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INHALT

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KALENDER

- March 9
Deadline for the April Zündfolge. Note the earlier date do to production schedules.
- 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.
- April 5
Board Meeting at the Mercer Island Community Center, 8236 SE 24th Street, Mercer Island. Starting time is 6:30 PM. All members welcome, as always.
- April 7
Northwest 2002 SpringFest will be a gathering of '02 series owners from across the Pacific Northwest. This is not an official BMW CCA event. See article in this issue.
- April 18
Racing Videos Night. See some great racing video clips as selected by President Lance Richert. See article in this issue.
- April 21
TSD Rally put on by BMW CCA Puget Sound Region. See Ken Olsen's article in this issue.
- May 12
Dyno Day at Carburetor and Fuel Injection Connection in Kirkland. Wes Hill is coordinating the event. More information in the April Zündfolge.
- June 23/24
Wine Tour to Eastern Washington Wineries. Look for more details in future Zündfolges.

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Members' Appreciation Day is Just About Here!

March 10

Don't miss our Member's Appreciation Day, March 10th. 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 what 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 you

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 the events. We strive to offer a well-rounded set of events throughout the year for our members and to meet this goal it 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 introduction 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 passion for BMWs!

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
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Driving Directions:

- Travel North on 1-5 past downtown Seattle (North towards the University District)
- Take the 45th Street Exit, turn Left onto 45th (West).
- Head West until you reach Wallingford Street.
- At the corner on your left is Wallingford Center. Simpatico's outside entrance is at the back SW corner.

2001 PIR Driving School days

Hi! I would like to start by welcoming all our additional CCA members into the Puget Sound Region BMW CCA club who are receiving the Zündfolgenow, and all of our new club members this year as well. For those of you who don't know me, I am Bill Buchanan, and I serve as our club's contact person for the Portland driving school events. This is so the Portland club event coordinator doesn't become overwhelmed handling both clubs requests for information and registrations!

We are looking forward to a fun year of driving schools at PIR! For those of you who have not had the chance to drive PIR, I heartily recommend you think about giving it a try. The track is quite different from SIR, being very flat and fast, and will develop new skills to add to your experience. It is also very friendly to first time participants, and not hard to get to. The first event is coming up on Friday, March 30th, and should be a great way to start the season. There are 5 events this year, with one of them being the tri-club School which is always a very popular event. The dates are listed in the calendar, so you can plan ahead.

I have a mailing list, and invite all interested to write me if you want to be placed on it. I send out the registrations for the events via e-mail, can help with finding places to stay, roommates to share lodging, and carpool buddies for the trip down to Portland. I can answer most all of your questions, and those I can't, I will get the information from Portland! If you would rather not be on the mailing list, then write me before the events and I will be glad to e-mail a registration form to you.

You may contact me, Bill Buchanan at otterbuns@aol.com or 425-402-9252. See you March 30th! Bill Buchanan

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2002 Gathering!

Northwest 2002 SpringFest will be a gathering of '02 series owners from across the Pacific Northwest. The date is Saturday April 7, 2001, at Riverside Park north of Kelso, Wash.

Look for details, driving directions and registration directions on the SpringFest website at www.02springfest.org. This is not an official BMW CCA event. Event Coordinator is Scott Stoddard ('72 2002tii), e-mail: kugelfischer@yahoo.com. For those 2002 owners that want to caravan, talk to each other on our club's message board at www.BMWpugetSound.com.

02 PSR Special Interest Group

With next year being 2002, what better reason to start a 02 Group right here in our own back yards.

What is an 02 Special Interest Group? It is just a bunch of 2002, 2002Ti & 2002Tii owners that would like to get together and exchange stories, tech tips and go on weekend drives. The sky is the limit.

The Puget Sound Chapter of the BMW CCA will be dedicating the next Concorso to the 2002, making this a great time to start planning. What a great event! If you are interested and have some driving tour locations to talk about, Tech tips, secrets or just want to get together for an afternoon beer, let's get started. If you have any ideas for a first meeting location please pass it along. So let's get started... Please contact Ken Wear at weark@hswcc.com or call me at home: 206-726-1187 (no later than 9pm). I will contact everyone this early spring.

Ken Wear

This month's cover features BMW press photo of the BMW Williams F1 team FW23 car and drivers Ralf Schumacher (seated in the car) and Juan Pablo Montoya (seated on the outside on the car). Look for more coverage of

the F1 team in the feature article, starting on page nine.



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 5-10 minutes each of a bunch of interesting videos for a couple hours. The event will be Wednesday, April 18.

BMW is heavy into the Williams F1 effort, so who has old footage of the 1983 Brabham BT53 Turbo BMW that powered Nelson Piquet to a driver's championship or the BMW powered 1986 Benetton B186 that powered Gerhard Berger to BMW's last victory as an engine supplier in Formula 1? Let me know!

We will watch the infamous flying lap of Derek Bell at the 156-Turn Nürburgring in Germany. The finale will be to enjoy club member Hugh Golden's in-car video from last year racing his '87 325i at Portland Int'l Raceway. He started 3rd, was pushed off at the first turn, and had to let practically the whole field of 45 cars go by before he could get back on track. Watching him dice back up through the field, eventually ending up 5th is awesome to watch, you don't want to miss it!

Another special treat... for those that didn't watch Speedvision's 24 continuous hours of coverage of the Daytona 24-hour endurance race, I've pulled off the

best 15 minutes of coverage of the V8 powered M3. Including some great comments from Hans Stuck.

We will meet at Bison Creek Pizza in Burien. Videos will run from 7-9ish 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 a very "car club friendly" pizza place.

An RSVP to me is appreciated by not required. There is no cost to attend this event, although you are on your own for food. See you there!

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Banquet



LEFT: Denny Organ with his wife Bonnie. CENTER: Rick Brown, Banquet Chair. RIGHT: Dan and Marilyn Patzer view silent auction donations.

Wow, what a banquet this year! This was our most successful banquet to date. We owe that all to you and the great donations we received. What really excited us was the turnout of first time attendees. I think a quarter of the people were new. I had the chance to have three new people at my table and they had a chance to get to know me, my family and Steve Norman. Overall attendance was up 30% over last year which is a great jump.

As we mentioned at the banquet we are donating some

of the proceeds to P.A.W.S. in memory of Roger Wales, BMW CCA Puget Sound Region and all of it's members. Since our net proceeds were greater than we anticipated we have decided to up the donation and give a little to another charity in your honor.

The rest of the money we raised will go back to the club. We use that money to subsidize some of the events we put on for you. We also use that money for things like new radios and fire extinguishers for the corner

workers who help make your time a safe one.

Once again we are very thankful for all of the donations we received. The Hill Brothers were kind enough to donate their race car (twice) for a novice race, in the live auction which helped raise a lot of money (thank you). Please take the opportunity to read the list of donors and visit them when the need arises.

Thank you again for making this the most successful banquet/auction we have ever had. We look forward to seeing you at the upcoming events. Thank you to all of you who have volunteered over the years.

Rick Brown

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MOTOR SPORTS



Start Your Engines—The 'Driving Program' Begins! by Jacqueline Kahn

You won't want to miss these events! Starting in May is our annual Novice Driver Program. May 18th at Bremerton Raceway and May 20th at Seattle International Raceway. Details on the schools and how to register will be published in the April issue of the magazine. So keep your eyes on the mailbox. You'll want to get your registration out as soon as you can. These schools fill up fast for a reason. Great programs where you'll be thrilled with the experience and all that you'll learn. Registrations and names are not taken prior to the April publication.

So stay tuned. Registration to our club's driving events requires that you are a member. If you or a friend is interested in our driving programs but does not yet have a membership, you will need to get one started. Contact the national club www.bmwcca.org to find out how to join and state that you would like the Puget Sound Region as your Chapter of choice.

For our more experienced drivers who can't wait for our Driver Training Days (previously known as "lapping days") to start in June and need a little kickstart—then head on down to Portland for BMW

ACA's event on March 30th. See Bill Buchanan's article in this month's issue for all the details.

