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ZÜNDFOLGE

February 2001

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KALENDER

February 1

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.

February 3

Automotive Legal Presentation by Club member Ralph Leaf. A discussion touching on all the legal aspects of owning and driving your car. Not to be missed!

February 16

Deadline for the March Zündfolge.

February 21

Wine Tasting at Esquins. See Chris Linder's article in this issue.

March 1

Board Meeting at the Mercer Island Community Center. Same time and address as above.

March 10

Members' Appreciation Meeting. If you're a passive member (or just new to the Club) 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.

March 31

Tech Session for aficionados of the E36 3 Series, hosted by Car Tender. See Jim Millet's article.

April 18

Racing Videos Night. See some great racing video clips as selected by President Lance Richert.

BOARD OF DIRECTORS

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

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Regional Vice President
Keith Wollenberg
650-326-1974
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COMINGEVENTS

Members' Appreciation Day— Welcome to the Club!



March 10

Join us on March 10th for a Members' Appreciation Day. If you are new to our club or you haven't had an opportunity to get involved with club activities, then this is your event. This event is our way of welcoming you to the club and to introduce you to all that our club has to offer.

Come out and meet your 2001 Board Members and hear about the exciting, fun filled year we have planned. The event will run from 11am to 12:30pm and during that time Board Members and Committee Leads will provide snapshots of events you can look forward to this year. Have you been wondering if there is an activity the club conducts that will interest you? Well there's no better way to find out than going right to the source. We'll be there to answer your questions and provide you with what you'll need to know to ensure you won't miss any of the fun.

You'll also have the opportunity to let us know if there's an activity you'd like to see the club become involved in; if you are interested in getting involved yourself, then come on out! We encourage you to come out and meet us and join in with the events. We strive to offer a well-rounded set of events throughout the year for our members and to meet this goal takes folks who have energy and interest in getting involved. Your Board Members and Committee Leads are involved first for the love of the cars but secondly because this is a great club with great members! We look forward to seeing you and meeting you all!

Following our introductions to the club, lunch will be served and we can all relax and enjoy some wonderful Italian food and get to know one another better and share our car passions.

For planning purposes please let us know if you plan to attend. Last minute guests are definitely welcome but we would like to plan for our food count. Call me at 425-481-9571 or email at jk@kahnteamracing.com and let me know if you'll be attending.

Jacqueline Kahn

Time: 11:00am to 12:30pm



Place: Simpatico Italian Bistro
Wallingford Center
4430 Wallingford Avenue North
Seattle, WA 98103
(206) 632-1000

This month's cover features BMW press photos of just a few of the 2001 model year line-up. For more coverage of the current BMWs, see Bill Spornitz's feature article. And for more photos, see the centerfold. Also on the cover is our new club window decal. Details on how to get decals for your BMWs are in this issue of Zündfolge.

Wine Tasting Evening

February 21



On Wednesday, February 21, 2001, everyone is invited to an evening filled with fine wine, gourmet food, and excellent conversation. We will be meeting at Esquins Wine Merchants who have graciously agreed to host a gathering at their facility at 2700 4th Avenue South in Seattle (in the Sodo area) from 7:00p.m. until 9:00p.m. Chuck and his

talent staff will be pouring a varied array of white and red wines as well as imparting information about each winery, vintage year, or anything else we are wondering about in regard to wines. Esquins will also be serving hot and cold hors d'oeuvres specifically selected to complement the wines.

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. Remember this is just the beginning as plans are being made right now to tour some of the wineries in Eastern Washington in June. So, come and get your taste buds up and running!!

Chris Linder

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.

Automotive Legal Presentation

February 3

Just a last reminder to 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.

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.

Car Tender E36 Tech Session

March 31
9:00 am-12:00 noon

Steve Malland and his Car Tender crew are conducting a Technical Session for all Club E36 owners. That means last generation 323, 325, 328, M3, Z3, and M roadster/ coupe owners interested in learning more about maintaining their ultimate driving machine in top notch mechanical condition.

The Technical Session is scheduled for Saturday, March 31st from 9:00 AM to noon at the Car Tender shop, 1706 12th Avenue in Seattle. Steve's Master

Technicians will cover in detail basic tools required, oil/oil filter change, differential/transmission fluid change, coolant change, brake fluid change, brake pad replacement, battery maintenance, and Service Interval (SI) light reset. You'll also learn how to safely jack up and support your E36. You'll receive a comprehensive handout covering all the demonstrated procedures and more. Breakfast eats and coffee provided.

Contact Jim Millet with questions at 425-348-2603 or james.millet@gte.net.

Video Night!

April 18



We haven't had one of these in a while!

A video night, where we can hang out and watch some great racing videos (both present and past) featuring BMWs! For this to work, we MUST have audience participation. Do you have some video of a BMW winning, losing or crashing? Let me know! We will run five to ten minutes each, of a bunch of interesting videos for a couple of hours. The event will be Wednesday, April 18. Look to future Zündfolges for more information. For now, go through your video collection and let me know what you've got to share!

We will meet at Bison Creek Pizza in Burien on April 18. Videos will run from 7-9 PM. Show up a bit early and order some pizza. They've got a number of video screens, including a big screen for our use. Bison Creek Pizza is very "car club friendly."

Lance Richert, Lance@richertnet.com
425-644-8009

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Portland BMW Club

For your information, there is a Portland BMW Club. It is an independent club and not affiliated with BMW CCA. For those of you in that area that are interested, check out their web site: www.BMWACAPortland.org. Membership is \$35 per year. Contact Greg Meythaler at greg.meythaler@intel.com or 503-645-8253. They hold general meetings and run their cars at PIR throughout the year. Their next two events are:

General Meeting

Tuesday, 2/13/00, 7:00 PM
Lucky Lab Brew Pub, Portland

Come for a fun evening with guest speaker Jason Schreiber of Race Central. Jason is well-known in many of the go-fast circles and has promised us a great evening with plenty of props. In addition to supplying many of the local and regional race teams, Race Central also has everything under the sun perfect for the street car and driver. Bring your questions and don't miss this informational meeting!

General Meeting

Tuesday, 3/13/00, 7:00 PM
Lucky Lab Brew Pub, Portland

Have you heard about the proposed expansion and improvements at Portland International Raceway? Such as a bridge, new parking, and plenty of upgraded facilities? If you want more information on the exciting changes in store at PIR, don't miss this meeting featuring guest speaker Mark Wigginton. Mark is the Director of Racing at PIR and has promised a fun evening and plenty of good stories. See you there!

Please check the local Portland ACA Club HOTLINE 503-287-2697 for EXACT meeting location as they may change.

Election Results

In November 2000 the BMW CCA Puget Sound Region held their elections. The elections included Board of Director positions for the calendar year 2001 and the approval of the Bylaws.

