significant vintage BMWs probably ranks second only to the factory's.

We've been helping BMW club members since

# 1974

(almost as long as there has been a BMW CCA), providing replacement parts, performance upgrades, styling enhancements and free technical advice. When you have questions about your BMW, turn to the folks who have not only the passion but the experience.

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## Fire Hydrant

This California 325 owner provides a public service by demonstrating why one shouldn't park in front of a fire hydrant.



## The Drive for the Cure

BMW has donated \$1,000,000 to the Susan G. Komen Breast Cancer Foundation for the fourth year in a row. Over 29,000 people drove over one million miles in fleets of new BMWs which crossed the country. BMW donated \$1 for every mile driven.

## The Bottom Line

While BMW's profit was only about \$1 billion in 1999, for 2000 it should be over \$1.5 billion and by 2001 it will likely top \$2.2 billion. And if the planned expansion to upwards of 1.3 million vehicles sales a year materializes, it should be considerably more by 2005. For BMW enthusiasts, the real bottom line is that that kind of financial performance and volume will allow BMW to stay independent.

BMW expects to achieve this kind of volume by selling roughly 50,000 7 Series, 200,000 5 Series and 500,000 3 Series each year. The X3/X5 and maybe X7 will contribute over 100,000 sales. The Mini's sales should be over 100,000 per year. The new 2 Series, or whatever it is called, will take a while to get here but should sell over 100,000 per year and maybe substantially more. The first 2 Series models will be a two-door sedan (E81) and a coupe/hatchback (E82). Neither car's design is firm yet and anything could change. And don't forget the Z3, the second generation of which could sell 100,000 per year.

Other niche models include a 4 Series and 6 Series. The 4 Series is likely to be

based on the successor to the current 3 Series. The current 3 Series coupe and convertibles would be replaced by the 4 Series. Styling would differ from the remaining 3 Series products and equipment levels would be upgraded.

By the same token, the 6 Series will be the coupe and convertible versions of the next 5 Series (E60) due to be introduced late in 2002. The coupe, E64, will be available in 2003. The convertible, E65, will be available the following year.

It is likely that BMW will finally arrive at something it has been discussing for years: two platform families, both rear-wheel drive. The smaller of the two would be the base for the 2, 3, and 4 Series cars. The bigger would be the base for the 5, 6 and 7 Series cars. The X and Z cars would be niche vehicles using many common components. X cars will include the X5, X3, maybe X7 and possibly X4. Z cars will include the Z3 and Z8. No rumors yet, but there's a big gap between Z3 and Z8.

BMW aims not just for growth but profitable growth. Besides great products, America is one of the keys to BMW's future fortunes. The U.S. is the biggest market for the 7 Series, the V8-engined cars and the M cars. In other words, the gas guzzlers of the line-up but also the cars with the best margins.

The benchmark for a successful year for BMW of North America used to be 100,000 vehicles. The total for 2000 should easily top 150,000. And last year's sales were constrained by a lack of available vehicles; dealers could have easily sold more. BMW NA officials are now talking about an American market of 300,000 vehicles per year, or 25 to 30 percent of BMW's worldwide volume.

## Universal Language

German motorists have been told to stop making rude gestures at traffic cameras or they could be charged with offending the police. A Bavarian court has ruled that a driver who held up his middle finger while passing a traffic camera was addressing police officers rather than the equipment itself. (Seattle Times)

• TERRY FORLAND  
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## New M3



The October Zündfolge had lots on the new E46 M3. Now, the press introduction has been held and the impressions are appearing in the automotive magazines. All the reviews have been extremely favorable. Although the first M3s were supposed to be in U.S. dealerships in January and we heard that they might show up in December, the word now is they won't be here until late February or early March.

Production has been held up due to manufacturing problems. BMW won't say specifically what the problem is. But we hear that the crankshaft bearings aren't holding up. BMW claims the redline is 8,000 rpm but the bearings are coming apart at that rpm on the test engines. Both Euro and North American production will be delayed. BMW says the cars will be shipped soon but the problems aren't solved yet and it could be next summer before the problems are worked out.

The dealerships do have brochures that include the available colors and options. There will be eight exterior colors in all. Non-metallic colors include Alpine White, Imola Red, Laguna Seca Blue and Jet Black. Metallic colors are Titanium Silver, Phoenix Yellow, Fern Green and Carbon Black. Interior colors are Black, Imola Red, Cinnamon and Gray. The Black interior can be had with cloth inserts.

As reported previously, the U.S. spec M3 will make 333 horsepower. That's 102.5 hp per liter from the 3245-cc engine. Most amazing is the piston speed at top rpms: 78.7 feet per second. For comparison, the BMW V10 in the Williams F1 car does 82 feet per second at 18,000 rpm.