And if you've really caught the bug then follow up Portland's event with a drive to Spokane! The Inland Empire is conducting their first event of the season April 1st. No better way to spend April Fool's Day!

As you can see from the calendar below there is plenty of track time ahead. So dust off those helmets and RE-READ YOUR HANDBOOKS as a way of dusting off your brain and go have some fun!

2001 Driving Events Calendar

March		14	Alfa Lapping day at SIR	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.
24	PCA – Driving event at Seattle International Raceway	18	Corvette Club Drivers Day at Seattle International Raceway	
30	BMW ACA, Portland Region – Driving event at Portland International Raceway	22	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	
April		August		
1	BMW CCA, Inland Empire Chapter – Safety/Skills School at Spokane Raceway	10	Bremerton Sports Car Club – Lapping Day at Bremerton	
20	Alfa Lapping day at Bremerton	16	BMW ACA, Portland Region – Driving event at Portland International Raceway	
May		18	Alfa Lapping day at SIR	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 .
4	Alfa Lapping day at Bremerton	18/19	BMW CCA, Inland Empire Chapter – 2-Day School at Spokane Raceway (Dates to be announced)	BMW CCA, Spokane: Scott Adare, sadare@aol.com , 509-468-6502 (W), 509-466-6731 (H)
14	BMW ACA, Portland Region – Driving event at Portland International Raceway	26	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	Alfa Club: Herb Sanborn, Herb.Sanborn@noaa.gov
18/20	BMW CCA, PSR – 2-Day Novice Driver Training School. Friday, May 18th at Bremerton Raceway, Sunday, May 20th at SIR	September		Bremerton Sports Car Club: Dave Ely, 360-698-0077, Larry Paulson, 360-830-4030
19	PCA – Driving Event at Seattle 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)	Corvette Club: Rick Milsow, 425-486-2309, Rickm@hearthstone.org , www.corvettemarqueclub.com/schooldaze.asp
June		28	Bremerton Sports Car Club – Lapping Day at Bremerton	PCA/PNWR: Jim Selders, Driver Education Chairman, Jimselders@hotmail.com , 425-868-8770 (H). Glen Coad, Event Registration, Gcoad@dc-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)
3	Alfa Lapping day at SIR	29	PCA – Driving event at Seattle International Raceway	Conference (ICSCC) 2001 Race Dates: Visit www.icsc.com .
9	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	October		
9	BMW ACA, Portland Region – Tri-Club Day (BMW/Porsche/Alfa) at Portland International Raceway	7	BMW ACA, Portland Region – Driving event at Portland International Raceway	
10	PCA – Driving event at Seattle International Raceway	28	BMW CCA, PSR – Novice Driver Training School at Bremerton Raceway (date tentative)	
16/17	BMW CCA, Inland Empire Chapter – 2-Day School at Spokane Raceway	November		
July		3	Alfa Drivers School at Bremerton	
13	Bremerton Sports Car Club – Lapping Day at Bremerton		(Other clubs' dates to be announced, as they become confirmed.)	

Club to Offer TSD Rally Events

by Ken Olsen

The Puget Sound Region BMW CCA, based on interest expressed by numerous members, and to expand the range of events offered by the club, will offer three Time/Speed/Distance (TSD) Rallies this year.

Preconceptions

What exactly, you ask, is a TSD rally? There are many forms of the sport. Many of you may be familiar, through the magic of SpeedVision, with the Pro-Rally series or the Paris-Dakar. These events feature fully be-suited and be-helmeted drivers and navigators who spend days thrashing vehicles bedecked with lurid sponsorship graphics sideways over goat trails while trying not to leave their meager meals smeared on the inside of their full face helmets.

At the other end of the spectrum are "tour" rallies, in which wheezing brass-age cars make slow and stately progress through quaint New England villages under the direction of gentlemen and ladies in period dress in search of the next serving of pate and a bit of bubbly.

Our Club Format for 2001

We will be taking neither of those roads. Our rallies will challenge both driver and navigator on less-traveled, paved public roads, at realistic speeds, with an emphasis on enjoyment of your car, your fellow participants, and the open road. We will select roads for their scenic quality, pavement quality, and their relative lack

of traffic. We will keep both driver and navigator busy, but not always at the same time. We will not attempt to get you lost, but we will challenge you to stay on course. We will give clear instructions, and will explain the route selections at the end of the event.

Through a strategic alliance with the BMW Seattle Classic Motorcar Rally, and with supporting sponsorship from BMW Seattle, we are able to offer both experienced and novice teams a really excellent menu of events.

We will start the rally season April 21st with a one-day rally hosted by BMW CCA Puget Sound Region. This inaugural event will offer the full spectrum of rally experience in a simple, easy-going format. The morning will feature two TSD sections followed by a "bring your own" picnic lunch. Two afternoon sections will bring us to a restaurant where awards and food await. We are targeting a field of 35 cars, with awards for the top ten finishers. Register now to reserve your place! Each team will receive two high quality polo shirts embroidered with the club logo to commemorate the event.

On June 7-10 we will join with the BMW Seattle Classic Motorcar Rally, which this year travels to the Lake Quinault Lodge as its base of operations. This three-day event is the premier northwest rally, featuring stunning vintage cars from most western states and Canada. This year,

for the first time it will be open to contemporary sporting cars. If you own a BMW, this means you. Visit www.collegeplan.org/rally.htm for full details. In the fall, we will once again join with the Jaguar and MG clubs for a one or two-day rally (your option).

TSD Overview

A Time/Speed/Distance rally involves following a prescribed route at specified speeds over a certain distance. The challenge is to always be "On Time", neither early nor late. Competitors are judged by how close they come to being "on time" at checkpoints (at unknown locations) along the route. Competitors start at 1-minute intervals, following an imaginary "Zero" Car, which gets everything absolutely right. Your experience, as they say, may vary. The car with the fewest time errors wins. 30 minutes before each car's starting time, competitors will be given route instructions which contain the specifics of a route you must follow. They will be expressed as follows:

Instr.#	Mile	Instruction and/or reference
5	3.92	SAP @ Stop
6	4.16	Left Turn at Happy Valley Road
7	4.24	SOR "Speed Limit 30"/CAST 30
8	5.12	L @ T / CAST 55

Above are instructions 5 through 8 of a TSD. Instruction 5 indicates that at 3.92 miles from the start (where you will have been reminded to zero your trip odometer), you go Straight As Possible (SAP) at a Stop sign. So far so good, we can all do that. Instruction 6 says take a left at mile 4.16, at Happy Valley Road. Instruction 7 says Sign on Right (SOR) reading "Speed Limit 30" Change Average Speed To (CAST) 30. Instruction 8 asks you to take a left at a "T" intersection and to change your average speed to 55. I presume that most of you are still with me.

You will notice right away that street names are not always present. You will also notice that you must maintain specified speeds, which then may change. You will also be turning, stopping, slowing, accelerating due to traffic, signs and road conditions all of which will affect your average speed. Remember now that the object of the game is to arrive at checkpoints at a specified time. You will not know where these checkpoints are, so you must always be on time.

Continued on Page 8

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The more mathematically inclined will quickly understand that given a starting time, the mileage and the speed it is possible to calculate your arrival time at any instruction or mileage point. Since each car will receive route instructions 30 minutes before your scheduled departure time, you have that time to calculate points along the route.

Alternatively, and as most people do, you can forget about the math and go Seat of the Pants (SOP). Here you simply concentrate on staying on course and close to the required speed. It is surprising how well you can do by simply not getting off course and estimating your average speed.

Now, a quick word about Main Road Rules. There will be times when the nefarious Rallymaster will cause you to arrive at an intersection but will not provide you with an instruction. You, however, will be armed with the Main Road Rules, which if used properly, will see you safely onto the required route. For a full look at the rules visit the Classic Motorcar Rally website mentioned earlier in this article.