All the elected Board of Director positions were uncontested. The Bylaws were approved unanimously. The appointed Board of Director positions were made at the December 2000 board meeting.

THE 2001 BOARD OF DIRECTORS ARE AS FOLLOWS:

President	Lance Richert
Vice President	Bill Spornitz
Secretary	Evie Mercer
Treasurer	Tom Cox
Membership Coordinator	Joni Candey
Roster Manager	Greg Mierz
Concours Coordinator	Chris Linder
Banquet Coordinator	Rick Brown
Tour Coordinator	Karl Seeger
Driving Events	Jacqueline Kahn
Driving Events	Walt Conley
Web Site Coordinator	Dale Beuning
Zündfolge Editor	Lucetta Lightfoot
Zündfolge Editor	David Lightfoot

The new 2001 Board of Directors has planned a year full of various interesting activities designed to appeal to BMW enthusiasts of all types. These volunteers are already working hard to serve the membership and would welcome help from those who want to contribute. Thank you to all those who work for the club.

Nomination Committee:
Lucetta Lightfoot, Chris Linder, Joni Candey



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International Race Drivers Club

Our next schools scheduled for March and April, 2001.
For more information or a copy of our registration form, please contact:
Kim J. Coates 604-821-8144 (43829), or by email at kj43@worldnet.att.net

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MOTOR SPORTS



Instructors' Clinic

by Jacqueline Kahn

Last chance to register for this year's Instructor's 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.

This year's format will include an extensive track walk, discussion on teaching; as well as an overview of our programs and goals for the year. New exercises are also planned to help prepare our instructors for the year. 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.

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.

Note: Due to our track event's typical high enrollment, priority will first be given to those instructors who have been instructing and dedicating their time to our track programs over the last year. In our continuing efforts to ensure continuity within our track programs, it's necessary for our instructors to annually come through the clinic to enable them to be kept in touch with the changes in the program. In order to conduct a well-rounded clinic for everyone, participation is limited, so be sure to register soon.

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 form 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

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: _____

2001 Driving Events Calendar

February		July	
24	BMW CCA, PSR – Annual Instructor's Clinic at Seattle Int'l Raceway. See details and registration form within this issue)	12	Corvette Club Drivers Day at Seattle International Raceway
		13	Bremerton Sports Car Club – Lapping Day at Bremerton
March		14	Alfa Lapping day at SIR
3	Alfa Drivers School at Bremerton	22	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)
24	PCA – Driving event at Seattle International Raceway	August	
30	BMW ACA, Portland Region – Driving event at Portland International Raceway	10	Bremerton Sports Car Club – Lapping Day at Bremerton
April		?	BMW ACA, Portland Region – Driving event at Portland International Raceway
1	BMW CCA, Inland Empire Chapter – Safety/Skills School at Spokane Raceway	18	Alfa Lapping day at SIR
20	Alfa Lapping day at Bremerton	18/19	BMW CCA, Inland Empire Chapter – 2-Day School at Spokane Raceway (Dates to be announced)
May		26	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)
4	Alfa Lapping day at Bremerton	September	
14	BMW ACA, Portland Region – Driving event at Portland International Raceway	9	Alfa Lapping day at Bremerton (this is in conjunction with the Audi club who will be doing a school on the 8th)
18/20	BMW CCA, PSR – 2-Day Novice Driver Training School. Friday, May 18th at Bremerton Raceway, Sunday, May 20th at SIR	28	Bremerton Sports Car Club – Lapping Day at Bremerton
19	PCA – Driving Event at Seattle International Raceway	29	PCA – Driving event at Seattle International Raceway
June		October	
3	Alfa Lapping day at SIR	?	BMW ACA, Portland Region – Driving event at Portland International Raceway
9	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	28	BMW CCA, PSR – Novice Driver Training School at Bremerton Raceway (date tentative)
9	BMW ACA, Portland Region – Tri-Club Day (BMW/Porsche/Alfa) at Portland International Raceway	November	
10	PCA – Driving event at Seattle International Raceway	3	Alfa Drivers School at Bremerton
16/17	BMW CCA, Inland Empire Chapter – 2-Day School at Spokane Raceway		(Other clubs' dates to be announced, as they become confirmed.)

BMW CCA, Puget Sound Region:

Details and registration forms for each event will appear in two issues of the magazine leading up to the event. Registrations will not be taken prior to the announcements provided within the magazine. Details and registration information will also be published on the club's web site during the same time frame as published in the magazine. All events require pre-registration.

CONTACTS:

BMW ACA, Portland: Greg Meythaler, Greg.meythaler@intel.com or our own club's PIR event coordinator–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)

Alfa Club: Herb Sanborn, Herb.Sanborn@noaa.gov

Bremerton Sports Car Club: Dave Ely, 360-698-0077, Larry Paulson, 360-830-4030

Corvette Club: Rick Milsow, 425-486-2309, Rickm@hearthstone.org

PCA/PNWR: Jim Selders, Driver Education Chairman, Jimselders@hotmail.com, 425-868-8770 (H). Glen Coad, Event Registration, Gcoad@dci-engineers.com, 360-862-9016 (evenings). Event information and registration located on <http://platz.com/pca/pnwrpca>. (Open to our club's Intermediate and Advanced Drivers, no Novices)

Conference (ICSCC) 2001 Race Dates: Visit www.icsc.com.

Local Racing Follow-up

Following up to my article in the January issue regarding local racing. Just a reminder that our club, BMW CCA, Puget Sound Region, has an affiliate association with the local racing league, International Conference of Sports Car Clubs (ICSCC). Within this affiliation, our track programs curriculum has been accredited as a valid program towards the introduction to racing, and accepted by ICSCC. Although our on-track driving programs are not designed as race schools, they do prepare a driver with the basic skills of high performance driving. To ensure we certifying well-trained drivers for Conference, drivers will need to reach our Level 2 sign-off for eligibility.

If our member drivers have an interest in accelerating the process, they will also be eligible to apply for a race license in Conference by attending and receiving a certificate from a professional raceschool. Local venues for such events would include Pacific Rim Racing at Seattle International Raceway or Conference's local racing organization, International Race Driver's Club (IRDC), which both hold one-day programs for certification. IRDC information can be found from a link on Conference's website www.icsc.com.

Conference holds an average of 14-15 races from April through October at SIR, PIR, Spokane, and Mission Raceway in Canada and even at Thunder Hill in Northern California. If you want to see or participate in some great racing and follow some of your fellow BMW club members in action than come on out and join the races. The race schedule, once confirmed, will be posted on Conference's website, www.icsc.com. For information about the racing organization and how you can get involved visit their site.

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Join the Corner Worker Team!