## Hams Hall

Production begins at BMW's Hams Hall, England engine plant this month (January 2001). Construction of this new plant has taken three years. The huge new plant near Birmingham will produce BMW four cylinder gas engines for BMW's production plants in Munich, Regensburg, Dingolfing, Spartanburg and Rosslyn (South Africa). In the first year of operation, volume is expected to be about 60,000 engines. Plant capacity will reach 400,000 engines in the future. The new generation engines from Hams Hall will use the innovative Valvetronic technology which replaces the throttle butterfly with variable valve control. (BMW AG Press Release)

## M3 Convertible

In late November, BMW officially announced the introduction of the M3 Convertible. The car will make its debut at the Detroit Auto Show in January. This will be the third generation of M3 Convertible. The E30 was made in very limited numbers and never sold in North America. The E36 M3 Convertible was a hit with over 12,000 being sold. It was last available in model year 1999.

The new E46 version is what you would expect: a combination of the new 3 Series Convertible and the new M3. Power front seats, optional on the M3 Coupe, will be standard on the Convertible. The seats feature integrated

safetybelts. The folding top is power operated too, as standard. In fact, the power top completely lowers at the push of a button. It can even be done with the remote!

For year-round use, an optional hardtop, made of aluminum, can be purchased. There's even a roof-top rack system for the hardtop. An available cold weather package includes a trunk-to-interior ski bag.

With the new 333 horsepower engine, the M3 Convertible makes the 0 to 60 mph sprint in about 5.4 seconds! Top speed is electronically limited to 155 mph. M3 Convertibles should become available about the same time as the M3 Coupes.

## Annual Report

BMW's Annual Report isn't the most exciting read one could find. But the 1999 version is more interesting than most. The message from CEO Joachim Milberg addressing the need to sell Rover and Land Rover provides some clarity. But best of all is a photo in the back of the report. This beautiful seven-page accordion-style foldout shows all the BMW Group products. It includes BMW cars and motorcycles, Land Rovers, Rover cars, Mini and MG products. The setting is the stunning Plaza de San Francisco in Seville. To get your hands on a copy of the Report, contact BMW Investor Relations at [ir@bmwgroup.com](mailto:ir@bmwgroup.com).

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## New M roadster and M coupe

The Z3 line-up for 2001, when first announced, included just three models: Z3 roadster 2.5, Z3 roadster 3.0 and Z3 coupe 3.0. BMW has officially announced the addition of the new M roadster and M coupe models. These will make use of the new engine first appearing in the M3. Because the exhaust system is more cramped on the Z3s, the power output is slightly reduced: 315 hp and 258 lb-ft. However, with the lighter weight of the Z3s, acceleration is amazing. Try 0 to 60 mph in 5.2 seconds.

Dynamic Stability Control will be standard on the Z3s for the first time. Tire Pressure Control will also be standard on all M cars for 2001. The Z3s get two new colors for 2001, borrowed from the M3: Laguna Seca Blue and Phoenix Yellow. In the interior, the dials get a new gray coloring with backlit numerals.

The only potential problem is the availability of engines. With the M3s now delayed due to production problem with the motors, and with the huge backlog of M3 orders, when will the new M roadsters and M coupes appear? If it's next summer, which it well could be, they would likely be called 2002 model year cars.

## 2001 Racing Plans

BMW has announced its basic plan for factory-backed racing in 2001.

### Formula 1

Formula 1 will take priority, of course. This past year was the first of a five year tie-up with Williams. The result was third in the Constructors Championship after Ferrari and McLaren. This was better than anyone hoped for at the beginning of the season. By the end of the year, the BMW engine was close to the power of the leading teams. Not to rest on its laurels, BMW is working on an all new V10 for 2001. It seems the 2000 spec engine was fairly conservative as BMW was just getting accustomed to F1 after a long hiatus. Next year's motor has already been developed and is said to be lighter, more compact and more powerful. The new engine will be run in a 2000 chassis in December after the mandatory November break from testing. A staff of over 200 in Munich are devoted to the F1 engine project.

In 2000, it was said that the weakness in the Williams was the aerodynamics. Will BMW get involved in the Williams car in order to show off their engine to best advantage? No one is saying but it would seem to make sense.

Jenson Button, rookie sensation, will be loaned to Benetton for two years. Taking his place will be ChampCar ace, Brazilian Juan Montoya. Ralf Schumacher will be back.

### ALMS

BMW has quit campaigning the V12 LMR cars after two seasons in the American Le Mans Series. The cars won Le Mans in 1999 but were not as quick as the Audis in 2000. Rumor is the J.J. Lehto is going to defect to the Panoz team.

What will Team Schnitzer do? Charly Lamm's boys are going to run the GT class in the ALMS alongside Tom Milner's PTG Team. So two teams of M3s running in the GT class. Why? Good question. Schnitzer may be using the ALMS as a warm-up to running the M3 in the DTM Series in Germany in 2002.

### DTM

BMW has officially announced that they will not compete in the Deutsche Tourenwagen Masters (DTM) next season. However, they did confirm they will return to DTM competition in the "medium-term." In the meantime, the 320i DTC will be further developed for customer racing.

DTM is a series of mid-sized cars running V8s. So that would mean a V8-engined 3 Series. Is Schnitzer going to develop a V8 3 Series in the ALMS in order to race it in DTM in 2002? Is this the "secret weapon" Bill Auberlen mentioned a couple of months ago? We don't know.

