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## KALENDER

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 13

Deadline for the May Zündfolge.

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. Satch Carlson to speak at dinner. 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. See article in this issue.

June 2

Z3 Tech Session see article in this issue.

June 16

Tour to LeMay Car Collection see Karl Seeger's article in this issue.

June 23/24

Wine Tour to Eastern Washington Wineries. Look for more details in this issue of Zündfolge.

July 29

BMW CCA Puget Sound Region Concours d'Elegance on Sunday at Robinswood Park in Bellevue. The featured cars will be the Z3.

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

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## BMW Z3 Homecoming 2001

August 31 - September 2

Every year hundreds of Z3's, M Roadsters, Z3 Coupes and M Coupes converge on Spartanburg South Carolina, the "birth place" and the BMW manufacturing facility for the Z3 model cars. This will be the 5th year for this very popular event.

Traditionally groups of Z3 owners get together and convoy from all over the US and Canada, meeting up at key cities to create very large and enthusiastic groups of cars all arriving at the American BMW manufacturing factory. Side trips to things like "The Dragon" are made as well as parties at various BMW dealers across the United States. Plant tours, technical sessions, banquets and other driving events take place over the long weekend. But for some just getting there is half the fun!

The Z3 Homecoming is an officially sponsored BMW event hosted by BMW Manufacturing. It takes place in Spartanburg, South Carolina from August 31st through September 2 (Labor Day weekend).

This year Marty Hovenkotter was gracious enough to have a Homecoming planning get together at his house. He was greeted by eleven Z3 owners and their cars. Marty and the group have started to make plans for a group from the Seattle area to meet with some of the other convoys from across the US. He has maps and information from other convoy groups.

If you are interested in attending this fun event with the Seattle cars contact Marty at 425-836-3426 or by e-mail at m.hovenkotter@worldnet.att.net. More information on the Z3 Homecoming can be found at the Z3 CCA web site [www.z3cca.org](http://www.z3cca.org) and at the Z3 message board, [bimmer.org/z3/messages](http://bimmer.org/z3/messages).

Karl Seeger Tour Coordinator, Puget Sound Region BMW CCA  
435-868-2027 M-F 4pm-9pm,  
[karl@nwlink.com](mailto:karl@nwlink.com)

## Wine Tour



June 23, 24

Mark your calendar, we are going back to Eastern Washington in search of great wines! The weekend of June 23 and 24 we will travel the back roads from Yakima to Walla Walla making stops at a few of the over forty wineries in the area. Saturday we will visit a few selected wineries on our way to the Howard Johnson Express Inn in Walla Walla. We have rooms reserved at a rate of \$75 for the evening. (MAKE YOUR RESERVATIONS EARLY!) Sunday we will visit a few more wineries on our way to Columbia Crest. Last year Columbia Crest treated us to display parking for all of those fine BMW's, a private tour of the

winery and cigar tasting. What a great place for a sack lunch and to end our trip!

If you have not been to our excellent Washington wineries you really owe it to yourself to come along! For hotel reservations contact the Howard Johnson Express Inn and tell them you are with the BMW club!

Howard Johnson Express Inn  
325 E Main St.  
Walla Walla, WA 99362  
509-529-4360

Karl Seeger Tour Coordinator, Puget Sound Region BMW CCA  
435-868-2027 M-F 4pm-9pm,  
[karl@nwlink.com](mailto:karl@nwlink.com)

## Dynojet Tech Session at Carburetor Connection

May 12

It's that time of year again when several of us start looking forward to sporty drives around Mt. St. Helens, or track days at one of the area's fine tracks. With that, usually come thoughts of performance and performance upgrades. Before you make any new upgrades to your engine (exhaust, chip, carb etc.) why don't you come join us at Carburetor Connection on Sat. May 12th and see what your car's Hp is now. Get a baseline before the upgrades are done, then check it again after the money is spent to see what gains were truly made.

This will be our club's second time there and it was a very popular event for everyone in attendance. The specifics are as follows: The date is May 12th, we'll be starting around 9:00 AM. Plan on getting there a little early so we can get the cars in order. The cost is \$60 for a couple of runs to give an average. If you have a bolt on change that can be made quickly, we can even test "before" and "after". A good example of this would be a high flow air filter or fuel pressure regulator. There is an additional charge of \$20 to run with the air/fuel mix meter but it's money well spent as far as general

information goes. With some "improvements" on older cars, the Hp actually may drop if the motor gets too lean or rich, this additional test will show what has happened.

If you would like to test your car on the dyno, you must pre register with me and pay the \$60 in advance. If you'd like to just come and watch, please stop by and cheer your fellow members on. Next month I'll include directions and more information, but feel free to contact me if you have any questions...

Call, send E-mail and/or send check payable to BMW CCA to:  
Wes Hill, Box 3314, Bellevue, WA. 98009  
[Wes.hill@eddiebauer.com](mailto:Wes.hill@eddiebauer.com)  
206-989-9516



This month's cover features BMW press Photo of the X coupe. See pages 10 and 11 for more photos of this asymmetrical BMW.

## COMINGEVENTS

### 02 Special Interest Group April 7

For all those intending on going to the April 7th 02 Springfest in Kelso, WA, we will be meeting at 8:00am Sat. morning in Federal Way. Going southbound on I-5 take the 320th Street exit to the BP Gas Station/MiniMart. It is next to the Holiday Inn. You will have to bring your own lunch to the Festival so this will be a great place to stock up. We will plan on leaving Federal Way no later than 8:15am to drive down to Kelso. The Vancouver, BC Clubs 02's will also be joining us to caravandown to the festival. Let's make this a fun event. If you have any questions please contact Ken at [weark@hswcc.com](mailto:weark@hswcc.com).

### Z3 Tech Session June 2

Want to know a little more about your Z3 Roadster, M Roadster, Z3 Coupe or M Coupe? Come to our Z3 Technical Session on June 2. Auburn Foreign Car will graciously host this event. If you have any burning questions about your Z3, we will try to answer them as well as show you a few tricks and differences. Feel free to let me know if you have any "special" questions you want answered.

Karl Seeger, Tour Coordinator,  
Puget Sound Region BMW CCA  
425-868-2027 M-F 4pm-9pm,  
[karl@nlink.com](mailto:karl@nlink.com)

### LeMay Tour June 16

At the request of one of our members we have planned a one-day tour to the Harold E. LeMay Museum. This is a collection of "Automotive Americana" that the Guinness Book of Records recognizes as the world's largest private car collection. June 16 is the date and south King County will be the route we take. Marty Hovenkotter will be planning this trip and can be contacted by email at [m.hovenkotter@worldnet.att.net](mailto:m.hovenkotter@worldnet.att.net). For more information on the collection check out [www.lemaymuseum.org](http://www.lemaymuseum.org).

Karl Seeger Tour Coordinator,  
Puget Sound Region BMW CCA  
435-868-2027 M-F 4pm-9pm,  
[karl@nlink.com](mailto:karl@nlink.com)

### Video Night!

We are ready to go, all we need is you! We've got great videos ready for play on the big screen at Bison Creek Pizza. I've gone to great lengths to pull together footage that even you Speedvision devotees will think is cool and unique. The event will be Wednesday, April 18. We will have E30 and E36 M3s bashing and crashing in touring car racing. We'll watch BMW powered Benetton's take the flag from the front row at the Austrian GP in '86 with a young Gerhard Berger at the wheel. Derek Bell will fly around the 'ring in under 4 minutes, then we'll watch San Diego CCA club member Dan Tackett do the same, with narration, at a somewhat slower pace in an M5.