In its simplest form, a TSD is a nice drive in the country. You can make it as complicated as you wish! Routes will be chosen to minimize traffic conflicts, offer navigational challenges and good driving experiences. You will not be required to stress your car, in fact the requested average speeds range from 15 to 65 mph. There will be no unpaved roads. You will

not be expected to exceed any posted speed limits in order to stay on time (as long as you don't lose time being off course!). All rules of the road will apply. Cars will undergo a brief tech inspection of lights, horn, signals, brake lights, wipers etc. All cars that are roadworthy should pass without any problem.

You will need a watch with a second hand or a stopwatch, the odometer that comes with your car, a simple electronic non-programmable calculator, pens/pencils, highlighter, and clipboard so you can write in the car.

We hope you will join us for this new way to enjoy the capabilities of your BMW. You will be introduced to some great roads and great people. You will find a new enjoyment of driving with purpose and precision, without the full commitment to "track" style events. It's something you and your partner, son, daughter or any combination can enjoy together. Only one member of a team is required to be a BMW CCA member. Questions can be directed to Ken Olsen, Rally Coordinator at design@olsenarchitects.com or by calling at home 425-898-8544, 7-9pm.

Register now for the one-day April 21st Rally on the adjacent form. Registrations for the June 7-10 BMW Seattle Classic Motorcar Rally should also be made soon at www.collegeplan.org/rally.htm. Note that you will need to make your own lodger reservations.

Details for the 2001 Club Spring Rally

The BMW CCA Spring Rally, April 21, will start at the office of W+H Pacific, 3350 Monte Villa Parkway in Bothell, WA. It will finish with dinner and awards at Café Veloce at Totem Lake. Both of these locations are directly adjacent to exits from I-405.

Tech Inspection will be at 7:30, Drivers meeting at 8 am, Car #1 out at 9:00, morning, lunch and afternoon breaks, finish around 5:30, then dinner with awards at 7:30. Directions will be sent to all teams one week before the event.

To keep costs low and to avoid culinary disappointments, teams are to provide their own picnic lunch and snacks. Dinner at Café Veloce will also be the responsibility of individual teams in order to maximize your dining options and minimize the event cost.

Rooms for out of town teams are available at the Wyndham Garden Hotel, 1933 N. Creek Parkway in Bothell (425-485-5557). They are \$89 per night, Fri, Sat and Sun. This hotel is at I-405 and 195th St/Beardslee Boulevard. It is a very short drive to the start location.

We are planning to start 35 cars. Only one member of a cars' team is required to be a BMW CCA member. Register early to assure your place, as there is significant interest in the event. The entry fee includes a full day of rallying, course-workers, printed materials, two polo shirts with embroidered event logo, awards to the top ten teams and all the fun you can pack into a long day enjoying your car. In an on-going commitment to support the Club, BMW Seattle is providing generous sponsorship for this event.

Spring Rally Registration – April 21, 2001

Driver Name _____

CCA Chapter _____ Member # _____

Address _____

City, State, Zip _____

Home Phone _____ Other Phone _____

Email _____

Navigator Name _____

TSD Experience Novice 1 2 3 4 5 expert

Driver Shirt Size S M L XL XXL

Navigator Shirt Size S M L XL XXL

(Additional shirts at \$25 each (Number and Size))

Car Year, model, color _____ License Plate _____

Rally Fee (rally materials, rally, 2 embroidered polo shirts, awards) \$65 per car \$ _____

Additional embroidered polo shirts: # of shirts _____ @ \$25 each \$ _____

Total Enclosed \$ _____

Please mail your registration form to: BMW CCA, P.O. Box 1259, Bellevue, WA 98009. Make checks payable to BMW CCA. Registration forms and checks MUST be received by April 11, 2001, so we can place the order for shirts.

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For 2001, BMW will primarily focus its motorsports activities on Formula 1. There will also be two factory teams competing in the American Le Mans Series. Both factory teams will be running M3s with V8 engines. Lance Richert was at the 24 Hours of Daytona and witnessed the debut of the first V8-engined M3. His report on this season's plans for racing the M3s follows.

This year will be the second of a five-year contract between BMW and WilliamsF1 (formerly Williams Grand Prix Engineering).

On January 27th, the BMW WilliamsF1 Team unveiled its 2001 challenger, the FW23, at the Silverstone circuit. In their first year as partners, BMW and WilliamsF1 surprised the F1 world by placing third in the Constructors' Championship. For this year, the goals are to defend their third place and close at least part of the gap between themselves and the dominant Ferrari and McLaren teams.

From BMW's side, the Co-directors of BMW Motorsport remain Gerhard Berger and Dr. Mario Theissen. The WilliamsF1 Team Principle is Frank Williams while the Technical Director is Patrick Head.

The Car

The FW23 is an evolution of last year's FW22. There are a number of changes to the regulations, which require redesigns by all the teams. The sizes of various aerodynamic aids have been reduced in an attempt (probably futile) to slow the cars down. All the teams must meet more

rigorous structural and impact tests. When last year's car was converted to 2001 rules, performance decreased considerably. However, ongoing development work has recovered much of the performance lost.

In addition, design changes have been made to accommodate the team's new tire supplier, Michelin, and the new BMW V10 engine.

The Engine

Last year was BMW's first in Formula 1 in a long time. As a result, the engine, known as the E41, was fairly conservative. This year's engine is a bit more adventurous. Both engines are V10s, but last year's was 72 degrees between cylinder banks while the 2001 engine is a 90 degree design. This creates a lower center of gravity. The new engine is also lighter and more powerful.

The new engine, coded P80, was first run on a test bench on September 25, 2000 and was circuit tested for the first time on October 11, 2000.

Perhaps the most interesting aspect of BMW's involvement in Formula 1 is how the BMW F1 engine is developed and built. BMW does almost everything with its own resources. Contrast this with the McLaren-Mercedes Team. Mercedes demonstrates its competence in engines by writing large checks to Ilmor Engineering. For funding the effort, Mercedes is able to put its name on the engine.

BMW built a factory about a mile from the FIZ F&D Center, specifically for the F1 engine project. The same engineers who created the M3 and M5

engine electronics developed the engine electronics for the F1 engine. The knowledge gained during the F1 engine electronics development will be used on the next generation of road car engines.

By the same token, the F1 engine's mechanical elements are also produced by BMW. And not by BMW Motorsport but by the respective production car divisions within BMW. BMW has also adopted some lessons learned in F1 about rapid prototyping.

Generally speaking, BMW is not in Formula 1 just for the marketing benefits. Instead, BMW is a full technical partner and is using F1 as a rapid learning laboratory to create synergistic benefits with its production cars.

The Drivers

Ralf Schumacher returns as the team's lead driver. Although only 25 (he'll turn 26 June 30th), Ralf is an F1 veteran. Although acknowledged as quick, Ralf's concentration is not always what it should be. However, when he's on, he's nearly as quick as his World Champion big brother. Last year's young phenom, Jenson Button, has been sent to Benetton for the next two seasons. Williams has Jenson under contract through 2004.

The second driver for our team is Juan Pablo Montoya, the fearless one. Montoya has spent the last two years in the Champ Car Series. He seems to have adapted to racing in America fairly well. In his rookie season he won the championship. In 2000 he suffered from mechanical breakdowns. However, winning the Indy 500 as a rookie consoled him. He was the first rookie to win Indy since Graham Hill did it in 1966.

Montoya is very quick and mentally tough. In nearly testing he has already come very close to matching the pace of Ralf Schumacher. Look for Montoya to be the faster of the two by mid-season. The new test driver for the team is Marc Gene who was rescued from F1's version of Siberia: the Minardi Team.