Our Club's track events are top notch when it comes to safety. One aspect of conducting such safe events is being able to know what's happening from all areas of the track. We rely heavily on our corner workers to keep us informed. If you ever wanted a close up view of a racetrack, here's one great way to be in the center of the action. If you're either not driving at a particular event or are interested in participating at our events this year we encourage you to sign up! Corner working is a blast and you will play a very important role at these events. This year we plan to further develop our corner worker team and provide pre-event training. Please call Jacqueline Kahn if you would like to sign up for any of our upcoming track events 425-481-9571 or email at jk@kahnteamracing.com.

More Wins

Peter Cunningham of West Bend, Wis., won the BMW Sports Trophy 2000, awarded to the world's most successful non-works BMW driver. He drove a BMW M3 in both the American Le Mans Series and the Speedvision World Challenge GT Series. In addition to his second- and third-place finishes with BMW Team PTG, he won three World Challenge pole positions and one race, in Ste. Croix, Que. Jeff McMillin of Erie, Pa., won the World Challenge GT driver championship in a BMW M3.

BMW won the Motorola Cup Sport Touring class manufacturer title and Howie Liebengood of Vienna, Va., drove a BMW 328is to the class driver championship.



Greetings All . . .

Well, the local elections are over...and we are here to serve you. Still to be decided though are a few national board positions. Keith Wollenberg is running again for Pacific Regional Vice President. Pacific Regional VP is our club's direct contact to the national board. Before Keith moved to the Bay Area, he lived in Seattle and was a member of our BMW ACA club back when 2002s were just about the only BMWs around! Later, when he moved to the Bay Area in the '80s he continued to keep his ACA membership active, up until the day we merged into the BMW CCA. Keith did an excellent job acting as the intermediary between our club and national during the year-long merger process last year. If you have not yet voted, please do! If you lost your paper ballot, you can vote on-line! Visit the BMW CCA web site and go from there.

National BMW CCA Board Visit

Speaking of the national board...They meet as a group around four times a year in different parts of the country. They will be coming out to our neck of the woods the weekend of August 25-26 for their quarterly meeting. We are happy to be able to host them. More details to come in future Zündfolges.

Privacy Issues

Our local club does not sell or "rent" information about our membership, including your email addresses. This is why we do not provide a membership roster. The national BMW CCA office DOES "rent" their information on the national membership—both addresses and possibly, in the future, emails. If you do not want CCA National to release your information, contact them in writing by email or by phone at 617-492-2500. There is also a box on your renewal notice that you can check to block your personal information.

Thanks for all the kind comments regarding the sale of the M3. I'm feeling a bit better.

One person asked of our 28 events last year, who attended the most? Well, showing that your humble President is working hard, I attended the most events, 24 in all. Coming in a very strong second was Tour Coordinator Karl Seeger with 21 events under his belt. Our wives are very understanding. Speaking of wives, my wife and I both drive red E30s. We're both having fun with our new personalized license plates: HIS E30 and HER E30. See you at the wine tasting!

Lance Richert, President, lance@richertnet.com

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BMW expands its lineup to offer something for everyone . . . well, almost.

Zündfolge has for many years run an article highlighting the new model year offerings from BMW. When this publication started over twenty-five years ago that might have taken a half page. Not so anymore. When looking over the 2001 lineup from BMW North America, one is struck by the number of different models and model variants offered. This should not be too surprising, given the penchant among today's marketing people to offer choice. Whether shopping for cordless phones, toothpaste or tires, it seems that the essence of marketing these days is "give 'em plenty of choices." That lesson is not lost on BMW.

The traditional 3, 5 and 7 Series as well as the Z, M and X cars are offered. Add in Sport Wagon and Convertible variants, six, eight and twelve cylinder engine choices, and available all-wheel drive and it is easy to see that BMW wants to fill every market niche. With the Rover problems behind it, and coming off of its biggest sales year ever, it appears that this approach is working. One wonders, though, if there isn't one niche that has been overlooked. More on that later.

From a technical standpoint, all models contain features unimagined just a few years ago. Features with enough acronyms to make a NASA engineer dizzy. How about AST, DSC, DBC, Double-VANOS, DME, OBD II to name just a few? If you think we're kidding, just pick up a sales brochure. This is just the tip of the iceberg. Far from being gimmicks, though, these systems all work in concert to uphold BMW's claim as the ultimate driving machine. This was brought home for yours truly last fall while instructing a novice in one of the club's driver's schools. We were on the watered-down skid pad in an E46 328i, working our speed up to a reasonable level when I reached over and turned off the DSC (dynamic stability control). The car went from nicely under control into a tail-swapping spin. Very impressive indeed.

Technology aside, BMW continues to produce cars that are clearly appealing to a broad range of the buying public. Whether it is relaxed freeway cruising in

a 740iL or back road thrashing in a 325Ci with sport package, you can be sure that the car you are driving is a "driver's" car. We have included a sidebar that shows all the models currently offered. As has been the policy for some years now, don't be surprised to see some additions to this list before the "official" kickoff of the 2002 model year. Let us, then, take a look at each series with an emphasis on what is new for 2001.

Hal, the computer in "2001, A Space Odyssey" would be proud.

3 Series

The 3 Series has been, since the mid seventies, the bread and butter of the BMW lineup. In its fourth iteration, the E46-bodied cars are entering their third model year. First introduced in four-door form in 1998, the E46 lineup has grown to include the two-door coupe version, as well as the convertible and sport wagon. And of course the E46 M3, now projected for March delivery, will be offered in coupe and convertible form. If you haven't read a review of the new M3 by now, you've probably been cast away with Tom Hanks. So, we will leave that one for another day. Looking at the non-M cars, styling changes for the 2001 model year are relatively minor. The steering wheel has been redesigned. There is a new color, Sahara Beige Metallic, to replace Light Yellow Metallic. Depending on model and options package, there are five differential alloy wheel choices in 16 and 17-inch sizes. The big changes for 2001, then, are below the sheet metal.

Beginning with engines, the previous 2.5 liter, now badged as a 325 (vs. 323) sees horsepower increased from 170 to 184. Last year's 2.8 is now a 3.0 liter producing 225 horsepower. These new engines, designated M54, derive their power increases from new cam lift, new intake manifolds, recalibrated engine management and, in the case of the 3.0, increased displacement derived from a longer stroke. An interesting feature of this new engine is a fully electronic throttle system. This allows the engineers to add throttle opening to the Dynamic Stability Control system. Sort of like having your own driving instructor with you at all times. "Do you really want to

put your foot all the way to the floor in this corner in these conditions?" Hal, the computer in "2001, A Space Odyssey" would be proud.