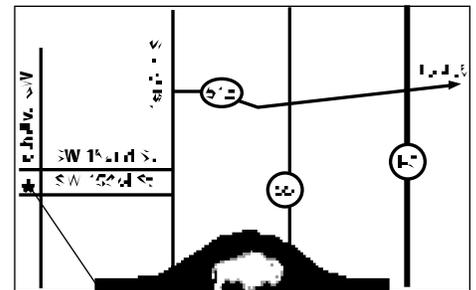
We'll savor BMW's involvement at Le Mans, both in '95 powering the McLaren, and in '99, winning with their own LMR. Other special treats are also in store.

Dessert will be enjoying 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 4th is awesome to watch, you don't want to miss it!

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

Lance Richert, [Lance@richertnet.com](mailto:Lance@richertnet.com)  
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## Website Bulletin Board

Have you visited our new Club website Bulletin Board yet? If not, go to [www.lmwpugetsound.com](http://www.lmwpugetsound.com) and click on "Bulletin Board." It's that simple.

Some common sense rules apply to using this Bulletin Board. Bring your sense of humor but leave your personal crusades at the door. This is a BMW related Bulletin Board devoted to tech talk, answers, track-autocross, FUN, the whole ball o' wax. Everything you wanted in a Bulletin Board.

The most important Bulletin Board rule is: "Don't say anything that you wouldn't say if the person was standing right in front of you." Visualize that person holding a large club raised above their head if that will remind you to re-read a post before sending it.

Please don't waste bandwidth or time. Private advertising (i.e., "my Z8 is for sale") is allowed. Please, no Commercial advertising. Last but not least, no whining and have fun!

## Puget Sound E30 Mailing List

Do you own an E30 BMW (3 Series from '84-'91)? Would you like to get in touch with other E30 owners in the area? Come talk modifications, performance, and have a great time. Visit our website, [groups.yahoo.com/group/lmwe30nw](http://groups.yahoo.com/group/lmwe30nw) and sign up for the BMW E30 Puget Sound Region, Pacific Northwest Mailing List. Everyone is welcome, stop by and check it out!

Chris Chow (List Owner) [chrisachow@hotmail.com](mailto:chrisachow@hotmail.com)

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Greetings All . . .

Have you seen the quantity and variety of BMW Club events on the horizon this Spring? There is something for everyone, so we hope to see you at an event. The Spring TSD rally will be tons of fun, with Roundel Editor Satch Carlson coming down to participate and speak at the dinner. Get signed up soon to guarantee your spot. Thanks BMW Seattle for sponsoring the Club's Spring TSD Rally.

You know... cars cost money. Either you make a car payment, or you make repairs. I choose the later. Those of you with the older BMWs know the routine - every so often you need to roll the car into the shop and "take care of things." Cars don't fix themselves, you've got to do it. You can either be proactive, or reactive. I don't like surprises so I'm in the PRO camp.

For my '87 325is (177k miles), it was time to take care of things, as the instructor clinic was approaching. I wanted my car inspected because I was getting a "thunk" sound from the front end when I went over speedbumps. I also had a couple of lights that were out in the dash. So I roll the E30 in, and it turns out both of my front Koni shocks are blown out. Ouch! And because these are special Dinan ones, it will be close to a grand to replace them. Well, I've got a lot of respect for Dinan, but I figured I was money ahead to just replace all four corners with normal Bilstein Sports and have a decent warranty to boot. So that's what I did. Of course, once the shocks came out, it was a good time to take care of various worn bushings here and there. So I originally rolled it in for a "thunk" and some burnt out bulbs, and I got back a much better car, but I did pay, oh boy did I pay. I know some are thinking "Lance man, that was a good time just to trade in that E30..." but I love these things! My one vanity project while the car was in was to have the really cool M Roadster finned rear differential cover installed. It is a direct bolt-on, using longer bolts. Not that I'm thinking I'm going to burn up my limited slip at our lapping days, but it sure looks cool under there! I've got a picture posted in the members car section of the web site for all you E30 owners that wonder what it looks like.

I also had a pretty bad oil leak from the rear of the oil pan gasket, so that was fixed with a new gasket. Now my car is not a mini Exxon Valdez and the EPA can now get off my back. So, I go to the instructor clinic and the car is running great! The new Bilstein make the car very comfortable around the limit. Then disaster strikes. I launch onto the straight for the final time, I drop it into fifth gear, and the clutch slips! The leaky oil pan gasket had been saturating the clutch with oil. It took a full 30 minute run to heat the clutch up enough to get it to slip, but slip it finally did.

So back to Auburn Foreign Car for a clutch job. I must really love my E30! See you at the Club Video Night!

Lance Richert, President,  
[lance@richertnet.com](mailto:lance@richertnet.com)



# MOTOR SPORTS



## May's Novice Driver Training Schools

by Jacqueline Kahn

Our first Novice Driver Training School for the year is at Bremerton Raceway Friday, May 18th. We encourage all those folks who have wanted to come and out and see what our events are all about to join us. All you need is enthusiasm and the desire to learn more about you and your car's abilities.

The day will begin with a series of drill stations. Each station is designed to focus on specific car control skills. Instructors will be available to ride with you and coach you at each drill station. You will learn the limits of your car and how to keep your car within those limits. During the afternoon you will use the skills you

learned in the morning to run some more advanced exercises.

The objective of the school is to make you a safer and more confident driver. You'll have a blast and have a whole new appreciation for your BMW! If you've ever been curious why they call these 'The Ultimate Driving Machines' - spend a day with us and find out what German Engineering is all about!

There's also a second day to this school on Sunday, May 20th at SIR for those interested in pulling your newly learned skills together in a road course venue. This school will be specifically designed for you in mind! Instructors will be working with you during the Sunday's program as well. Sign up for both schools! You won't be sorry! For those of you who have already attended one of our Bremerton schools in the past you are already eligible to sign up directly for Sunday's program at SIR - so we hope to see you there!

Novice Driving School at SIR

Our ever popular novice day is back, Sunday May 20th at SIR, we've planned a program devoted to showing the beginner driver the 'why's and how's' to drive a road course like SIR. This program will not have drill stations in the morning with cones, what we will have is an early morning track walk and an intense breakdown of SIR corner by corner. Following that we'll be driving complete laps at slow speeds, one on one with instructors. Finishing up the day with full lapping in groups designated to accommodate each type of driver. With this approach it would be an ideal day for you to explore SIR in depth.

NOTE: Drivers with no previous experience will need to attend the Friday's program at Bremerton first before attending Sunday's event. For those of you who completed our Bremerton school last October you are eligible and encouraged to join us for this program. If you had fun at Bremerton, you won't believe the grins you'll get from SIR! This summer we have three scheduled driver training (lapping days) days at SIR, if you've only attended our schools at Bremerton, you would be required to attend this event to be signed off to join us.