Looking forward a couple of years, in 2003, the WilliamsF1 Team will have Ralf Schumacher, Juan-Pablo Montoya and Jenson Button to choose from to fill the two seats. I'll predict now that Ralf will be the odd man out. Williams will then have

2001 F1 Schedule

March 4	Australia	Melbourne	www.grandprix.com.au
March 18	Malaysia	Sepang	www.malaysiangp.com.my
April 1	Brazil	Sao Paulo	www.gpbrasil.com.br
April 15	San Marino	Imola	www.autodromoimola.com
April 29	Spain	Barcelona	www.circuitcat.com
May 13	Austria	Al-Ring	www.alring.at
May 27	Monaco	Monte Carlo	www.acm.mc
June 10	Canada	Montreal	www.grandprix.ca
June 24	Europe	Nurburgring	www.nuerburgring.de
July 1	France	Magny-Cours	www.magnycours.com
July 15	Britain	Silverstone	www.silverstone-circuit.co.uk
July 29	Germany	Hockenheim	www.hockenheimring.de
August 19	Hungary	Hungaroring	www.hungaroring.hu
September 2	Belgium	Spa-Francorchamps	www.spa-francorchamps.be
September 30	USA	Indianapolis	www.brickyard.com
October 14	Japan	Suzuka	www.suzukacircuit.co.jp

in Montoya and Button two of the best drivers on Earth. And with a couple more years of collaboration between BMW and Williams, look for the BMW drivers to be among those battling for the championship.

This Year

But before we get ahead of ourselves, let's look forward to the 2001 season. The first race has already been held in

Australia. There will be 16 more races over the season including the second United States Grand Prix at Indianapolis. So get your BMW Williams F1 paraphernalia and get ready to cheer our team. BMW isn't counting on matching the performance of the Ferrari and McLaren teams this year. But they are planning to be ready if the frontrunners falter. With a little luck, we might even get a win this year.

ALMS 2001 Preview

by Lance Richert

BMW should finally unveil their secret weapon in the American Le Mans Series (ALMS) in 2001; stuffing the V8 into the E46 M3 chassis. The new 4.0 liter V8 should help BMW overcome the drubbing they took last year from the swarms of Porsches. BMW has been very tight lipped about their V8 project. But they couldn't deny the appearance of a single V8 powered BMW E46 at the Daytona 24 hour race run on February 3-4. The blue car #54 had the M62 V8 from the new M5/Z8 in it! The car was presented under the guise of "Jet Motorsports." However, except for the paint job and a few "Jet Motorsports" crew hats, from my observations in the paddock the effort looked like a Prototype Technology Group (PTG) effort from top to bottom. There was PTG owner Tom Milner wearing headsets, PTG drivers Hans Stuck and Boris Said in the car and multitudes of PTG crew members tending to the car all weekend.

The V8 BMW qualified second in the GT class for the race. This was 1.5 seconds faster than the fastest Porsche 911 GT3RS and almost 3 seconds faster than the normal 6-cylinder E46, driven by a very capable Bill Auberland. Note in the pictures that the engine appears to be very much a street engine dropped into the race car. None of the fancy carbon fiber bits like air plenums, etc. have been fabricated yet. This effort looked to be a trial run for the V8, in preparation for the upcoming ALMS racing season. If the engine expired early on, Speedvision would show egg on the face of "Jet Motorsports" rather than PTG.

The V8 BMW ran well in the race, swapping the lead with the front running

GT cars during pit stops. The weather was more wet than dry, and having the capable rain-meister Hans Stuck surely helped their effort. When I left the track at midnight, 11 hours into the race, #54 BMW V8 was still on the same lap as the best 911 GT3RS. During the night, the BMW was able to create a three-lap lead and was looking good for an incredible showing in the V8's debut. However at 7 AM, with 6 hours to go, the car was brought in smoking. The air filter (located right behind the double kidneys) had clogged, leading to a burned piston. The best finishing BMW was a Genesis racing 6-cylinder E46 that placed 9th overall and 6th in class. Bill Auberland was part of this effort. Three of the four BMWs finished the 24-hour race.

For the ALMS, BMW is starting out by building four of these 4.0 liter V8 powered M3s in Munich, with two for use by Schnitzer Motorsport, and two for the PTG team. They appear to be keeping the V8 engine to 4.0 liter to give them the option of running the car in various series in Europe. If the teams don't win, they can't blame the drivers, because the two teams will be loaded with driver talent. Schnitzer will add Dirk Müller and Fredrik Ekblom to existing drivers Jörg Müller and JJ Lehto. Look for Bill Auberland to end up back at PTG.

The ALMS series will come to Portland on August 3-4. Sadly, the BMW prototype LMR cars have been retired. The ALMS races will be shown on Speedvision/Fox Sports NW or NBC. The ALMS web site is www.AmericanLeMans.com. Check out the website, they post great digital pictures of each race during the season.

Discount List Reminder

Please remember, our opportunities for discounts on parts and services at participating businesses is a privilege to us, offered by each business. Some have offered their discount to our club members for many years. Please remember that the discounts are not a right, especially at the dealerships, and you must follow the rules to receive a discount. The dealerships are not required by BMWNA to offer discounts to us. Each business makes that decision independently. And it is reviewed from time to time.

Every time you plan on taking advantage of our discount program, you must show your membership card.

Please remember that the discounts are not a right, especially at the dealerships, and you must follow the rules to receive a discount.

Even the President must show his card, (even when it is the third time I've been in on a Saturday, because I can't plan ahead on what I need for a tune up). No card means no discount. That is the rule, from the top. If you don't have your BMW Club card on you, don't take it out on your friendly parts counter employee.

Look on the club website (www.BMWpugetSound.com) for a complete list of current businesses offering discounts.

Lance Richert, President

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One day while having some time to think, I wandered back to how I got started tinkering with cars. There was a "hobby shop" garage in Santa Maria, CA (called Stanco) that rented garage space and tools, very similar to what many military bases have for the troops. A neighbor let me help him rebuild his Ford 390 one summer and that led to building and installing a bored out 283 Chevy engine into my 54 Chevy Bel-Air hardtop. This was a fast car with a very weak transmission. I spent many a weekend rebuilding that 3-speed transmission.

Years later, living in Seattle with my newly purchased 2002 and looking for some Bimmerly advice, I came to meet Dan Patzer. He worked on BMW's out of his house and was the center for many who were

addicted to modifying their cars. He came back from Germany with some factory Solex sidedrafts and manifolds that ended up in my possession. The BMW speed habit was started. This was the beginning of never leaving anything stock, if it could be made better or faster. I've never blamed Dan for leading me down this road, heck he's done that many times for club members. Dan is still working on BMW's, now in a very nice shop he built.

One reason many people join our club is to take their BMW to the track. Here are some basic inspection that need to be done before that first apex is carved. I want to primarily address the older models, as they are most likely to need attention.

First timers should not be too concerned about which type of brake pads they have, but the brake pads should be thick and the fluid fresh. Track use places a lot of stress on the suspension and so it should be in good order. E30's should have their ball joints and control arms carefully inspected, as they've been known to fail and cause accidents if the ball joint separates. The shocks and strut bearings (the rubber bearing on the top of the strut) need to be okay. I've seen a few cars that haven't secured their batteries well and have had problems while at the track. If the battery box is rusty, fix it; and make sure there is a decent hold down in place. Wheel bearings should be tight. E30's bearings aren't adjustable, but 2002 and 320's are. Make sure there is no slop. A car's suspension, in good shape, can handle the loads of track driving. If there are marginal pieces, expect to have trouble at inspection time. The stress of G's loading the car will cause anything not firmly fastened to fly around. Go to the track with as little as you need and have things bolted down well. Make sure the fluids are at a proper level and fresh; having extra motor oil is a good idea. On 2002 and 320i's, make sure the shocks and brakes aren't too old. A properly kept 2002 and 320 can handle the stresses, but if the car is in the process of "restoration" the mechanics should be the first order of business and not the cosmetics. Suspension and brakes first, paint later. A good tune up is of course handy, as you'd like the engine to sing, as it should. Proper preparation is basically just good maintenance.

In recent years, a mindset has developed (by some new owners) "how to make my M3 (or other BMW) handle better" especially by those who want to enjoy the potential of BMW's at the track. For those who haven't spent a good deal of time learning about their BMW, trying to make them faster is not a good idea. The E36 M3 for example, is much more car than most drivers are capable of handling at the limit. Putting "R" compound tires and such on these cars is an invitation for problems. Most track incidents in recent years have been a case of "red mist" overwhelming good judgments. The limits of many newer BMW's are so high that when it is overdriven there is little to no room to compensate and the results can be very expensive.