Transmission choices are the standard equipment five-speed manual and optional electronic (what else) five-speed automatic. The automatic offers a "Steptronic" mode that allows the driver to manually select up and down shifts. These transmissions can now be linked to optional fulltime all-wheel drive in the 325xi sedan, 325xi sport wagon and 330xi sedan. This is essentially the system used on the X5. In keeping with past practice (E30 325ix) the normal power distribution is 62% rear, 38% front. This retains the rear wheel drive handling characteristics of the cars in most conditions. Unlike the original ix, however, this new system acts in concert with a specially modified Dynamic Stability Control system (DSC-X) to provide exceptional handling in any conditions. When weather and grip deteriorate, this system, along with the All Season Traction system, can reroute power to the wheel with the best grip.

Rear wheel drive as well as all-wheel drive 3 Series get larger brakes with advanced ABS and a new feature BMW calls Dynamic Brake Control. The latter reinforces the driver's pedal effort in emergency braking situations.

With ten different models, not counting the Ms, in its group, the 2001 3 Series should continue to fill almost every desire on the "entry level."



The X5 4.4i is now joined by the X5 3.0i (shown). More X SAVs are headed our way.

5 Series

Moving up to the 5 Series, the external changes are again minimal. Introduced as the E39 in 1997, it gets a new shape for the kidney grill, revised lighting front and rear and minor trim changes. Models include a new 525i, with the improved 2.5-liter engine, in either four-door or sport wagon. The previous 528i is replaced by

the 530i, featuring the new 3.0-liter engine, available in four-door only. The 540i is retained in four-door and sport wagon guise. Transmission choices are five-speed manual and five-speed automatic in all models except the 540i sport wagon, which comes in automatic only. All-wheel drive is not offered on the 5 Series. The M5, introduced a year ago will continue relatively unchanged for 2001.

7 Series

The 7 Series, in its current E38 body, is nearing the end of its run. It is thought that a replacement will arrive sometime in the year 2002. The 740i and 740iL models, with 4.4 liter V8s, are retained. New for 2001 is an optional sport package offered on both models. And of course the flagship 750iL, with its 5.4-liter V12 is again offered.

It is hard to imagine a 7 Series as anything but "loaded," and that certainly remains true. However, the addition of the BMW Cellular Phone System as standard equipment on all models enhances convenience as well as safety. Included is a "MAYDAY" system, using the standard GPS Navigation System, which can connect the user to BMW's Roadside Assistance or emergency services. "Smedley, I'm out of Grey Poupon" is probably not an approved function for this feature.

X 5

The X5 continues for 2001 with the big news here the addition of a 3.0i version at a much more affordable price. The M54 3.0-liter six can be mated to either a manual or automatic transmission. The 4.4-liter model is available in automatic only. With a \$10,500 base price difference, the six-cylinder X5 is sure to appeal to a wider segment of the SUV/SAV crowd. The two versions are distinguishable by their standard wheel sizes (17 inch on the six, 18 inch on the V8) and subtle interior trim differences. Sport packages are available on both models.

Z 3

BMW's extremely popular two-seater Z3 is back for 2001 with the new M54 2.5-liter and 3.0-liter six cylinder engines available in the roadster and the 3.0-liter only in the coupe. The manual transmission remains the same, but the 4-speed

automatic of last year is replaced with the new 5-speed Steptronic automatic. Visually, the Zs are little changed after last year's rear restyling. The usual wheel, trim and interior changes have been made, but the basic package is unchanged.

BMW has announced M roadster and M coupe models for 2001. These get the new six-cylinder engine from the M3, but the horsepower is 315 (vs. 333) in the Z3s due to a more restrictive exhaust system. However, with the delayed arrival of the M3 it seems doubtful that there will be an M roadster or M coupe for the 2001 model year.

Z 8

If the 750iL is the BMW flagship, then the Z8 is the company's heart and soul. Introduced as a 2000 model, this spectacular roadster quickly moved to the top of almost everyone's wish list. Most automotive journals rank it among the world's best, at any price. With performance to match the Italian exotics and styling that should stand the test of time, this jewel has demanded tens of thousands over sticker. For 2001, BMW will continue to produce the Z8 with no changes. Production numbers will increase, but totals will remain low. As a result, availability should improve slightly. Don't expect any dickering at the dealerships, though.

Something Missing?

With the Z8 in mind, let's think about the other end of the spectrum. As we said in the introduction, BMW produces something for just about everyone. What might be lacking, however, is an entry level/dub/enthusiast's car. The 325Ci is a fine car, priced where most traditional BMW buyers could justify making the plunge. But with 184 horsepower, and weighing in at 3252 lbs. with manual transmission, one wonders if its performance will satisfy those wanting to attend a driver's school. The 330Ci should be a wonderful car at 225 torque horsepower. The base price, however, is \$35,560. With the usual options the out-the-door price will top \$40,000.

So, what about a fun, tossable, minimally equipped sport coupe for around \$25,000. The answer might be on the way in the form of the E46 based Ti. Spy photos indicate a shape with a less chopped off

look. If offered with cloth seats, no (or manual) moonroof, and perhaps fewer computer generated performance controls, this could fit the bill. Make the 3.0-liter six optional at about \$1,000 extra and sign me up.

If you are shopping for a new BMW this year you will find the choices abundant, the options almost limitless and the fun and style factor as high as ever. By the way, while you are in the showroom, ask the salesman about the entry-level enthusiast's model you read about in Zündfolge.

2001 MODEL YEAR
LINE-UP

3 Series

325i sedan	\$27,560
325xi sedan	\$29,310
325i sport wagon	\$29,970
325xi sport wagon	\$31,720
325Ci coupe	\$29,560
325Ci convertible	\$36,560
330i sedan	\$34,560
330xi sedan	\$36,310
330Ci coupe	\$35,560
330Ci convertible	\$42,970
M3 coupe	\$46,045
M3 convertible	\$54,045

5 Series

525i sedan	\$35,970
525i sport wagon	\$37,770
530i sedan	\$39,970
540i sedan automatic	\$51,670
540i sedan 6-speed	\$54,470
540i sport wagon	\$54,050
M5 sedan	\$69,400

7 Series

740i	\$63,470
740iL	\$67,470
750iL	\$92,670
740iL Protection	\$99,970
750iL Protection	\$124,970

X5 Series

X5 3.0i	\$39,470
X5 4.4i	\$49,970

Z3 Series

Z3 roadster 2.5	\$31,870
Z3 roadster 3.0	\$38,470
Z3 coupe 3.0	\$38,270
M roadster	\$46,635
M coupe	\$45,635

Z 8

Z8	\$128,570
----	-----------

Brake fade is the nemesis of the track junkies among us. BMW brakes are very good to begin with, better than most other cars out there. There are upgrades for those whose cars are driven very hard at the track. For street usage you shouldn't ever run out of brakes on any newer BMW. One of the most common tasks that people do before going out to the track is to flush and renew their brake fluid. There are different fluids that should be considered if you plan to track your car frequently. The two major grades of fluids are DOT 3 and DOT 4. The differences are wet and dry boiling points. Brake fluid is rated as dry if brand new and fresh. All DOT 3 and 4 fluids absorb water in varying degrees.