## 2001 Driving Events Calendar

March	September
30 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)
April	28 Bremerton Sports Car Club - Lapping Day at Bremerton
1 BMW CCA, Inland Empire Chapter - Safety/Skills School at Spokane Raceway	29 PCA - Driving event at Seattle International Raceway
20 Alfa Lapping day at Bremerton	October
May	7 BMW ACA, Portland Region - Driving event at Portland International Raceway
4 Alfa Lapping day at Bremerton	28 BMW CCA, PSR - Novice Driver Training School at Bremerton Raceway (date tentative)
14 BMW ACA, Portland Region - Driving event at Portland International Raceway	November
18/20 BMW CCA, PSR - 2-Day Novice Driver Training School. Friday, May 18th at Bremerton Raceway, Sunday, May 20th at SIR	3 Alfa Drivers School at Bremerton
19 PCA - Driving Event at Seattle International Raceway	(Other clubs' dates to be announced, as they become confirmed.)
June	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.
3 Alfa Lapping day at SIR	CONTACTS:
9 BMW CCA, PSR - Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	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.
9 BMW ACA, Portland Region - Tri-Club Day (BMW/Porsche/Alfa) at Portland International Raceway	BMW CCA, Spokane: Scott Adare, sadare@aol.com, 509-468-6502 (W), 509-466-6731 (H)
10 PCA - Driving event at Seattle International Raceway	Alfa Club: Herb Sanborn, Herb.Sanborn@noaa.gov
16/17 BMW CCA, Inland Empire Chapter - 2-Day School at Spokane Raceway	Bremerton Sports Car Club: Dave Ely, 360-698-0077, Larry Paulson, 360-830-4030
July	Corvette Club: Rick Milsow, 425-486-2309, Rickm@earthstone.org, www.corvettemarqueclub.com/schooldaze.asp
13 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 <a href="http://platz.com/pca/pnwr/pca">http://platz.com/pca/pnwr/pca</a> . (Open to our club's Intermediate and Advanced Drivers, no Novices)
14 Alfa Lapping day at SIR	Conference (ICSCC) 2001 Race Dates: Visit <a href="http://www.icsc.com">www.icsc.com</a> .
18 Corvette Club Drivers Day at Seattle International Raceway	
22 BMW CCA, PSR - Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	
August	
10 Bremerton Sports Car Club - Lapping Day at Bremerton	
16 BMW ACA, Portland Region - Driving event at Portland International Raceway	
18 Alfa Lapping day at SIR	
18/19 BMW CCA, Inland Empire Chapter - 2-Day School at Spokane Raceway (Dates to be announced)	
26 BMW CCA, PSR - Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	

**REQUIREMENTS**

1. **Membership:** You must be a current BMW CCA member. To join, visit the National CCA website [www.bmwcca.org](http://www.bmwcca.org) & choose the Puget Sound Chapter as your chapter. Your membership number must be provided on your registration form.
2. **Helmets:** Snell 90 rating or newer. Motorcycle helmets (DOT approved) are acceptable if they meet the equivalent Snell rating. **NOTE:** this is the last year we are accepting Snell 90 helmets. See the January Zündfolge issue for recommendations on helmets.
3. **Convertibles:** Roll over protection IS required, which means either factory roll hoops, or an after market roll bar. **NOTE:** factory hard tops are NOT a substitution for factory roll hoops or a roll bar. Specific harness requirements are also necessary. For complete details please contact: Karl Seeger at 425-868-2027 or [karl@nwlink.com](mailto:karl@nwlink.com).
4. **Driver qualifications:** Minimum age is 16 with a full driver's license. All drivers and instructors must have a full operator's license that is not suspended or revoked.

**TO REGISTER:**

Our schools do fill up quickly so get your registrations in early! Also, due to our high volume of turn out for our schools, first time students will have priority. In addition, due to the overall popularity of our track events in general, priority will also be given to current members driving BMWs.

To register please fill out the form below and mail to Jacqueline Kahn at

18922 81st AVE NE, Kenmore, WA 98028 by May 11th. After this date drivers with other marques will be added to the list in order in which they were received. Everyone is encouraged to send your registrations in early. Confirmation letter and additional details will be provided after registrations have been received. Call if you have any questions - 425-481-9571.

# The Future of Seattle International Raceway

Many of us who use the track have wondered about it's future. Will it be around in years to come or will it just fade away without interest? Good news! It's not going anywhere except for up! The owners, Dan and Joe Fiorito, along with John Love of Marketing Communications have made a commitment to turn our local race track into the premier motorsports facility of the Pacific Northwest. SIR will return to it's original name - Pacific Raceways and the changes will begin in 2002. The energy behind the project is very exciting and promises many terrific changes. From a track with FIA standards to desirable facilities and great food - now wouldn't that be wonderful!

To learn more details about the overall plans, see John Love's write-up "Pacific Raceways" on our web site - [www.bmwpuget.sound.com](http://www.bmwpuget.sound.com) under the Motorsports page. In addition, we are arranging a club meeting later in the summer and John Love has offered to come speak to our members regarding any new developments on the Pacific Raceway plans. We'll also be inviting other car clubs in the area to participate, so that we can all stay informed of our so valuable resource. Details regarding this club gathering will be provided in future issues of Zündfolge. It's great to know racing in the Northwest is here to stay!

Jacqueline Kahn

**Novice Driver's Training Registration Form**

May 18th, 2001 Novice Driver's Training at Bremerton  
Cost of School \$85, Two Drivers in One Car, Add \$35 (Both drivers share sessions)

May 20th, 2001 Novice Driver's Training at SIR  
Cost of School \$125, 1 car shared by 2 drivers is \$125 per driver (car runs in 2 groups)

Total Amount Enclosed \$ \_\_\_\_\_ (Deadline-No later than May 11th)

**NOTE:** Each driver is required to submit a complete and signed registration form for each event attended. Make checks payable to BMW CCA and mail to Jacqueline Kahn at 18922 81st Avenue NE, Kenmore, WA 98028. Send a separate check for each day and separate forms for each driver.

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

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

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

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

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

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

Driving Level: I, II, III, Instructor (Circle One)

Driving Goals \_\_\_\_\_

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

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

This is not a racing school. It is a driving school, on a race track, under close supervision by instructors. While the overriding consideration during the event is safety, incidents may occur that could cause vehicle damage or personal injury. You will be driving in a class session with other students and instructors whose vehicles may be uninsured and/or unregistered. You are totally responsible for the safe operation and safe mechanical condition of your vehicle. BMW CCA, the local Chapter, its officers, instructors, staff and facility providers assume no responsibility in the event of an accident, of any kind, in the course of the event.

If this is a concern to you, we recommend that you contact your own personal insurance carrier for advice to determine what coverage would be in effect during the school. Submission of this application is your acknowledgment of the above agreement to attend under these conditions.

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

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# Thank You Esquins



My wife Lori and I tend to enjoy wine. Based on the turnout at the Esquins Wine Tasting event so do many of our members. Forty people attended and had the opportunity to taste a variety of wines from Washington State, California, Italy, France, Australia and New Zealand. Trying different wines, eating some of the offered hors d'oeuvres and being

surrounded with cases of wines from all over the world made for an enjoyable rainy evening. We even made a few selected purchases while we were there, as did many other members. Everyone was surrounded with quiet conversations ranging from wine aromas and tastes to brake pads and synthetic coils, after all this was a gathering of BMW enthusiasts! Esquins enjoyed our visit and would like to invite us back again to sample yet again another fine selection of wines. Karl Seeger

The February 28 earthquake may not have been the "Big One." But our hosts for the Feb. 21 wine tasting took a big hit, losing an estimated 3,600 bottles of wine, including numerous bottles from old vintages that are effectively irreplaceable. Despite this, they have a lot of good wine at great prices. So if you need a case of wine or just a bottle for that special occasion, consider stopping by. Esquins is located at 2700 4th Avenue South, in Seattle. They'll appreciate it. Tom Williams