It is better to learn the limits of the car before modifying it. After several schools and track events have taught the driver how to control the car, then it may be okay to up the car's limits. Being concerned with how to upgrade the car before the upgrade of the driver is n't wise. The best money spent on the car is the money spent on the driver. This was true 20 years ago and even more so today.

One final note. There is a 02 festival being organized in the Kelso/Longview area. The organizer's website is www.02springfest.org. I'd like to see a LOT of us show up for this festival. Watch the new BBS on the website www.bmwpugetsound.com for more info. Do you think we can have 30 cars from PSR and BC, Canada attend?

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

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BMW CCA Puget Sound Region Income Statement
Jan. 1, 2000 through Dec. 31, 2000

INCOME	
Merchandise sales	\$ 545.00
Membership Dues	\$ 23,881.06
Newsletter Advertising	\$ 17,225.00
National rebates	0.00
Event Fees	\$ 50,104.50
Interest	\$ 470.88
Miscellaneous.....	\$ 10,101.19
Total	\$ 102,327.63
EXPENSES	
Newsletter	\$ 36,091.56
Postage for newsletter	\$ 3,215.13
Event Expense	\$ 48,572.10
Insurance	\$ 4,854.00
Miscellaneous	\$ 8,034.45
Merchandise/Awards	\$ 897.18
Travel & Food	\$ 508.11
Total.....	\$ 102,172.53
NET INCOME	\$ 155.10

BMW CCA Puget Sound Region Balance Sheet
Dec. 31, 2000

ASSETS	
Cash-Checking.....	\$ 10,529.36
Cash-Savings-CD	\$ 5,855.40
Inventory	\$ 0.00
Equipment	\$ 0.00
Accounts Receivable	\$ 0.00
Deposits.....	\$ 14,543.03
Miscellaneous	\$ 0.00
TOTAL ASSETS	\$ 30,927.79
LIABILITIES & EQUITY	
Prepaid Advertising	\$ 0.00
Accounts Payable.....	\$ 202.88
Loans Payable	\$ 0.00
Miscellaneous Liabilities	\$ 0.00
Total Liabilities	\$ 202.88
Member Equity	\$ 30,724.91
TOTAL LIABILITIES & EQUITY	\$ 30,927.79
ENDING EQUITY	\$ 30,927.79
[Member's Equity]	



Greetings All . . .

Wow, we finally have our new window decals. Still want one? Send a self-addressed stamped envelope to the club's P.O. box or come to an event. We have 12,000 of them so we want to start getting them into member's BMWs! We ordered 10,000 last time and they lasted ten years.

We used to suggest that decals be placed in the rear window, in the middle at the bottom. But if you'd rather stick it in a side window, that is fine. You don't need to pull your old ACA decal off either, unless you really want to. In my opinion, 2 decals is more than twice as good!

A final curtain call to Bill Linder who designed the just-retired ACA logo, and thanks to Jill Skeels for freshening the logo graphics as we converted into a CCA chapter.

We spent a lot of time attempting to verify the exact colors of the motorsport tri-colors. I compared various official BMW products and found the colors not to be consistent. I thought I was really getting clever when I called the art director for the Roundel. Surely she would know the official Pantone colors. Well, she didn't know, and she says that many of the advertisers in the Roundel actually shift the colors slightly so as not to cross paths with the copywrite-police from BMW.

Even the BMW motorsport colors appear to be different now from when the whole M division was launched 25 years ago. Hey—BMW AG, if you've made it this far into my piece, what are the Pantone colors for the M tri-colors?

Is it baby blue... or BMW roundel blue?

Is it dark blue... or purple?

Is it red... or orange?

And please don't trust the official M-badge on your trunk lid if you ever drive your BMW in the sun. The M-badges fade, which is probably planned, so they can sell us replacements a few days before the Concours for \$25 a pop. Brilliant really. I'll stop now, before I start sounding like a weak substitute for Thomas B Nast. BTW, Tom—more than one person has told the President that they miss you.

Finally, Stephanie and I had a great time at the banquet. I walked out of there poorer, but PAWS and club did really well. Way to go Rick Brown for topping last year's banquet. See you at the member appreciation party!

LanceRichert, President, lance@richertnet.com

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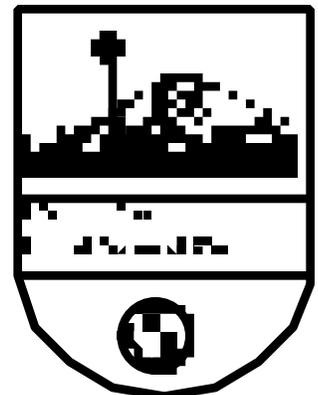
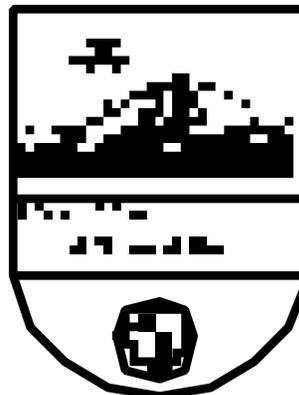
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You're driving home when the flashing lights of a police car appear in your rearview mirror. Angry because you don't think you were speeding, you pull over and wait for the officer to arrive at your window. What do you do and what do you say when he arrives? Sooner or later most of us will have an unwanted encounter with law enforcement.

Or perhaps we'll have to battle our insurance carrier to get a claim settled fairly. Neither of these are pleasant experiences. The police and insurance companies seem to hold all the cards. Not only do they know the rules of the game, oftentimes they make them. Consequently, most of us are overmatched when we're faced with a stony-faced trooper, judge, or insurance claims agent. In an effort to shrink this knowledge gap a bit, club member and attorney Ralph Leaf shared his expertise during a free-wheeling question and answer session at the Mercer Island Community Center February 3. Club member Peter Olney, who works for State Farm, provided some of the answers to the insurance questions.

NONE OF THE FOLLOWING SHOULD BE CONSIDERED A SUBSTITUTE FOR PROFESSIONAL LEGAL ADVICE IN A GIVEN SITUATION.

What do I do and what do I say when I'm pulled over by the police? What rights do I have?

The cop doesn't know if you're just upset about getting a ticket or if you've just been featured on America's Most Wanted. So use some common sense. Leave your hands on the wheel. Don't reach under the seat; the cop doesn't know if you're stashing your radar detector or reaching for a gun. Don't get out of the car, just roll down the window. Be polite and cooperate. Even if you feel you've wronged, don't give them a hard time if they ask you for items such as your license, registration, and proof of insurance. Save the histrionics for a more appreciative audience.

Cooperation, though, doesn't mean self-incrimination. So don't fall for the trick question, "Do you know how fast you were going?" As the old saying goes, it's better to remain silent and be thought a fool than to open one's mouth and remove all doubt. You can beg, plead, or

cajole, but if you admit you were speeding (yes, even 1 mph over is speeding in the eyes of the law) it's finito.

You don't have to consent to a search of your vehicle unless officers establish probable cause by spotting something in plain sight. So if you're carrying anything that may rouse suspicion (let your imagination be your guide here) make sure it's out of view, preferably out of the passenger compartment. In particular, beer cans have an extremely annoying habit of rolling out from under seats at the most inopportune times.

But even if you've stashed the Guinness in the trunk, if an officer has a feeling that you're up to no good, he'll ask anyway: "Do I have permission to search your car, sir?" The criminals on the reality-TV shows always say, "Sure." Then the cops find a couple of kilos of pot stashed in a suitcase. So don't go there. Just say no. If, despite all your efforts, you become embroiled in a dispute, just get the officer's badge number and name. You're not going to settle it there, anyway. Just get the information, get out of there, and deal with it later.

One final thing. According to a member of the audience whose brother was a cop, the idea that BMWs get "picked on" by the police is no myth. Why? BMW drivers are considered "safer," at least when it comes to preserving the officer's health. A BMW driver is less likely to be on the lam than someone driving a '73 Chevy with one headlight, a cracked windshield, and an exhaust billowing blue smoke. Apparently the lesson there is buy a piece of junk and speed with impunity!