DOT 5 is silicone-based and NOT recommended for ABS systems and is very difficult to bleed properly. It tends to make small air bubbles that are difficult to remove. However, it doesn't absorb water.

As it is recommended to flush and renew the brake fluid on an annual basis, the question of water absorption is answered by changing the brake fluid. There are a variety of fluids available with a range of temp characteristics. Some are readily available and some are more exotic. With my recent involvement with some E30 325 racers, I have become very concerned with maximizing the brake package. There are two types of fade. If the pedal gets soft and the travel increases it is the brake

fluid. If the pedal stays hard and the car gets harder to stop it is pad fade. Pad choice is another topic completely.

Researching through some BMW email digests and the Internet, I've gathered the specs for a number of brake fluids. The two most commonly used DOT 4 ones in our Club are Castrol LMA, which is readily available, and ATE Super blue (and amber). Castrol LMA has a 331F wet and 446F dry boiling point. ATE Super Blue and amber, which is the same fluid but different colors, has a wet boiling point of 382F and dry of 536F. As you can see there is some improvement for about a 2x cost increase. ATE fluid is around \$11 a liter and isn't at your local Schuck's part store but can be found locally and is commonly mail-ordered. Another new player in the DOT 4 arena is Valvoline Synthetic with a 343F wet boiling point and a dry rating of 502F and is available at Schuck's and other parts outlets for around \$6 a liter.

A surprise is Ford HD brake fluid. It hasn't the best wet boiling point at 284F but has a dry boiling point of 550F. It is a DOT 3 fluid and available at any Ford dealer. It is fairly cheap too. I have seen some big GT1 cars use it but they change their fluid very often to alleviate the moisture issue. There are some others such as Neo "Super DOT" brake fluid with a wet boiling point of 421F and dry of 585F. Motul 600 has the same boiling points as the Neo fluid. For anyone but all-out racers, any of the better fluids should do. As the amount of fluid necessary varies, the color differences of the ATE fluid is rather

convenient; bleed until the color changes. Use blue one time then amber. With the other brake fluids it is best to use a little more rather than less and remember the right rear is the longest line and cleans out the main line to the rear and that the left rear won't need that much to be fresh, it is just the length of the line from the middle. The right front will take more than the left front for the same reason.

Earlier I talked about common driveshaft problems. I finally got a decent used driveshaft for my early 2002. I had it shortened for my 5 speed and put it in. What a nice change to have all the vibration gone and very smooth power application. I forgot how long I put up with the problems. It was very smooth up to and just beyond triple digits. Amazing what a good sliding section and front bushing will do for a car.

It seemed so odd that after writing about the battery thing, I would find that my battery was draining itself while idle. I hooked up my test meter in dc amperage mode between the negative terminal and the disconnected cable. Sure enough there was over a .1 amp drain. Pulling the fuses one by one didn't locate the drain. What could it be? I reattached the negative cable and heard a relay click. Duh?? Off went the cable, on went the tester and one by one I pulled the relays for the horns and lights. One relay was bad; it was somehow making a connection when it shouldn't. Replaced the relay and everything was fine again. Does this mean that since I've written about brake fluid something's going to happen to my brakes? Better not.

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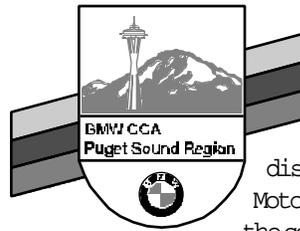
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Calderon, Sol	'86 325
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Crithfield, Farel	'00 328
Daggett, Paul	'01 325Ci
Egelston, Jim	'89 535i
Frandsen, Lyn	740iL
Frias, Richie	'88 325
Garchow, Dr. Kenneth	'88 M 6
Gerdes, Glen	'00 M roadster
Goodman, Ralph	'97 528
Groskreutz, Dusti	'95 325
Groves, Sherman & Rebecca	'78 320i
Heimbürger, Stephen	'93 328is
Hirayama, Mark	'97 M 3
Hornel, Eric	'01 325TXi
James, Devon	'00 X5
Jelderks, John	'97 528i
Johnson, James	
La Riviere, Michael	'85 325
Landino, Richard L.	'84 325
Layton, R. Jeffrey	'97 Z3
Lieber, Kurt	'01 540
Liu, Henry	'00 328
Marshall, Rick	'87 325
McDaniel, Gregory	
Meehan, Kathleen	745iL
Mizoguchi, Scott	'01 330
Nail, Kenneth	'93 325is
Olney, Peter G.	'00 M 5
Partel, Walter	'01 530
Pavletich, Dean	635
Phan, Peter	'86 528
Pope, William B.	'98 740
Pranica, Adam	'95 325
Renner, Brad	'00 X5
Ringe, Pat	'98 318
Rupert, Marcia	'00 323
Sater, Derek	'87 355
Segal, Irvyn	'01 330Ci
Smith, Greg	'88 M 3
Swanson, Michelle	'00 Z3
Tatlow, James	'73 3.0
Wahl, Alan	'86 535
Welch, Dylan	'97 328
Wright, James W.	'97 528
Yu, Jackson	'95 M 3

New Club Window Decals

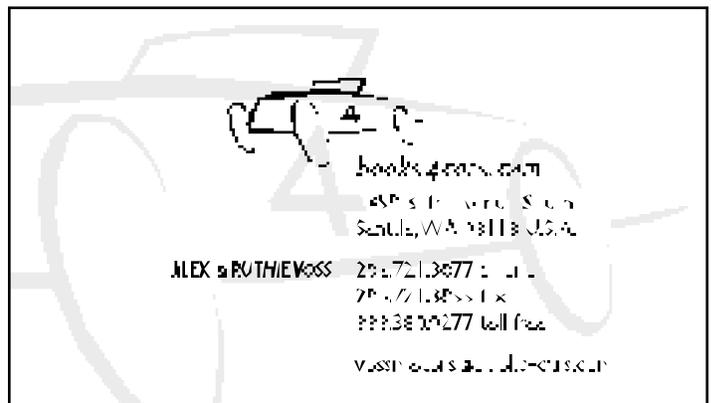


With the change to a BMW CCA club, we took the opportunity to update our window decal. Besides changing ACA to CCA, we've made it more festive by adding

distinctive stripes in the BMW

Motorsport colors. The decal is shown on the cover. If you would like the new decal

for your BMW(s), either come to an event this spring to pick one up, or send us a self-addressed stamped envelope to the Club at P. O. Box 1259, Bellevue, WA 98009. Please indicate how many decals you need. And please, one per BMW! We also have a few old-style BMW ACA window decals. Let us know if you would like one of those for a memento.