# NEW MEMBERS

NAME	B M W S
James M. Bailey	'00 328
John Alexander	'97 528
Albert Berglund	'98 325
Gary Blalock	'89 325iS
Henry P. Brown	'01 530
Sol Calderon	'86 325
David Cantu	'01 330
Farrel Crithfield	'00 328
Paul Daggett	'01 325Ci
Jim Egelston	'89 535i
Lyn Frandsen	740iL
Richie Frias	'88 325
Dr. Kenneth Garchow	'88 M 6
Glen Gerdes	'00 M R O A D S T E R
Ralph Goodman	'97 528
Dusti Groskreutz	'95 325
Sherman & Rebecca Groves	'78 320i
Stephen Heimbürger	'93 328iS
Mark Hirayama	'97 M 3
Eric Hormel	'01 325TXi
Devon James	'00 X5
John Jelderks	'97 528i
James Johnson	
Michael La Riviere	'85 325
Richard L. Landino	'84 325
R. Jeffrey Layton	'97 Z37
Kurt Lieber	'01 540
Henry Liu	'00 328
Rick Marshall	'87 325
Gregory Mcdaniel	
Kathleen Meehan	745iL
Scott Mizoguchi	'01 330
Kenneth Nail	'93 325iS
Peter G. Olney	'00 M 5
Walter Partel	'01 530
Dean Pavletich	635
Peter Phan	'86 528
William B. Pope	'98 740
Adam Pranica	'95 325
Brad Renner	'00 X5
Pat Ringe	'98 318
Marcia Rupert	'00 323
Derek Sater	'87 325
Irvyn Segal	'01 330Ci
Greg Smith	'88 M 3
Michelle Swanson	'00 Z3
James Tatlow	'73 3.0
Alan Wahl	'86 535
Dylan Welch	'97 328
James W. Wright	'97 528
Jackson Yu	'95 M 3

## TO MY FELLOW CLUB MEMBERS

JUST A QUICK NOTE TO THOSE OF YOU IN THE CLUB.

I have moved along to a new service facility venue. I now can be reached at Car Tender. (See our display ad elsewhere in this issue.) I am excited about this new opportunity to continue assisting you with your BMW's service, repair and performance needs! It is now also possible for me to assist those of you who may own non-BMW type vehicles as well . . . (Mercedes, Jaguar, Land Rover, Rolls Royce, and Bentley. I have met and helped so many of you over the last several years that I wanted to be certain to let you know of my move. I look forward hearing from you - if even you just are saying "Hi" . . . you can call me at Car Tender with your questions or for scheduling your vehicle. If you would like to reach me personally, feel free to email me at: kfyork2000@yahoo.com.

Those of you involved in track events, I will be certain to see you at our schools and driver education events this year. I just can't seem to stay away from racetracks . . . no matter where I may work for "real!" Best regards, Kevin

Kevin York • Service Consultant • Car Tender

Andrew Grove, Chairman of Intel, talks about businesses reaching "strategic inflection points." It appears that BMW is currently at a "strategic inflection point" in terms of the design of its cars. They are giving us lots of hints in the form of concept cars. First came the Z9 Coupe, then the Z9 Cabrio. At the Detroit Show in January BMW surprised everyone with the X coupe.

There are lots of rumors swirling around regarding BMW design direction. In just a few years, it will be apparent where BMW was going with all of these hints. But who wants to wait that long? Let's try to read the tea leaves.

## Rumors

First, some of the rumors. One has it that Wolfgang Reitzle, former number two at BMW, restrained Chris Bangle, BMW head of design. That is, Reitzle prevented Bangle from being too outlandish in establishing new design directions. With Reitzle gone, Bangle can now have free rein. Reitzle, now head of Ford's Premier Automotive Group, thinks the X coupe is a red herring to throw competitor off.

A second rumor is that Bangle has been at BMW long enough now, since October 1992, that he has the board's confidence. Bangle can also be very persuasive. Bangle claims the X coupe is a good indication of future BMW design direction. He says, "We don't do these cars for nothing. It's absolutely proper to do a design step of this magnitude. We're not gonna go backwards."

The third rumor actually comes from BMW itself. The management has promised a new type of vehicle this year; something completely new. Since BMW has been experimenting with a coupe/off-roader for more than a decade, the rumor is that the X coupe may not be that far off the mark from a coming production vehicle.

The fourth rumor is that the new Z3, due in about two years, will share many characteristics introduced on the X coupe, especially the front-end treatment.

## Facts

The X coupe is based on the X5 platform. Because it is well proportioned, the X coupe's bulk is disguised. But this is a big and tall car.

As mentioned above, the new Z3 is due in about two years. BMW typically sticks to a seven-year cycle, although they may shorten the cycle a little for the Z3. The Z3 pioneered a niche opened by the Miata. But now there are a lot of competitors. The redesign will also allow BMW to get rid of the antiquated E30-derived rear suspension on the Z3 and use a more modern set-up.

One final fact before we start speculating: The X coupe was poorly received by the press and public when shown. Maybe some of the innovations will take some getting used to. Maybe the X coupe did what concept cars are often meant to do: polarize opinion. But for now, most people don't like the X coupe.

## Flame Surfacing and Asymmetry

The X coupe introduces what Chris Bangle calls "flame surfacing." To quote from the press kit: "Surfaces developed by the Flame Surfacing technique are reminiscent of the forms of energetic flames, such as those from the burning of gas under pressure. The idea goes even further, capturing the high-energy contrast between the random motion of the fire and the rational command of this phenomenon by humankind and translating it into lines, shapes and surfaces." The burning of gas under pressure, indeed.

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Not content with just Flame Surfacing, the X coupe also uses asymmetry, something very unusual in automotive design. The driver's side has a C-pillar but the passenger side does not. The cut in the trunk is only on one side. The tail-lights are different side-to-side. And the inner borders of the tail light clusters are parallel. Most of this works and it is certainly innovative.

## Production Cars

The big question is "How much of this wild and wacky stuff will make it into production BMWs?" There's a good chance that the front of the car is a preview of the new Z3. Perhaps the overall shape is an indication of the new Z3 coupe. There is also the chance that there is a Z5 in our future. As we've noted before, there's a lot of room between the Z3 and the Z8.

Another possibility is that BMW will introduce an off-road coupe, an entirely new type of vehicle. BMW did a concept car based on the Z1 years ago that explored this possibility. In the last four years, BMW has developed at least three versions of a coupe/off-roader. One was badged X4C.

Another possibility is that some flame surfacing elements will appear on the upcoming 7 Series. My guess is that the 7 Series will be more conservative than that with most of its innovation coming in the new iDrive control system.

## The Bottom Line

Chris Bangle has indicated that BMW will have several design directions in the future. That's probably your best indication of where this is all headed. BMW could continue to develop the mainstream sedans, 3, 5 and 7 Series, along fairly evolutionary lines. The specialty cars, the coming 4 and 6 Series could go another direction. And the Z and X Series cars could go yet another direction. One of these directions could be the cutting edge, techy look of the X coupe. The hard edges of the X coupe were explored in another BMW concept vehicle in about 1994, the Zetta. The Zetta is little known and was only shown at one auto show, Detroit in 1998. Another direction could be the retro look of the Z8.

The point is that as BMW approaches a volume of one million cars annually, the traditional "sausage" approach is probably inappropriate. It used to be that BMWs were considered sausage cars; all the same and just cut off the length you want. No more.

At these volumes, BMW must explore new niches in which their traditional approach won't work.





## Design Directions

Continued from Page 9

And speaking of niches, remember that in the 1960s BMW was a niche carmaker. The 3, 5 and 7 Series all evolved directly from vehicles developed in the 1960s to exploit niches between the products of the mainstream manufacturers. Thirty years later, a curious thing has happened: these once niche vehicles now define their respective classes. The best example is the 3 Series which is an icon that every other manufacturer now targets.

With success comes a new danger. The danger of sticking to the formula that led to that success and as a result being too conservative in new design. The danger is that an upstart like Audi or Jaguar or Lexus will knock the 3 Series off its pedestal with a more daring design.