I just got hit by another vehicle on my way to work. What should I do?

First, don't move your car, even if the highway signs tell you to do so. When it comes time to reconstruct the wreck, knowing the position of the vehicles is critical to determining fault. Not having that information leaves you completely subject to the whims of the insurance companies. In turn, that could lead to you being considered partially at fault for something you didn't cause. So call 911 and tell them you won't move until the police come. Keep a disposable camera

in the glovebox and use it to record the scene as soon as possible after the accident. If the person that hit you decides to take off, at least you'll have some evidence supporting your side of the story.

Get all of the particulars from the other driver: name, address, phone, driver's license number, insurance carrier, and so on. If there are witnesses, find out what they saw and how to reach them later. (Consider yourself lucky as well: in Washington, there's no law requiring anyone to stop at an accident they witness). Finally, get the make, model, year, license number, and Vehicle Identification Number (VIN) of the other vehicle.

While participating in a club driving school, I'm involved in an accident. Does my insurance cover this?

Check your policy or check with your agent. Peter Olney said that he knew of at least one case where his company covered a driving school accident. On the other hand, a member of the audience said that when his car was damaged in an accident that wasn't his fault (the car in front of him lost its coolant) Progressive did not cover the loss.

My insurance company wants to declare my car a total loss. And they don't want to pay what I feel the car is worth. What are my options?

Generally, insurance companies will "total" any car whose estimated damage is 75% or greater of its value. This gives them a cushion in case repairs become more expensive than they originally anticipated. But like anything else, this is subject to negotiation. So if you want to battle them, you have to do your homework. Get some authoritative sources to back up your valuation. Talk to BMW dealers and check out *Hemmings* and *AutoTrader*. Use the value guides at your local library and do a Web search. The more ammo you have to back up your case, the better.

"Doing your homework" is good advice even if they don't total your car. Why? Because of what is called "diminished value." Sure, they can repair your

car. But is it worth as much as if it hadn't been wrecked? Not likely. The difference between the pre-wreck value and the post-repair value is called "diminished value."

In either case, plan on three or four rounds of negotiations with your friendly insurance carrier.

My insurance company says that they're going to repair my car using non-BMW parts. Can I insist that they use only BMW parts?

In most cases, yes. Some policies do give the insurance company the right to use other than original equipment manufacturer (OEM) parts, but that's rare. Also, it's illegal for the insurance company to bump up your rate at renewal time because you insisted on OEM parts.

The cop says he got me on radar for 15 over. What do I do?

Ralph said that as he doesn't do traffic cases anymore, he's not totally conversant with all of the finer points of traffic law. But he offered some advice that one should certainly heed if faced with this situation.

Keep in mind that the radar will generally pick up the largest vehicle. So note the traffic situation as soon as you see the police car's flashing lights. After you've completed the preliminaries (see above) and know you're going to get written up, ask to see the radar unit's reading. Write it down; if it's been erased, that can work to your favor in court. While you're at it, get the serial number of the radar unit.

As soon as you can, contact the court to find out the procedure for getting all of the information you'll need to defend yourself, including the radar maintenance records and the notes the officer wrote on the back of the ticket. If it's going to be used against you, you have a right to see it before the trial.

One audience member who contested a ticket said the prosecutor gave him two radar calibration tests. The first one, received before the trial, showed that the radar unit was not calibrated within the time limits allowed by law. Then at trial, the prosecutor produced a calibration report that met the legal requirements. In

this case, Ralph said he would have asked for a dismissal of the charge. Failing that, he said he would ask the judge for a continuance.

If my car is damaged, will my insurance cover aftermarket parts such as suspension kits or engine enhancements?

Again, check the fine print on your policy. Some companies won't cover anything that isn't part of the original manufacturer's product. Other stakeholders take a more enlightened view, but Peter Olney said that if you're trying to get compensation for damaged aftermarket parts, having documentation of their value such as a sales receipt is critical. But keep in mind that insurance companies don't like surprises. If you wait until an accident before telling them about your Dinan supercharger, you'll probably increase the likelihood of a battle over the claim.

When should I choose a mitigation hearing rather than a contested hearing?

When it comes to testimony, the police officer generally gets the benefit of the doubt in cases where it's the officer's word against yours. He may be a cynical dishonest low-life, but unless you can prove he's lying you're generally not going to convince the judge that you're right and the cop is wrong. That's just the way it is. So in some cases mitigation might be a way to lessen (not eliminate) the damage to your driving record and possibly your insurance rates as well. But keep in mind that every jurisdiction is different. What works in Renton might not work in Mount Vernon. You can always try to negotiate with the prosecutor. Just keep in mind that they won't be overly generous if they feel the case is an easy win for them.

I got a letter from the State saying that I was spotted driving solo in the HOV lanes. I also recently heard from the City of Bellevue, who said that they'd gotten complaints about my excessive speed. I haven't been doing anything wrong, and neither letter asks me to appear in court. So can I just ignore these?

No. Write them back and say you weren't doing anything wrong. And if this information is ever introduced in a court case, challenge it. It's hearsay, not evidence. This sort of friendly warning is becoming more common. An audience member who worked as Director of Public Works in a small town said, "I spent half my time dealing with people who wanted more speed bumps and stop signs to slow down speeders."

Someone broke into my car and stole my stereo, radar detector, and cell phone. Am I covered for these losses?

Peter Olney said radar detectors and cell phones are generally not part of the car and as such aren't covered by your car insurance. He added that it's possible you might get coverage for those items under your homeowner's policy. If your stereo is the one that came with the car, it will most likely be covered under your auto policy. It sounds like a broken record, but you'll have to read your policy to find what's covered and what's not in your situation.



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BMW Produces 250,000th Z3

BMW Manufacturing Corp. has produced the 250,000th Z3 roadster. It is Jet Black with a red top and Mugello Red seats with black inserts. The console is trimmed with red birchwood and the roll bars are black leather in front and red leather in back held together with red stitching.

The milestone roadster was unveiled to the more than 4,000 associates at the South Carolina factory during celebrations February 13. The roadster will be kept by the factory for display in the Zentrum visitors' center, and it will be presented at the 5th annual Z3 Homecoming event during the Labor Day weekend. The first roadster rolled off the production lines September 20, 1995 and the 100,000th roadster October 28, 1997. (BMW NA Press Release)

M3 Lightweight

BMW is developing a second generation M3 Lightweight. Based on the standard E46 M3, the super M3 will get aluminum body panels and even more horsepower. The weight reduction target is over 200 pounds from the standard M3. Horsepower will be about 380. (Autocar)

Certificate of Authenticity

BMW Mobile Tradition is now offering a certificate of authenticity for the owners of historical BMW vehicles. The document shows the date of manufacture and delivery, the engine and chassis number and details of equipment fitted. The certificate costs 80 DM (about \$40) and can be ordered by fax at 0 89/382-24765.

MORE SALES RECORDS

BMW of North America reported another "best January" with sales of 13,708 vehicles, compared to 12,480 sold in January 2000. The January 2001 sales included 10,679 automobiles and 3,029 Sports Activity Vehicle sales. (BMW NA Press Release)

7 Series.Com

The next generation 7 Series will be the world's first internet-capable car according to BMW. BMW's partnership with Vodafone Passo, formerly Mannesmann, will be expanded from the current relationship which involves the transmission of navigation information. Vodafone Passo will be the portal operator for internet access from the new 7 Series cars, at least in Europe. The BMW concept is called "Connected Drive" and combines all BMW innovations into a comprehensive driver assistance program. "Connected Drive" stands for intelligent communication between the driver, vehicle and the environment. (BMW AG Press Release)

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Historical Archive

BMW Mobile Tradition has gone on-line with its Historical Archive. The internet address is www.historischesarchiv.bmw.de. Anyone interested in BMW history can use this facility. It includes company history, information on products, descriptions of events, biographies on individuals and a wealth of photographic material.