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BMW M3s Add to Six-Year Win Tally in 2000

BMW Team PTG capped a challenging development year for the new 2001 BMW M3 with a strong victory, eight podium finishes, 14 top-five finishes and 21 top-10s in the GT class of the 12-race American Le Mans Series. In six years of racing, the BMW M3 has scored 33 pole positions and 33 wins in 64 races. The M3 has paced 90 podium finishes, 28 records and 11 championships.

The BMW M3 earned its sole 2000 victory at Laguna Seca Raceway in Monterey, Calif., and scored three runner-

up finishes and four thirds during the team's toughest seasons since the M3's 1995 debut year in GT.

The M3 has paced 90 podium finishes, 28 records and 11 championships.

"The 2000 season had a few valleys and several peaks," said Tom Salkowsky, motorsport manager for BMW of North America, Inc. "We introduced the 2001 BMW M3 to the race track almost a year before it arrived in BMW showrooms,

so it shows how much work PTG put into the development of the new car. The car was reliable and the motors ran

very strong. The highlight, of course, was Laguna Seca. Having Boris and Hans bring home the trophy after a long season was very gratifying."

PTG Press Release

BMW Team PTG Podium in Adelaide

BMW Team PTG survived a grueling New Year's Eve race to finish with two cars in the GT class top four in the American Le Mans Series Race of a Thousand Years. The five-hour 45-minute race was held on a 2.36-mile street circuit in Adelaide, South Australia.

The three 2001 BMW M3s put on a strong show in the season finale. The No. 6 M3, driven by Terry Borcheller of Phoenix, Ariz., and Anthony Lazzaro of

Atlanta, Ga., was the top BMW with a third-place finish behind the class-winning No. 5 Porsche of Dick Barbour Racing. The No. 10 M3 finished fourth in GT, with Bill Auberlen of Redondo Beach, Calif., Brian Cunningham of Danville, Ky., and Nic Jonsson of Aliso Viejo, Calif. The No. 7 M3 retired after 50 minutes with a drivetrain problem while Boris Said of Carlsbad, Calif., was driving.

"It's unfortunate that the No. 7 M3 had mechanical problems because we've had such a reliable car all year," said Tom Salkowsky, motorsport manager for BMW of North America, Inc. "But it's terrific to see Terry and Anthony take the podium in the last race of the year. It was a great effort by all the drivers, and a special thanks to them for making the trip so far on New Year's Eve. It's a great way to wrap up 2000 and begin the 2001 season."

The advertisement features a black and white photograph of a BMW service center. On the left, a glass display case contains various BMW parts and accessories, with labels for "Service", "Parts", "Boutique", and "Accessories". In the center, a BMW logo is prominently displayed above the word "Bellevue" in a stylized script. Below the logo, the text reads: "The Ultimate Driving Machine deserves the Ultimate in Care and Service." Further down, it states: "*17 Factory Trained Technicians*" and "*Genuine BMW Parts*". At the bottom, the phone number "425-643-4544" is displayed in large, bold digits. The background shows a service counter with a staff member and a customer.

North American International Auto Show



BMW showed a number of significant vehicles at the Detroit Show. The biggest surprise was the X coupe. No

announcement of the X coupe was made prior to the show. The X coupe is a concept vehicle only. It is a sporty coupe combined with off-roadability. BMW claims that the X coupe "shows that BMW is opening a new chapter in vehicle design." The body stylists use what they call "the energy of tension." The vehicle surfaces use a new design language called "Flame Surfacing." We are not making this up. The X coupe also is asymmetric side-to-side. There is a c-pillar on the left side but not on the right side. Anyway, we'll show you some more photos in a future Zündfolge; the car is hard to describe.

The M3 convertible made its official worldwide debut at Detroit. The third world debut was the X5 4.6is. This is the hot version of the X5 with 350 horsepower. This version of the X5 has been previously referred to as the HP. By using the 'is' designation, BMW has left room for an M version above the 4.6is. The X5 4.6is uses 20-inch wheels and tires to put that 350 hp to the road. The result is said to be 0 to 62 mph times of 6.5 seconds. Availability and pricing of the X5 4.6is were not announced.

Besides the world premieres, BMW also showed other significant vehicles. The Z9 Convertible concept car made its North American debut. The Z9 is being used to promote BMW's iDrive concept. BMW also showed the new 2001 M coupe and M roadster at Detroit. These had made their worldwide debuts at the Los Angeles Auto Show the week before Detroit.

BMW M Power



The Editors of European Car Magazine have published the fourth issue of BMW Power. Feature articles include a comparison of a 2002 Turbo and a 2002tii, a history of BMW's 3 Series coupes, and a story on the new M3. Of course, there's a bunch of stuff from European Car's bread and butter: aftermarket specials including three different 3 Series, a Z3 from Dinan and a 5 Series by Racing Dynamics. In all, there's 82 pages of BMW information for only \$3.99. On newsstands through March 20th.

DINAN Moving

DINAN Engineering is moving to Morgan Hill, CA. The existing facility in Mt. View will be retained as a 17-bay customer service base. The new building will be over 27,000 square feet and house the DINAN corporate offices, sales, R&D, engineering, manufacturing and distribution. The new facility will be the home of DINAN's 750 hp chassis dyno, 1000 hp engine dyno and Roehrig shock dyno. The move was necessitated by continued business growth. DINAN's corporate objective is "to develop the fastest, best handling, street legal BMWs available anywhere."

THE COPS GET BMWS

BMW's sale of vehicles to the "authorities" is increasing. BMW has had good success for years selling motorcycles to police departments all over the U.S. and the world. The Dubai police force uses 5 Series. Of course, Munich and Bavarian police forces have used BMWs off-and-on over the years. Now the Italian police are getting into BMWs in a big way. After buying 365 motorcycles, the Italian law enforcement authorities have ordered 1,300 3 Series sedans. BMW won the contract on a competitive bid. Previously only Italian vehicles have been used by the Italian police. (BMW Magazine)

BMW Group Looks Back On A Successful Year

The success of the BMW brand is creating new jobs. Instead of the 1,000 new openings announced in the summer of 2000, the BMW Group has created over 2,500 new jobs this year in Germany alone, mainly in Research and Development, Production and Sales. Similarly, demand for the BMW Sports Activity Vehicle X5 is so high that over 1,000 new staff have been taken on in the plant in Spartanburg, USA.

The success of the BMW Group is thus in stark contrast to its competitors in the rest of the automobile industry who have had to slow down production or cut jobs because of the fall in demand.

In addition, a total of 38 additional shifts have been introduced in the German BMW plants. In the Munich and Regensburg factories, production lines ran all through the summer holidays, and there has also been no break in production in Regensburg between Christmas and New Year.