So it appears that BMW is trying to have it both ways. Continue with the successful lines of the past, thoughtfully updated, while introducing new, daring designs in the niches to prevent being overtaken by a competitor. For BMW fans and consumers, the riches of these potential choices are appealing. Time will tell.

By Denny Organ

# a VIEW from abroad

Driving in Boston a few years ago, I always wondered how anyone could ever teach a young teenager the skill; unbridled aggression and accident avoidance, to navigate the city streets. My first trip I took a cab. But the driver reminded me a bit too much of De Niro, so the next journey I decided to rent.

Leaving the car rental agency, I knew I needed to put on my race face to survive. And it was only a few miles later that I was head to head with a seriously unfriendly looking Boston cabbie at the entrance to the Sumner tunnel. I beat the cabbie, but only by putting two wheels partially up a concrete wall. The cab driver clearly communicated his opinion of my stunt. I thought it was a good bit of brilliant driving. After this trip, I decided life might be longer if I left the driving for someone else.

But on a recent trip to Dublin, I found the teachers of the Boston school of driving. Raw aggression does not begin to describe it. A battle of the bravest. Pedestrians stake their lives in their hands at every crossing, and never have the right of way. Watching our cab driver, he would look a pedestrian in the eye, almost like a challenge, with a look that said "I just dare you to walk in front of me." Every city definitely has a "driving personality." No question, Boston is a direct descendent of Dublin. No, I won't be renting there anytime soon.

During this same trip to Ireland, I made it a bit of a silent game to see if I could find one clean car. Now to be fair, much of Ireland is under construction these days. This is the price of progress and the Celtic Tiger economy. Combine the construction, weather best suited for bog creation, and lacking storm sewer engineering you get a perfect recipe for mud. Everywhere. Thick mud, the kind that cakes on every moving vehicle. It would drive me crazy. But I did finally find one clean car, a beautiful E36 318 saloon. Yes, in three days this was the only one. And on closer inspection, it was just being driven off a dealer's lot.

The mud was waiting.

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There are some things that all BMW owners share and that is the fact that BMW's are meant to be driven. Whether it's a classic 2002 or the newest M3, sitting behind the wheel and heading down the road is an experience that few other cars are capable of giving their drivers. BMW has prided itself in giving the driver a car that responds to their inputs in a fashion that crosses model lines and years. It is a feeling that others try to emulate and seldom achieve. One can drive a well-kept 2002 and then slip into a newer model and feel the same things. More refined, more luxury, and higher performance levels but the basic driving experience is the same. This is a major reason why owners will keep their BMWs and spend the money they do to maintain and modify them. We are blessed to be able to sit behind the wheel of "The Ultimate Driving Machine" and hopefully we can properly drive them.

One of the biggest assets BMW club membership has is the club's drivingschool program. When I joined the club in 1976, there was already a drivingschool program. I can still remember riding with Chuck Christensen in my car and thinking that there was no way my car was going to make those turns. The car was

capable even as a box stock 2002 but the driver needed to improve to get up to the car's potential. The same is still very true, only now the cars are so much faster. Over the years my 2002 has improved, the drivers' gained more experience, and the pleasure of driving it at speed with greater control and confidence has become one of life's big pleasures. These pleasures were meant to be shared with others, so I progressed to instructing others in how it's done.

Many of us take great pride in how we drive and in our driving skills. The simple fact is that driving can be the most dangerous thing we ever do on a daily basis. I feel safer at 100mph on the track than 60 on the freeway with those inattentive idiots who can't obey the most basic rules of driving safely. Maybe it's the instructor in me who winces when he sees the stupid driving position that passes for "cool," and the simple fact that there is no way they could control the car if they really needed to in any emergency maneuver. I can remember my daughter, Michelle, explaining to her friends that she had to learn to drive a little differently, as her father had higher standards to meet. This may have been so, but at least she can drive a 5 speed and has her own BMW to keep

her safe. This Spring when she returns from USC for the summer, I am going to persuade her to attend the May driving school to gain experience and confidence in flogging her 320 around.

Before any late model BMW owner spends more to hot rod their car, the driver should invest in a couple of

amazed at the low level of skills that many drivers exhibit while driving their cars. Basic car control is barely within their reach. Any kind of emergency and it's all over. Seems like every day there is a rolled over SUV blocking traffic somewhere in the Puget Sound Region. The poor seating positions, the one

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The car was capable even as a box stock 2002 but the driver needed to improve to get up to the car's potential. The same is still very true, only now the cars are so much faster.

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drivingschools instead of the latest hot "R" compound track tires. I see many comments on various internet e-mail groups about "what's the hottest modification for my M3" when the driver hasn't come close to the car's stock limit. I don't mean to pick on M3 owners, it just that a stock E30 or E36 M3 has higher limits of control than 90% of the drivers out there. The first thing to improve is the driver and a couple of drivingschools will do that.

Our school program has given many members a chance to learn the limits of their cars safely and make them much better drivers. I am often

hand on the steering wheel while talking on a cell phone or drinking a latte gets me going off on a rant like this.

This April 7th there is an event for 2002's. I would really like to see many of the 2002s in this area attend. The event is called 02 Springfest, ([www.02springfest.org](http://www.02springfest.org)) and will be held in Kelso. We plan to meet our Canadian brothers in Federal Way and caravan down. Please plan to attend with your 2002 regardless of the condition it is in. Please feel free to e-mail me at [GregM2002@home.com](mailto:GregM2002@home.com) or Ken Wear at [weark@swcc.com](mailto:weark@swcc.com) if you have any questions.

## Loss of a Club Member and Friend

Irv Dixon, a fellow club member, was in a fatal car accident in February. There really is no satisfactory explanation for the cause, except that perhaps he suffered a stroke similar to the one he had suffered several years ago. Irv had been an active member with the club and our track programs for the last several years. His excitement for the track was matched only by his excitement for his blue M Roadster. We're often reminded that life is bigger than the club and it's a sad occasion when we lose a friend and are reminded that we should cherish one another while we're together. Irv had many friends within the BMW club and he will be missed.



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"Turn right in half a mile" Susan said, reading from the third page of instructions. Instruction number 186 to be exact. "Ok", I hear myself answer, realizing that the instruction had not really made it into my consciousness, but curiously powerless to do anything about it. I concentrate on adhering to the current required speed of 55 miles per hour. The effect of yesterday's five time events plus the absolutely hilarious dinner we had, which lasted past the wine, past the cognac, well into the cigars and then back to the cognac again, is really beginning to impinge on my powers of concentration. I float along, happy with the day, happy with my navigator, happy with my car, a 1973 3.0cs. Life is good.

"Turn Right! Turn Right! Turn Right! Change speed to 25!" It comes at me like two very long words. Susan instinctively reaches for the dash. I hit the binders, and realize that in approximately 40 yards I've got to be travelling on a course which is 90 degrees different from the one I'm on now. I'm on the brakes for all I'm worth, resisting any temptation to turn the wheel. With any luck there will be time for that later. Since my right foot is now fully occupied, I begin to activate other parts of my body as rapidly as possible. Left foot: clutch in. Right hand: down two gears.

Rest of brain: wait a bit, let things happen. With some effort from the tires, we clip the apex at a now-controlled pace. I'm on full alert now, going all of 25 miles per hour, slow-motion wondering what we are going to do with all the time that seems suddenly available.

"Sorry, I got lost in the ozone", tumbles out sheepishly. Maybe I should just be counting them.

"No, problem, that corner did come up pretty fast. Just keep it at 25, we've got another instruction coming up here." There could not be a better navigator, I think quietly to myself.

"Right at the Stop." I stop and turn right.

"What's the odometer say?" I read out the numbers, including tenths and my best guess at the 100ths.