Benetton BMW

The Lance Man was surfing the web looking for information on the 1986 Benetton BMW Formula 1 car. In '86 was the last time BMW won an F1 race. It was the Benetton B186 piloted by Gerhard Berger that won the 1986 Mexican Grand Prix. To his surprise, Lance found the actual car for sale! You can see it at LINK www.race-cars.com. The car comes with a fresh BMW M12/13 turbo engine and a large package of spare parts. This would be a great car to vintage race. For Club Lapping days you'll have to convince Jacqueline. The price is \$125,000.



Geneva Motor Show

The Geneva Motor Show in March is the venue for spring debut by the European carmakers. At the March show, BMW will make several world debuts and several more European debuts. Perhaps the most significant debut is that of the new 3 Series compact as it is known in Europe

or the ti as we know it. This is the fifth body style for the E46 3 Series. The ti is eight inches shorter than the 3 Series sedan but has the same wheelbase. The little hatchback enters the European market with two engine choices: the four-cylinder 316ti and the six-cylinder 325ti.

The 316ti will feature the first four-cylinder engine using BMW's revolutionary Valvetronic system. Patented by BMW, Valvetronic provides variable valve lift and dispenses with throttle butterflies. The benefits include at least ten-percent improvement in fuel economy, lower running costs and decreased emissions. BMW claims that Valvetronic is a quantum leap in engine technology and is the largest engine project ever undertaken by BMW. Valvetronic technology will start with the four-cylinder engines and then be used in all eight and 12 cylinder engines within the next two years. Curiously, no mention is made of BMW's six-cylinder engine. Valvetronic will replace BMW's double-VANOS system. Geneva will also mark the world debut of the X5 3.0d. This is the X5 with a 3.0-liter diesel engine. We won't see this in the U.S. but it should be popular in Europe. Making a European debut will be the X5 4.6is, the high performance version of the X5. This model was previously shown at Detroit in January. The X5 4.6is will be available this fall as a 2002 model. This will bring the X5 family to four models (3.0i, 4.4i, 3.0d and 4.6is).

Hams Hall Engine Plant

The Hams Hall, England, engine plant was officially opened on February 8th. The BMW Group invested 400 million pounds in the state-of-the-art factory. Hams Hall will be BMW's "center of competence" for four-cylinder gasoline engines. Production has already begun on the New Generation four-cylinder engines, which will feature Valvetronic technology. It is expected that 60,000 engines will be produced at Hams Hall this year. The plant is designed for annual production capacity of 400,000 units. At full capacity the plant will employ 1,500 associates. Hams Hall will provide BMW four-cylinder gas engines to BMW assembly plants worldwide. Previous generation four-cylinder gas engines were built at BMW's Steyr, Austria plant. The Steyr plant will use the capacity made available to produce more diesel engines.

After the Rover debacle, BMW executives were at pains to stress the company's commitment to the United Kingdom. Besides the new engine plant, BMW has invested heavily in the plant that will build the new Mini and is currently developing the new Rolls-Royce factory in Southern England.

The new M3 convertible will also make its Euro debut in Geneva. This is also true for the M roadster and M coupe utilizing the new motor from the M3. The two Z3 models can now both be ordered in Laguna Seca Blue and Phoenix Yellow. Terrific, but we'd sure like to see our first M3 locally.

BMW will also show its 750hL hydrogen-powered 7 Series. BMW pretty much shows these cars everywhere they can in an effort to promote their vision of hydrogen as the answer for the world's future mobility needs. A fleet of 750hL will travel the world through July. They will then stay in California for an extended test and demonstration.

The final debut at Geneva will be the second generation Sequential M Gearbox, known as SMG II. The SMG II will be offered on the new M3 as an option. BMW introduced the first generation of this gearbox in 1996. It had loads of problems and was withdrawn from the market. The second generation should be much improved. The SMG II can be used in automatic or manual modes. Automatic mode functions much like an automatic transmission. Despite the fact that this is a six-speed manual transmission. The SMG shifts gears via electro-hydraulic control. In manual mode, the driver shifts by using two paddles behind the steering wheel, ala Ferrari's system. This replaces the first generation system that used buttons on the wheel. In any case, SMG II will be field tested by the Europeans before being unleashed on us.



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Total BMW

There is a new BMW magazine, which began publication in December 2000. It is published monthly and is called "Total BMW." This is the third BMW-exclusive monthly published in little old England. One wonders how they all survive. To get Total BMW here in the States isn't cheap; about \$6 per issue. To subscribe, contact Jo Beale, Subscription Administrator, at jo@as-mags.demon.co.uk.



FUEL CELLS

While Mercedes is pushing fuel cell-powered vehicles, BMW believes that the internal combustion engine has many advantages as the primary power of automobiles. However, BMW has introduced the first car whose on-board electrical power is supplied by a gasoline-operated fuel cell. This new type of fuel cell can be used in any conventional automobile. This fuel cell was developed by BMW and Delphi Automotive and will be used in future BMW production cars.



The fuel cell will be used as an APU (Auxiliary Power Unit) to power a multitude of on-board electrical needs. For example, windows can be defrosted before getting in the car. Seats and steering wheel can be warmed before starting the engine. The air conditioning can be used at full power regardless of engine speed. Electronic engine controls and on-line services can be powered by the APU. Future by-wire systems for steering and brakes can be accommodated with this system. The APU will power both the conventional 12-volt system and the new 42-volt systems that will be adopted over the next decade.

The BMW system is a Solid Oxide Fuel Cell or SOFC. Hydrogen is converted into electricity at approximately 800 degrees C via zirconium oxide ceramics. In a start and a main reformer, gasoline is evaporated and hydrogen is split off also at 800 degrees. The hydrogen then reacts with the oxygen from the air, which is supplied by a fan. In the process, electricity is generated and water is produced as a by-product. Non-reacted residual gas is combusted. The heat produced in this way serves to heat the air required for the reaction and the reformer, which improved overall efficiency even further. Efficiency is double a conventional combination of engine, alternator and battery.

(BMW AG Press Release)

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Cars for Sale

1998 Z3 Roadster: 6-cylinder 2.8, 40k miles, Atlanta blue with tan leather, 5-speed, 17" alloys, heated seats, on-board computer, Harmon-Kardon stereo with CD changer, new power top. Dinan Stage 2 engine software with Dinan high-flow cold air intake system, Schnitzer cat-back free-flow exhaust. Very fast, sounds wonderful! Excellent condition, always garaged, Zymol waxed, factory warranty until 12/10/01, asking \$28,500. Original owner. Call Andrew Dall at 503-221-1210 or dalldall@compuserve.com.

1998 M3: Four door 5-speed, black on black, 19,000 miles, heated seats, sunroof, cruise control, power seats, no damage in past, perfect condition, warranty through June 23, 2002. \$34,950. Contact Duane Nelson at 503-708-5444.

1997 M3/4: Imola Red, Modena leather, 5sp, 18K one owner miles, B&B Tri-Flow exhaust, immaculate condition. \$32,000. Please call Mark at 425-869-8667 or e-mail MGThomas2@excite.com.

1996 328I: Automatic, white on tan, new tires, excellent maintenance, Harmon-Kardon premium sound, split folding rear seats, 70,000 miles, excellent overall condition, \$18,950 or best offer. I need to find a good home for a very nice BMW. Denny Organ 425-228-2539.

1996 M3: coupe arctic silver on gray, 34k miles, garaged, 6 CD changer and Nose bra. Forged alloy wheels on car plus OEM 10 spoke wheels. Also Dinan, Koni, and Remus upgrades. \$33,000. Don or Judy at 360-574-5524 or silvertopdon@home.com.

1996 Z3: 1.9 Roadster (Racing) disease forces sale. Yes, I am selling my cherished Z3 to a good owner. Atlanta blue/Beige interior, "Z3" Washington plates. Cruise, custom chrome Breyton roll hoops with OEM windscreen, Remus exhaust, lighted M shift knob, Dinan performance flash. Leather power heated seats, OBC. BMW car cover and bra. Meticulously maintained, 17k miles. A blast to drive and own. \$24,500. Brian 253-850-3047. Pictures at www.mdriver.com.