(BMW AG Press Release)

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Hydrogen BMWs to the US

A fleet of hydrogen-powered BMW 750hLs will be taking part in the BMW Clean Energy World Tour. The fleet's U.S. stop will be in Los Angeles and will be accompanied by a panel discussion. The arrival of the hydrogen fleet in LA will be on July 12th. BMW believes that hydrogen is the ultimate answer as a power source for automobiles. The Tour is part of BMW's long-term commitment to promote their viewpoint.

Brilliant

Brilliance China Automotive Holdings has acquired from BMW the technology needed to start producing China's first indigenous sedan. BMW is the only global auto maker without a presence in China and BMW and Brilliance had been having discussions for months about a more direct role for BMW. (Wall St. Journal)

Automobile All-Stars

Automobile Magazine announced its annual awards, its list of All-Stars. BMW was well represented. Included in the list was the Williams FW-22 BMW as the Racing Car of the Year. The 3 Series won Best Coupe, the Best Sports Sedan was the M5, the Best Mid-Sized SUV was the X5 and the 525i/530i won Best Luxury Sedan/Wagon under \$40,000.

We Have a Winner

Car & Driver Magazine has once again placed a BMW at the top of the heap in one of their comparison tests. This test was of sports sedans and right from the beginning, C&D asked "which BMW." The Editors admitted that BMW is the gold standard that every other manufacturer aims for when it comes to sports sedans. The full results were:

- 1 BMW 325i
- 2 Audi A4 2.8
- 3 Lexus IS300
- 4 Volvo S60 T
- 5 Mercedes-Benz C240
- 6 Saab 9-3 SE

Spare Parts

Your Editor-in-Chief was perusing a European catalog from BMW Mobile Tradition. In it he spied a nice set of ten postcards, each featuring a historic photo from the BMW archives. In addition, there was a lovely matching writing pad, featuring the same photos on fine paper. Down to BMW Seattle to order a set. Alas, the part number was nowhere to be found in the BMWNA system. A phone call to New Jersey reveals that there are upwards of 50,000 sets in Germany. New Jersey can't see why even the EPA or DOT would object to Americans owning a nice historical BMW postcard set or schreibblock. So, the guys in Jersey say they will "master" the part number into the BMW of North America system. With lightning speed, this is done in only two weeks! Now anyone in the Land of the Free can buy a post card set (#80240026296) or writing pad (#80240026295) featuring classic BMWs.



AUTOMOBILE ALL-STARS

Automobile Magazine announced its annual awards, its list of All-Stars. BMW was well represented. Included in the list was the Williams FW-22 BMW as the Racing Car of the Year. The 3 Series won Best Coupe, the Best Sports Sedan was the M5, the Best Mid-Sized SUV was the X5 and the 525i/530i won Best Luxury Sedan/Wagon under \$40,000.

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New Compact is Close



The new Compact, or ti as we know it, will be the first model to use the new NG (new generation) four cylinder engine from the Hams Hall engine plant in England. The little hatchback will be the fifth and final E46 model. BMW hopes it sells better than the E36 Compact which has been managing only 4,000 to 5,000 sales per year worldwide. The new Compact will be available in Europe starting this summer. U.S. introduction is uncertain but fall 2001 seems likely. Handling should be much improved over the old car. The current Compact/ti uses the rear axle set-up from the old E30, as does the Z3. All the other 3 Series cars use a more sophisticated Z-axle. The new Compact will get the rear axle found on all the other E46 variants. The new car will be easy to recognize: the front gets four separated headlights; a different look from every other 3 Series. (Car)

Formula 1

BMW Williams F1 are back to testing in preparation for the upcoming season. This will be the second of a five year relationship between BMW and Williams. The testing is being carried out by veteran Ralf Schumacher, Juan Montoya and new test driver Marc Gene. The goal for the team this year is to narrow the gap between them and the McLaren and Ferrari teams. Gerhard Berger, Director of BMW's F1 program says this season's all new V10 is a gem. "We wanted to make a quantum leap forward with the new engine. My feeling is that we achieved that."

MID-ENGINE BMW

BMW sedans and coupes are wonderful. The new M3 and M5 perform at a level that only the world's top sports cars can beat. But for years, enthusiasts have been saying that BMW has the best hardware set to put into a true sports car package. The Z3 is nice but wouldn't a mid-engined BMW really be the thing? After all, BMWs have great weight distribution while static but under braking the front-engine setup is awfully tough on the front tires and brakes. A mid-engined BMW would give Porsche some much needed competition.

Georg Kacher in Automobile Magazine reports that four separate mid-engined proposals are under study at BMW. The first is a super lightweight roadster/coupe which would cost about \$40,000. One would think this is a no-brainer but don't count on it. BMW Technik has developed the Z29, a \$60,000 two-door that uses M3 running gear. This would seem another no-brainer that BMW could sell like crazy at that price. The third concept is a \$70,000 400 hp competitor for the Porsche 911.

Unfortunately, the concept with the best chance of seeing the light-of-day is called the M2; a successor to the M1 of 1978 to 1981. This would be a hard-core supercar using a detuned version of the Formula 1 V10



engine. It would be built in very limited numbers at cost about \$250,000. This is the M Division's second try at developing an M2. The first used a barely altered F1 motor and radical styling. The board shot it down as impractical. The current, less radical concept, uses scissor-styled doors and soft-skin body panels. The latter provide for adaptive aerodynamics. At 2640 pounds and 600 hp the performance should be breathtaking. Zero to 60 mph times are predicted to be under four seconds.

So why would BMW build a limited production, limited practicality, supercar rather than an M3-based real world supercar for the masses? Ego. BMW execs can't stand to let Mercedes build their SLR, Porsche build their Carrera GT, and VW build their Bentley and Bugatti without an answer from Munich.

Child Abuse

A 1960 BMW Isetta 300 sold at the Christie's auction in Pebble Beach for \$11,750. The new owner said he plans to "put it in the garage between my two Ferraris and drive my daughter to school in it."

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2000 SETS SALES RECORD

BMW of North America, Inc. has continued its winning streak for calendar year 2000 and surpassed all previous U.S. sales figures, reporting 189,423 vehicles sold, an increase of 22 percent over 154,970 vehicles sold a year ago. Sales of automobile and light trucks (X5) combined skyrocketed 58 percent in December, to 20,720, up from 13,094 a year ago.

"This marks the 27th consecutive month that we've surpassed monthly sales records," remarked BMW NA CEO Tom Purves.

Especially strong sales were reported in the 3 Series, with an increase in year-to-date sales of 16 percent to almost 90,000, up from 77,138 in 1999. BMW sold 26,720 X5 Sports Activity Vehicles in the first full year the award-winning X5 has been on sale. December sales of BMW's X5 were 4,255, compared to 1,312 sold in the same period a year ago and 3,408 sold last month. (BMW NA Press Release)

The BMW Group ended the year 2000 with a new sales record for BMW cars. Altogether, more than 822,000 vehicles were supplied to customers worldwide, which represents an increase of 9.4 percent over the previous year (751,272).