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## CARS FOR SALE

1998 M3: 2-door Titanium silver/black interior, 5 spd., 13,200 miles, sunroof, Harmon-Kardon sound system, CD changer, M-contour II wheels, AA exhaust, under warranty till 07/02, \$35,900 obo, Dave 425-483-5956 or d\_ager@hotmail.com.

1977 320i: Rebuilt engine, transmission, black Recaros, leather interior, some rust on body, needs suspension and exhaust. I have over \$4,000 into this car and simply must sell. No reasonable offer refused but I must know that it is going to a good home. Please call Tom at 425-867-3967.

## PARTS FOR SALE

Parts from an '85 528e: Good front clip and front doors (black, good - \$200), complete tan leather interior non-electric seats (excellent-\$400), newly rebilt 2.8e motor (negotiable\$), auto trans (\$100), 14"x6" BMW alloy wheels (fair \$250), other misc. items. Whole car (what's left) if you want it (motor, trans and body parts are still installed, most everything else has been removed-has rear end damage but boot lid is still good). Located West of Sea-Tac. Please call Mark 206-439-8493.

Parting Out '88 E28 535i: Our pampered beauty took a front end hit. Brand new Michelin 220/55 VR 390s on rims, motor, 5-speed transmission, driveline, differential, what ever you need. Body parts (less front end) and paint in excellent condition, black leather front and rear seats in excellent shape, vehicle garaged. Randy 360-445-3048 or randym@pacificrim.net.

E-36 M3 Wheels: 20-spoke alloys, 7 1/2 x 17, \$800/four. BFG G-Force R1A, two 245/40-17 and two 225/45-17, 100 street miles \$400. E36 15-spoke alloy wheels with Michelin XSE 205/60-15, 60% tread \$200/four. Ed at 425-775-1668 or leifers@worldnet.att.net.

Z3 Clear Bumper Flasher: For Z3 '96-'00), used about a year. Price \$24/set (retail price \$48/set). Call 425-466-2284 or e-mail tizuta@kk.att.ne.jp.



1998 M3 3.2 Muffler: Full M3 3.2 muffler, less than 8,000 miles, in excellent condition. Free DTM exhaust tip-end. \$200. Ed 206-389-5728.

1977-83 320i parts: Large selection of body and drivetrain parts. Some interior parts. No "S" package, aftermarket or high performance yet, but loads of stock stuff. If you have an E21, keep this ad handy. Brian at 503-325-6944 (home) or 503-704-6084 (mobile).

2002 Parts: Parting out 2002s. Possible rolling projects. 1970 2002 and 1969 2002. 1973 1802 for parts only. Good doors, hoods, glass. Much to sell, badges to wheels. 2002/E30 13/14s fair \$\$\$\$. Trades? Maybe. Weber 38/38? Gauge packs? Tony at 206-633-5354 or email hwyhillhouse@yahoo.com.

BBS RS003 Wheels: Four "three-piece" (gold mesh insert w/silver rim) four lug mounted with Bridgestone RE71 205/55ZR16 tires. Keyed locking lug nuts included. As new \$1,500 obo. Contact Al Lancaster at 253-946-4100.

Snow Tires and Rims: Bridgestone Blizak WS15 Snow tires (rated #1 snow tire by Consumer Report), 205/70/R14, on factory BMW alloy wheels, like new, used one season. \$500 for four or best offer. 206-784-3492.

Alloy Wheels: Four BMW 15 inch, cross spoke one-piece light alloy wheels with P215/65XR95S winter radial studded snow tires. Like new. Fits all 5 Series up to '97 and 7 Series up to '95. \$600 or best offer. Call Al at 206-605-5273 mobile or 425-486-9135 home.

## MISCELLANEOUS

Open wheel race car: ?79 Lynx B Formula Vee. Inexpensive, real racing, using VW Bug parts. Comes with 8 slicks and 4 rains, all mounted. Has Fox adjustable zero roll rear suspension and adjustable Carrera shocks in front, removable steering wheel, Red Line fluids, special jacks, extra heads, new paint (sapphire blue). Picture available. Car is clean, strong, and race ready. \$5,000 OBO. Call Steve, 425-755-4804 days or 425-868-1789 eves. Email steve.ottavelli@eddiebauer.com

1979 International Traveler: 345 V8, automatic, PS, PB, 10k towing hitch. Excellent hauling and towing vehicle. \$1,500 obo. Contact Al Lancaster at 253-946-4100.

## WANTED

Michelin MXX3 235/40/ZR-17 tires: These were OEM tires for the 1995 E36 M3. I need one or two. Prefer someone's unused spare. I will pay reasonable price and shipping. Steve: 360-817-8539 (w) or 360-834-3866 (h) or weinberg@sharplabs.com.

E30 M3: Good mechanical and aesthetic condition and good maintenance records preferred. Call Douglas Peterson at 253-851-6003.

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

Deadline for the February Issue is January 12.

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