1994 530I: Excellent condition, island green metallic, 65k miles, automatic, traction control, heated seats, 6 disc and tinted windows. \$22,000 OBO. Call Kirk at 425-226-2906 or kirk911@prodigy.net.

1989 535I: 5spd, Dinan Stage IV low compression Turbo motor (402 H.P) Stage IV suspension, brakes, exhaust, 17" Racing Dynamics Wheels. No accidents. Amsoil every 2,500 miles. 255/40 Tires. 90K miles on engine- SUPER DEPENDABLE. Over \$28,000 modifications. Sacrifice \$18,500. Stan Bennett, Dealer -503-232-7915.

1988 Dinan M5 Turbo: Black with tan interior, 101k on chassis, 75k on engine with lower end rebuild 20k ago. 5-speed, sunroof, Sony 10-disc changer. 468 HP, 474 torque. Does quarter in 12.7 at 112. Includes Dinan Brakes, Dinan Stage Four suspension and Dinan heavy duty clutch. Also has newly installed rebuilt transmission. Includes track wheels and tires. Asking \$22,500. John at 206-324-0345 or Diana at 425-338-2512.

1988 M3: 147,000 miles, daily driver, engine strong, good overall condition, though not perfect. \$7,900. Giuseppe Greco 541-756-4614 OR.

1985 635CSI: Beautiful Alpine White w/ Pacific Blue leather, automatic transmission, 3.9l limited slip; within past 2k miles: Dinan chip, Eibach springs, Bilstein sport shocks, 750i bushings, s.s. brake lines, Pagid brake pads, water pump, belts and hoses, more; 116k miles, always garaged/covered and cared for (not even driven in rain for over 3 years), maintenance records since new, excellent condition throughout. Moving soon and must sell. \$9,875. Please call Larry at 206-236-5913.



1983 528e: Baltic blue metallic, 196k miles, ~30mpg, 5spd, sunroof, new brakes and tires runs well. \$2,500 OBO. Call Kirk at 425-226-2906 or kirk911@prodigy.net.

1980 633csi: Grandma's immaculate one-owner automatic with 69k miles is for sale. Serious calls only please 425-259-3601.

1977 630CSI: 88k miles, resedagrün-metallic (gold-green), black leather, tint, smokes badly and has typical rust. \$3,000 part trade for E9. Call Kirk at 425-226-2906 or kirk911@prodigy.net.

1972 3.0 CS: Original owner, 76,000 miles. Sahara with tan leather, electric sun roof, all electric windows, heated rear window, tinted glass, limited slip, power steering, Bilstein Sport shocks, Kenwood/ADS stereo cassette. 7 x 14 Alpine wheels with new Michelin XWX tires, recent brake system rebuild, new Supersprint exhaust system plus three page list of new spare NLA parts. \$20,000. This car is in nearly showroom condition. In storage for many years. Contact Daryl Dahlgard 206-523-6378.

1972 2002tii: chamonix, blue/black interior, 28k miles, it has sat for the past 12 years so it needs some attention. Make offer or part trade for E9. Call Kirk at 425-226-2906 or kirk911@prodigy.net.

Parts for Sale

1988 M5 engine and miscellaneous parts: Stock '88 M5 engine with 75k. Many miscellaneous parts from M5 including 3/4s of leather interior. Will sell individually or as one lot. Prices negotiable. Unpriced list available. John at 206-324-0345 or Diana at 425-338-2512.

Miscellaneous: Exhaust for 1997 M3 coupe. Used one year/15k. \$250. obo. Colgan Custom Car Bra for '95-'96 M3 / '95 M3LTIW. Never used. Two helmets Snell M90, size L. Diana at 425-338-2512.

1982 320i parting out: 5 spd trans, 3.9 diff, etc. Block is no good, free if you want to come get it. Set of four 13" alloys. All AC components. Vinyl seats in good condition. No body parts, camshaft, dist. This stuff has got to go, make an offer. dubiousbt@aol.com, Cameron at 360-920-3319.

HUGE BMW Posters: Z3, Z8, M3 posters, 39" by 27!" Suitable for framing- mine are. Please email for URL for pics. \$9.99 plus \$4.99 unlimited shipping- please mention the Zündfolge ad in email for special fellow club member price. dubiousbt@aol.com, Cameron at 360-920-3319 msg.

Michelin Pilot Sport: A set of new 225/45/17 (front) and 245/40/17 (rear) Max Performance tires. \$820/Set. Call Steve at 206-940-3356 or e-mail steveclin@yahoo.com.

E36: 2.8l or 3.2l Schrick intake manifold. This unit will work for any 328 or M3 (3.2l) engine and gives significant results (my 328 put down 196hp at the wheels). Brand new the unit sells for \$1,200 and I am parting with it for \$800 OBO. e-mail: mitchell.phillipi@attws.com or 425-503-6576.

1995 M3 Exhaust: Off of a LIW. Bolt-on upgrade for your E36 325 or 328. Asking \$125/OBO. Contact Miki at 425-466-6568.

Loads of 320i stuff: Including four parts cars 1978 to 1982 stored under cover. Best offer takes ALL. 425-330-2713 days or 360-568-9060 evenings.

Get ready for Spring/Summer driving: with a set of new wheels and tires. A set of 4 lightweight BBS RK (17x8) with Yokohama AVS Sport (235/40WR17) tires. Fills all E36 wheel wells fabulously. Purchased from the Tire Rack and driven less than 1000 miles. New at over \$1,900. Asking \$1,500 for the set. Call Ricky at 425-487-7600 or email at rickytiger@qwest.net.

E36/E46: Four cross spoke wheels, style 29, part # 85-32-9-409-838, with tires and caps. \$300 OBO. Gene 206-999-5790.

1977-83 320i parts: Large selection of body and drivetrain parts. Some interior parts. No "S" pkg, aftermarket or highperf parts, but lots of stock stuff. If you have an E-2l keep this ad handy. Brian at home 503-325-6944 or mobile: 503-704-6084.

E36 track stuff: Recaro Pole Position Racing seat with E36 bracket. Install in minutes. Race ready or excellent lapping day seat. Good condition. \$450 OBO. Two sets of Revolution 15x7 racing wheels, \$400.00 per set, OBO. Used Hoosier Tires, plenty of life left, 3 sets 225/45x15 and 4 sets 245/50x15. \$160 per set of four, OBO. Contact Michael Lord at 206-527-8968 or email at michael.lord@qwest.net.

Wanted

635 CSI: 5-speed manual, in good condition, with all electrical systems working. John Taylor 206-533-1155.

Steel wheels: 13x5-13x51/2" and hubcaps for tii [early model] cash or trade. Tony 206-633-5354.

BMW: Deserving youth with a bunch of energy but very limited finances is looking for a restorable or repairable BMW to fix up for his first car. If you have, or know of, a reasonably priced 2002/320i/325 (maybe an insurance total?) please contact Ken Hill at 425-814-9876 or khill@eddiebauer.com. If you can help us come up with a vehicle, we will help him get it back on the road!

E9: in good running condition, willing to trade motorcycles /2, /5 and /7 and/or any of the cars listed in the for sale section (tii, E24, E28 & E34) Call Kirk at 425-226-2906 or kirk911@prodigy.net.

Miscellaneous

BMW E36 Race Car Rental: E36 325is available for the coming 2001 season. ICSCC Novice program or groups other than ITS Group 4. SCCA races also available. Arrive and drive this beautifully prepared E36 race car for the thrill of your life. Very fast and competitive (4 class wins in 2000, 1:39 at SIR, 1:22 at PIR). Many levels of rental available, call for details. Brian 253-850-3047. Pictures at www.mdriver.com.

1960 Jaguar 3.4 MKI: Small saloon, leather, burlwood, wire wheels. Old world charm. Nice. \$12,000. Giuseppe Greco 541-756-4614 OR.

Motorcycles and many parts: 61' R69S, 72' R75/5, R100/7 different years. Call Kirk at 425-226-2906 or kirk911@prodigy.net.

Deadline for the March Issue is March 9.

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