Susan checks the instructions. "We're running 0.5 tenths ahead".

We see the checkpoint simultaneously. "Look, there they are, I hope we are close to our assigned time, we can't correct anything now!" Three people are sitting in the sun by the side of the road in lawn chairs. The only clues to their mission are the clipboards and stopwatches, each of which receives attention as we go by. We cruise past the checkpoint with a little wave to the course workers.

I approach the next intersection

and read out the mileage. "What's the instruction?" I speak at the windshield, my eyes swiveling left and right.

"There is none, this one's simple.

Turn right, it's the only paved road." Once again she's a step ahead. I dial in the turn and blast back up to 25 again. Almost immediately I'm back on the brakes and calling out the mileage, "Another 'T' intersection ahead, what's the instruction?" Susan now begins to get nervous, "There IS no instruction!" her voice rising in pitch and intensity. I know it's not directed at me but reflective of her own pursuit of perfection.

We arrive at the intersection, closely bordered by trees, only to come face to face with what seems to be a used foreign-car parking lot. A cloud of dust hovers over the scene, out of which a white Maserati Ghibli heads east in a hurry, its four twin choke Webers frantically stuffing fuel into the 4.7 liter V-8. It flies through the intersection, driver hunched forward, urging the bellowing car forward, while the navigator, eyes on her lapboard, concentrates quietly on the route instructions. Parked along the side of the road is a red Aston-Martin DB4, driver and navigator with heads close together as if whispering secrets. Facing the other way and across the street, nearly in the ditch, an open bug-eye Sprite presents two sunburned faces peering in opposite directions looking for any sort of clue about where to go.

"No instruction?" I ask incredulously, glancing in the rear view mirror as an Alfa Giulietta arrives at our little confab. Paved roads in all three directions, named streets but no reference to names, no yellow lines to indicate the "main route", the backs of stop signs blankly staring us in the face. To us, forgetting the Main Road Rules in the heat of the moment, there is not a clue as to which way to turn. I turn right and pull up on the grass in front of the Aston, just to get out of the way. The Alfa disappears to the left with apparent confidence. What can they know that we don't? I utter the fateful words that move us past quiet observation, logic and redemption: "What's the NEXT instruction?"

"Mile 142.37, Right at Stop" comes immediately back. I look up ahead, see a stop sign, and push the throttle to the floor. We arrive at the sign only to see

## Roundel Editor Satch Carlson to Speak at Spring TSD Dinner!



We are pleased to welcome Satch Carlson as both a participant in the Spring TSD and as our speaker at the dinner following the day's event. Satch lives in Anchorage, Alaska.

Roundel editor-in-chief Satch Carlson first fell in with ACA ne'er-do-wells in the 1970s or '80s when then-BMW-dealer David "Crazy Dave" Griffith brought him down from the frozen tundra to address our annual Banquet. We were treated to such BMW topics as "The Difference Between Men And Women" and the proper way to open a bottle of Dom Perignon. In those days the popular AutoWeek columnist drove a maroon 3.0CS, which

he wishes he still had, of course—even though every time it rained the glove box would fill up with water.

We presented Carlson with an Isetta steering wheel at the Banquet dinner. Later our group contributed even more to his BMW passions: finding a 2002ti for sale in Zürich. Carlson threw in with Portland's Russ Kraushaar to buy the car, coned a certain amount of repair out of Steve Norman, at BMW Seattle, and won the Alcan 5000 Rally with it. Like the 3.0CS coupe (and the Isetta steering wheel), Ol' One-Eye (the ti) is another item he wishes he'd hung onto.

These days Carlson is itching to get back behind the wheel of the Bad Dog, the 325iX he ran into the ground during the 2000 Thunderbird Rally in BC. He will most likely be contesting our April rally in the purple M3 that belongs to The Oakley Woman, Teresa Davenport. She has been his constant companion (or keeper) since before his Roundel association began in 1990, and stayed on when he ascended to the editor's chair in 1998.

Long a proponent of the recent ACA/CCA merger, Carlson has a keen interest in the rallying activities of Pacific Northwest enthusiasts and heads up the current ad hoc committee to prepare uniform rally materials to chapters across the country.

three more cars sitting at the edge of the roads, occupants in deep thought. Looking to the left, I see the back of the Ferrari disappearing up the street. "We just came down that road, and this is not 142.37!" I say. A Frua-bodied BMW-Glas V-8 takes off toward from where we just came, disagreeing with the Ferrari's conclusion, thus lending no help to us.

We both look at the watch mounted to Susan's slapboard. Precious seconds are slipping away, never to be regained. The Aston comes pattering up to the Stop sign, Leigh rolls down her window and with a big grin yells out, "We're the Fugawi!" With that, Duane slips it into first and with proper British elan causes the 3.6 liter six to eliminate any adhesion between the rear tires and the asphalt. This departure initiates a general evacuation of the area, as automotive jewelry disperses in numerous directions, each according to their own best guess as to which is the "On Course" route. The facts of which we will only discover at this evening's dinner.

The hills are alive with the sound of motors! We take off after the Aston, mostly because we were generally pointed in that direction, not because they or we have any particular knowledge. "Well, at least we're all losing time together. What was that instruction again?"

Intrepid navigator is ready with the answer: "Mile 142.37, Right at the

Stop, change speed to 55". As we approach an intersection, we see the bug-eyes sailing by at what must be full chat for them. We may or may not be at the correct place to turn right. Instincts must now be trusted. I slow only enough to check for traffic. Seeing none, I fully activate the pair of Webers under the hood and take off after the bug-eye.

Our car is number seven, the seventh to leave this morning's departure point at one-minute intervals. The Sprite carries number twelve, the Aston, number eight. Either they are way ahead or we're reway behind. Fortunately the remote rural roads allow me to keep my foot in it until we are reeling in the Sprite at a rapid pace. He waves me by, with the courtesy we all give each other. This is, after all "not a competitive event". As he disappears to a speck in the mirrors we look for the Aston.

"Bear right at mile 148.32, then quick left at 148.75" Susan sings out, determined to be heard over the noise of the pace.

Susan notes that the instruction and the mileage match closely enough, subtracting the estimated 4 tenths we used while we were lost. I execute the right and set up for the left, gently on the brakes. As we sweep toward the left-hander, we see the Aston emerging tail-first from a cloud of dust on the straight-ahead route, having missed the left. "He's driving faster than she can read the instructions!" We laugh, knowing that we have all failed the challenge of communication at speed front time to time.

Having thus put the Aston in its proper place behind us, we slow to the instructed speed, guessing that we are now somewhere close to having made the time lost at the "missing" instructions. This is confirmed, in our minds at least, as we see the TR-3 with Giovanni and Dominika aboard, car numbers six, cresting a hill in the distance, approximately one minute's driving time from where we now are. They are good. They stay on course and on time.

We will undoubtedly figure it all out at dinner.

Spring TSD Rally Just Ahead.  
Register now to assure your place!

As reported in the March issue, the club will present the inaugural Spring Rally on Saturday, April 21. Registration for this event is continuing at a good pace, with cars from throughout the Puget Sound area as well as from Alaska, Portland and Vancouver, BC. Register before April 11 to assure your place in what will undoubtedly be a significant event for the club this year. Satch Carlson, Editor of Roundel, the National BMW CCA magazine, will be the guest speaker at the awards ceremony to be held at Cafe Veloce. Satch regales us with tales of rally adventures, and he will compete in the rally. This offers not only national exposure to the event, but a great opportunity to put him behind you in the final results!