The two biggest BMW sales markets in the year 2000 were Germany with approximately 240,600 vehicles (an increase of 0.2 percent over the previous year) and the USA with 189,423 vehicles (plus 22 percent). (BMW AG Press Release)

An observation: if current trends continue, in about two years the U.S. will overtake Germany as BMW's largest market. The U.S. may already be BMW's most profitable market, given the mix of models sold.

New M3

As we mentioned last month, manufacturing problems are holding up the new M3s. Specifically, we've heard that the main bearings aren't holding up under the stress of 8,000 rpm. The first of the E46 M3s were supposed to be here in December. Now we're told March. BMW has not officially disclosed the reason. Curiously, the dealerships have received ordering guides for the M3 convertible but not for the coupe.

Sequential M Gearbox

BMW's Sequential M Gearbox (SMG) II will be introduced on the M3 to the European market in the summer of 2001. The original SMG never made it to the U.S. and that's just fine; it had lots of problems and eventually was pulled from the European market. The new SMG II is supposed to be much improved. The Europeans will again have the opportunity to "field test" it. The F1-style, steering column-mounted paddle shifter will be available in the U.S. in summer 2002. (Bimmer)

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Cars for Sale

1998 540iA: 16,600 miles, AC Schnitzer ground kit and other items. Car is not used, I need to make room. Photos available. Need to sell. Asking \$45,000. 425-485-8500, or stanb@frostrnw.com.

1997 328i: Excellent condition. Arctic Silver 4 door, 5 speed with Sport package, gray leather, alloy wheels, air conditioning, ABS, traction control, cruise control, power seats, windows, locks, mirrors and sunroof, Pioneer AM/FM/CD w/Harmon Kardon speakers, dual air bags, and more. 77,000 miles (higher miles = big savings). Records since new, always serviced at Seattle BMW (fanatically maintained by original owner - we are second owner and have only owned it for nine months). Always adult driven. Saving for new house, need to sell to terminate lease. Please call Brice York at 206-232-6105 or byork@tuckeralan.com.

1996 M3: Coupe, arctic silver on gray, 33k miles, nonsmoker, garaged, 6 CD changer and nose bra. Includes forged 5 spoke wheels on car, plus OEM 10 spoke wheels. Dinan, Koni, and Remus upgrades. \$33,000. Don or Judy at 360-574-5524 or silvertopdon@home.com.

1995 M3: Bright red/black, 5spd, 17K miles, sunroof, OBC, factory alarm, CD changer, rear wing. Mods include: Bilstein shocks/H&R springs/RD adj. sways, Turner euro intake/T-body/JimC chip, Supersprint SS catback/DTM, BMP gauge console. All orig parts except exhaust are included. Excellent condition, 1 owner, light drivers school use, never raced. \$29,000 obo. Please call Gregg 425-222-3540 or grs@binary.com.

1970 2002: Weber, E30 alloys, good running, Inca now, originally Colorado, rust on wheel wells and spare well, otherwise fair. Recently rescued from a life on the street. Needs good home. This car will make an excellent starting point for someone's dream car. Too many '02s, must sell. . . \$1250. Tony 206-633-5354 Greenlake area of Seattle or email hwyhillhouse@yahoo.com.

1969 2002: Mostly complete. Not running. Have title. Will qualify for vintage racing? You haul \$450. Tony 206-633-5354 or email hwyhillhouse@yahoo.com.

Parts for Sale

Someone must need these! Four black steel wheels (6.5 x 15) purchased at the Tire Rack. Were used four times on a 1988 535i. Included are 2 Michelin XGTs (215/60/15) and 2 Bridgestone Potenza RE71s (205/60/15) with some tread left. Would make great snow wheels for your E28. \$75/obo - no reasonable offer refused. Must sell to make space in our garage (I no longer have the car). Brice York 206-232-6105 or byork@tuckeralan.com.

1998 M3 3.2 Muffler and Headlights: M3 muffler. Excellent condition for \$150. Left and right headlight assembly for E36. Excellent condition \$75. Naoya at 206-669-0898 or Naoya_98007@yahoo.com.

E36 325 Track Wheels/Tires: Lightweight Revolution 15"x7" alloy wheels. 5 bolt pattern. Tired of chewing up your street tires? Need an extra set of wheels for track days? Here's a good deal - 8 ea total with 225 45 Hoosier tires ready to go. These cost over \$200 ea, I will let them go to a good home for \$500 per set of 4. Brian 253-850-3047 or e-mail brianbmw@att.net.

Fikse Wheels: BMW 17in Fikse FM5 forged three-piece wheels, Dunlop tires 50% tread, fit 5, 6, 7 Series. \$1600 Bill 206-713-1515.

BMW Wheels: Four 15 by 7 inch 20 spoke BMW alloys. They are mounted with Toyos with about 20% tread remaining. Fits all 5 Series up to '97 and 7 Series up to '95. \$250 or best offer. Call Bruce at 253-631-3216.

E30 differential: Stock differential removed from 1989 manual trans 325i with 155,000 miles. Good condition. Tired of seeing it sit on a shelf in the garage. \$200 OBO. Contact Mike at 360-756-6076 (Bellingham).

1977-83 320i parts for sale: Large selection of body & drivetrain parts. Some interior parts. No "S" pkg., aftermarket or high perf. yet but loads of stock stuff. If you have an E-21 keep this ad handy. Brian at 503-325-6944 (home) or 503-704-6084 (mobile).

2002 Parts: Sheetmetal, glass, wheels, much more. Call Tony at 206-633-5354.

Wanted

Crew & Drivers for KAHN Team Racing's Team! If you'd like to support a dynamic, local race team in their Northwest racing program (at SIR, PIR, Spokane, Mission Raceway (Canada) & Thunder Hill (CA)). Contact: Jacqueline Kahn, team owner, for the various positions available: jk@kahnteamracing.com or call 425-481-9571. Mechanical aptitude a big plus but not necessary for all openings. Free food, team gear, and loads of fun! We're also continuing our rookie race driver rental program for those interested in giving racing a try! Email your bio of experience and questions to jk@kahnteamracing.com.

1991-'93 525i: 5spd (blue would be nice, not required.) 206-988-6238 Doug Adams frog123@mindspring.com.

6 Series: New member looking for his first 633/635CSI. Prefer lower miles, excellent condition for pleasure driving. Unique features would be great. Willing to pay a fair price. Dean 360-791-4705, 360-426-8638 evenings collect or Bigguydean@aol.com. Thanks!

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

Wheels for M roadster or coupe: Folded 5 spoke M RoadStar design with 225/40/17 front and 245/40/17 rear. Will pay market price. Scott 425-922-3343 (w), 425-338-2461 (h) or scott.krell@gte.net.

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