The \$65 entry fee per car covers the cost of the rally as well as two embroidered polo shirts commemorating the event. Awards for the event, for both driver and navigator consist of fine models of your favorite BMW's, suitable for display on your wall or coffee table. These awards, generously donated by BMW Seattle, will be given to the top ten teams.

Complete information about TSD rallies as well as registration forms were featured in the March issue of Zündfolge. Questions about the rally, registration or other details can be directed to Ken Olsen at 425-898-8544 (eves) or to design@olsenarchitects.com.

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. The last day to cancel and receive a full refund is April 14.

# Members' Appreciation Meeting

Tom Williams

More than 70 club members and family members took part in what's becoming an annual tradition: the members' appreciation meeting on March 10. We listened to presentations from a number of board members and committee chairpeople, who explained what they did for the club and how things have changed recently. With the CCA merger, we now have 2400 members, which makes us the fifth largest chapter in the country!

What that growth means is that we need volunteers to help with the events we all enjoy. For example, Ken Olsen (see article elsewhere in this issue) needs some volunteers to help at checkpoints for a TSD rally he's running in April. Club Vice President Bill Spornitz is

actively looking for event ideas. They don't have to be directly car-related either: we just had a very successful wine tasting. Club Tour director Karl Seeger loves driving his Z3 to places he's never been, so he's really open to ideas for new places to go. Driving Events Chairperson

Jacqueline Kahn is always looking for turn workers and others to help out at our track events. Volunteering is fun, and you'll meet some great people. You can never have enough friends, and the club is a fabulous place to make new ones.

After the presentations, we enjoyed an excellent Italian buffet put on by our hosts, *Simpatico*, located in Seattle's Wallingford area. Our thanks to the proprietor, club member Hugh Golden, and his staff, not only for the great food, but also for opening the restaurant at a time when it would normally be closed.

EDITOR'S NOTE:  
Zündfolge volunteers are always welcome. Thank you to Zündfolge volunteers Dale Buening and Walt Conley for taking these great photos.



## MINI NEWS

The Mini remains on schedule for 2001 availability in Europe and a March 2002 introduction in America. BMW is said to be pulling out all the stops to make sure the Mini's quality is first rate. BMW wants to be sure that the new Mini makes a great first impression so that the brand can be built for the future. BMW Chief Designer Chris Bangle has named Gert Hildebrandt to continue to develop the Mini and its variants.

The U.S. market will get the Mini Cooper and Mini Cooper S. The S will boast 160 hp from a supercharged four-cylinder engine. Not content, BMW let Alpina work over a Mini Cooper S. The Alpina guys were so impressed with the stock Mini Cooper S that they were concerned they wouldn't be able to improve it. However, in the end, the horsepower was increased to 200! The Mini's chassis is said to handle the extra power extremely well.

The Mini engines will come from the Brazilian joint venture plant BMW shares with Chrysler. After 2007, BMW will phase out the low-tech Chrysler four and replace it with one of the New Generation fours from the Hams Hall engine plant. A diesel-engined Mini will be offered in Europe. The diesel will be sourced from Toyota, along with a matching transmission.

## Mobile Tradition Activities

BMW Mobile Tradition will be maintaining a busy schedule of events during 2001. BMW's historical arm will represent the blaumit weiss at important vintage car events. The first will be Techno Classica in Essen Germany from April 5th through the 8th. At this huge show, BMW's theme will be the big BMWs. The idea is to tie into the introduction of the new 7 Series at the Frankfurt show in September. Next comes the Concorde d'Eleganza Villad'Este in Cernobbio, Italy on April 21st and 22nd.

The Mille Miglia, starting in Brescia, Italy goes from May 17th to the 20th. BMW plans to enter ten pre and post-war cars driven by celebrities. The BMW Club Festival will take place in Seefeld, Austria from July 1st through the 8th. The Goodwood Festival of Speed in Great Britain is from July 6th through the 8th. Goodwood will be the site of BMW's new Rolls-Royce assembly facility.

From September 17th through the 28th, the BMW Classic Marathon will be held. This is a long distance rally to celebrate the 25th anniversary of the BMW Veteran Club of Germany. The rally will cover 2,500 miles through ten countries.

## New Head for Mobile Tradition

Holger Lapp has been named the new head of BMW Mobile Tradition. Lapp has been with BMW for almost 18 years. His promotion was effective January 1, 2001. Lapp replaces Christian Eich who was killed in the Concorde crash last summer.

## BMW Science Club

For insight into BMW's research and development, visit [www.bmwgroup.com/scienceclub](http://www.bmwgroup.com/scienceclub). There's over 150 articles about various research topics which BMW is investigating.

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## CAR AND DRIVER'S 10BEST



For the tenth year in a row, BMW automobiles have been named to Car and Driver magazine's list of 10Best cars, which appears in their January issue. The list includes the BMW 3 Series for the tenth consecutive year. The BMW 5 Series makes its fifth consecutive appearance.

"The BMW 3 Series has been on each of the last ten 10Best lists, more consecutive appearances than any other car," said Csaba Csere, editor-in-chief of Car and Driver. "BMW clearly does not rest on its laurels because the 3 Series has gotten better each year. The 5 Series has won for the fifth straight time. These two awards bring the total to 11 that BMW has won in the last five years, more than any other company." (BMW NA Press Release)

## 1 and 6 Series but No ti

At the Geneva Auto Show in March, BMW made plenty of news. The E46 3 Series Compact, or ti, made its worldwide debut as expected. It's a handsome little bimmer with unique front styling. For Europe it will get both four and six cylinder motors. Now the bad news: BMW of North America has announced they will not import the second-generation ti. Evidently the original 318ti just didn't sell enough to warrant bringing the second version here.

BMW CEO Joachim Milberg announced that the small BMW now under development and scheduled for 2004 introduction will be called the (dramatic pause) 1 Series. So this will be the entry level BMW since it is unlikely that there will ever be a Zero Series.

Milberg also made it official that there will be a new 6 Series. The 6 will be produced in both coupe and convertible forms. No timing for the 6 Series was given except "the next few years." The original 6 Series was produced from 1976 through 1989. The 8 Series then took the place of the 6 and was produced from 1990 through 1999, although it was dropped from the North American market a couple of years earlier.

The base model of the Mini was given a name: it's the Mini One. Not to be confused with the 1 Series. The Mini One won't make to America. We'll see only the upmarket Mini Cooper and the Mini Cooper S.

It was no surprise, but Milberg made official that the new 7 Series will be unveiled at the Frankfurt Show in September. The 7 will feature the revolutionary iDrive system. This simplified control system is likely to start a trend that will followed for years to come.

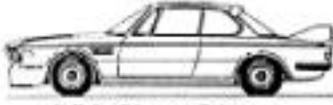
Other news from Geneva: The M3 with the Sequential Manual Gearbox II is supposed to be available in the U.S. this fall. Also available this fall will be the X5 4.6i, the high performance version of the X5, also known as the X5 HP. A higher horsepower version of the C1 called the C1 200 was announced.

Professor Milberg stressed BMW's strategy to concentrate on premium brands, meaning BMW, Mini and Rolls-Royce, in order to achieve profitable growth. He emphasized that profits come first and growth second. BMW is interested in strength rather than size. He also noted that despite the global slow down in the economy, BMW's sales for 2001 are running ahead of the 2000 record volumes.

## A Dig at Daimler-Chrysler

In a not-so-subtle dig at Daimler-Chrysler, BMW CEO Joachim Milberg said, "Our experience with Rover has taught us that a good strategy does not mix premium brands and mass-market brands. He said that BMW will speed up product development (probably to get a jump on Mercedes while they're redistracted) and form alliances. Milberg claims that the premium brands will grow by 50 percent over the next ten years while mass-market brands will expand by only 25 percent. (Car)

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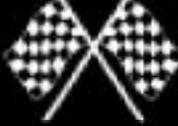
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## BMW MOTORSPORT WEB SITE

BMW Motorsport has created its own Internet site. As of March 3rd, you can go to [www.bmw-motorsport.com](http://www.bmw-motorsport.com) for up-to-date information about BMW's racing activities. There are three sections to the web site: Philosophy, Technology and Racing. Philosophy contains stories about the history of BMW motorsports. Technology includes a three-dimensional rendering of last year's F1 engine and the structure of the 3 Series used in the German Touring Cars championship, amongst other features. The Racing section contains the latest results from F1, the American Le Mans Series and the BMW ADAC Formula Junior Cup.

## BMW Opens Conference Center

Tired of the same old thing at corporate retreats? BMW has opened a conference center at Spartanburg that could give you inspiration while writing the latest corporate mission statement. Located at the BMW Performance Center, the new conference center has all the usual accoutrements: conference rooms with the latest communications hardware, high speed Internet access, and five-star catering. But what makes this special is the ability to include a BMW driving school in the program. The Performance Center can handle anything from small groups up to 300.

## Hill BMW

Ex-F1 World Champion Damon Hill has purchased a BMW dealership in Warwick, England. Hill's partners include his manager and lawyer. Hill, 40, plans to use his Formula 1 career fame to attract customers to the dealership.

## Mobile Data Highways

BMW continues to lead the way for more innovation and intelligence in road traffic systems. Currently, BMW is testing MOST technology. MOST stands for Media-Oriented Systems Transport. The system guarantees broad-band transfer in the vehicle. Applications examples for BMW include the linking of a number of screens inside the vehicle via a single cable.

BMW Assist will allow fast and easy access to the Web from your BMW. Until the introduction of the new UMTS mobile communication standard, which will accelerate transfer rates from 9.5 KB per second up to two MB per second, BMW is making use of WAP technology. This "Wireless Application Protocol" filters the most important information from a website and presents it so that it can be used on small displays with low transfer rates.

Access to the Internet itself is through BMW's own gateway. A personal homepage can be configured. Rear passengers also benefit from BMW Assist through separate screens and access. Numerous business, entertainment and communication possibilities are available. BMW has adopted the Bluetooth standard for wireless interfaces between various pieces of equipment which will appear on future production cars. Bluetooth was created in 1994 by Ericsson Mobile Communications. A device with a Bluetooth chip can transmit voices or data over short distances without cables or wires. With the use of the Bluetooth technology, mobile phones, computers, navigation systems and other digital devices can communicate. In addition, since a car has a longer life than most electronic devices, the vehicle can be upgraded during its life to the latest technology.

Wireless communication also makes completely new applications possible, such as optimized processes from the manufacture to maintenance of a car or the transfer of optical signals to special "Infoeye" glasses.

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2000 BMW 328i: Pristine condition. 4700 miles. Garaged and clean inside and out. Automatic transmission. Titanium Silver w/black leather interior, sport package, power sunroof Hamon/Kardon premium sound w/CD player, heated seats. Much more \$35,750 (below blue book—great value) Steven 206-328-6571.

1998 M3: Four-door 5-speed, black on black leather, 19,000 miles, heated seats, sunroof, cruise control, power seats, perfect condition with factory warranty through June 23, 2002, \$33,950. Call Duane Nelson in Portland at 503-708-5444.

1997 M3: Four-door 5-speed, silver with black interior, 5-spoke factory wheels, cruise control, sunroof, full computer, power seats, heated seats, split folding rear seat, 45,800 miles with factory warranty still in place. Beautiful overall condition, services up to date, with new tires. Please buy this car before I get a little crazy and decide to keep it. \$30,900. Call Denny at 425-228-2539.

1996 328i: white on tan leather, automatic, wholesale priced as this needs to find a good home now, new tires, excellent maintenance, Hamon-Kardon premium sound, split folding rear seat, 72,900 highway miles, no wrecks in past history, beautiful overall condition, \$16,950. Car is located for viewing in Portland. Call Denny Organ in Seattle 425-228-2539 or Duane Nelson in Portland at 503-708-5444.

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.

1983 633CSi: VIN WBAEB7404D6726544 Bronzit/beige leather, 5spd. RESTORER'S SPECIAL! Needs repainting, but no rust. Driver seat needs recovering, but is servicable. Daily driver, 180K. A/C, computer, check panel all in working order. Cruise is out. Mechanically sound with strong engine and transmission. \$2,000 obo. 541-683-2197; email to: moultonj@bus.orst.edu. (OR)

1980 635CSi Euro: Excellent mechanical condition, new clutch and short shifter, top end rebuild 35,000 miles ago. Very torquey motor, runs flawlessly. 125,000 miles. Exterior and interior recently detailed and in very good condition. Metallic grey paint, tan interior. Very fun to drive, I just can't justify having two cars. \$5500 obo. Brad 206-547-1050 or email to bradmdavis@home.com.

1980 320iS: Black on black with factory S package. 151,000 miles. 40,000 on Auto Sport Seattle 2.0L motor. The engine was totally rebuilt and balanced with all OEM or better parts and has a Schrick cam and 9.3:1 pistons and Centerforce clutch. I have never had a problem passing the emissions test. Bilstein sports, Suspension Techniques springs and almost new Yokohamas keep it on the ground. Many newer parts, and assorted spare parts, please call for details. The sunroof needs to be set and adjusted, but has a brand new seal. The car needs a good cleaning and some TLC but is in VERY good condition. Asking \$2,100 OBO. Call John at 253-946-5032 or Cassidy@gte.net.

## Parts for Sale

17x8in MSW type 45 wheels: four, never curbed \$500.00; M3 rear deck lid spoiler \$175; Two left side M3 5 spoke wheels (offset) \$400; 2001 M3 E46 front spoiler designed to fit the E36. Needs paint, includes fog lights and all installation hardware. Never used and was imported from Europe, not sold in the U.S. \$800. email me at couggg@yahoo.com.

Bumper: imported from Europe, E46 M3 front bumper replacement designed to fit the E36 3 series cars. Comes with fog lights, grill and mounting hardware. Just needs to be painted and installed. There are no other bumpers in the area like it. \$800. email me at couggg@yahoo.com.

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.

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

Exhaust: for 1997 M3 coupe. Used one year/15k. \$250. obo. Colgan Custom Car Bra for '95-96 M3 / '95 M3LW. Never used. Two helmets Snell M90, size L. Diana at 425-338-2512.

OBERG Oil filter: used OBERG engine oil filter complete with hoses and adapter. Remove from an E30, which was sold. Easy to install. \$100 complete. Nick 360-825-0720.

## Miscellaneous

Raindrop Rally: April 29 - A relaxing Sunday TSD touring rally running entirely on scenic paved roads. Perfect for any car and any skill level. Practice skills learned on the BMW CCA Spring Rally. Complete info: [www.rainierautosports.com](http://www.rainierautosports.com) or call event registrar, Gretchen at 425-823-8329.

## Wanted

Wanted - Great Team Photos! KAHN Team Racing is launching a Photographer's Contingency Program this season and the winning photo could be yours! We want YOU to CATCH the team and capture the season of racing! Stay tuned to the May issue for all the details of how you can enter and be involved with KAHN Team Racing!

Deadline for the April Issue is April 13.

### Classified Advertising Policy:

Classified ads are free to current members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed and sent to Zündfolge, c/o Lucetta Lightfoot, 2641 39th Avenue West, Seattle, WA 98199 or emailed to [litefeet@foxiinternet.net](mailto:litefeet@foxiinternet.net).



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