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Derek Simmons is starting his third year with Strictly. He brings to us a solid background of Service from BMW and Mercedes. As Strictly's Service Manager, Derek brings his considerable knowledge, communication and organizational skills to the forefront for the benefit of our customers.

Derek has helped raise Strictly BMW Independent Service to be number one BMW dealer in the Northeast.

Derek's involvement in Motorsports has also made him a reliable asset on a Team. Strictly can drive as well. Derek lives performance.

If you have been searching for the right person to assist you in building your BMW to the performance level you've always dreamed of, Derek is your person. Whether of his passion for performance, he can guide you through the upgrade process with a personal touch that is unrivaled anywhere else. Frank.

Whether it's **Frank**, or one of the many BMW performance operators that have by now Derek has developed a close business relationship with, we guarantee an BMW to the level of performance you are looking for. **High Performance is here now!**

Derek Simmons

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KALENDER

- May 3
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.
- May 11
Deadline for the June Zündfolge.
- 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 7
Board Meeting at Round Table Pizza in the Overlake area of Bellevue. 15025 NE 24th Street. Starting time is 7pm.
- June 16
Tour to LeMay Car Collection see article in this issue.
- June 23/24
Wine Tour to Eastern Washington Wineries. Look for more details in this issue of Zündfolge.
- June 30
Detailing Tech Session at Bradley's Autowax and Detail in Bellevue. See article in this issue.
- July 7-8
Pacific Northwest Historics Car Corral. See article and registration form in this issue.
- July 29
BMW CCA Puget Sound Region Concours d'Elegance on Sunday at Robinswood Park in Bellevue. The featured BMW will be the Z3.

BOARD OF DIRECTORS

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

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COMING EVENTS

Dynojet Tech Session at Carburetor Connection

May 12

Saturday, May 12th is almost here and if you are thinking about joining us at the Dyno to see how strong your beloved BMW really is, get your registration into me now! This is a fun learning experience for any gearhead out there. Putting your car on a Dyno, tests the horsepower at the rear wheels. The general rule of thumb is to then add 15%-20% (the approximate loss of Hp through the transmission and differential, etc.) to get the horsepower at the flywheel. We've got a couple of supercharged M Roadsters hoping to best 300 HP that day!

The cost is \$60 to put your car on the Dyno. You will get a few tries to get a good average for your vehicle's output. For an additional \$20, they can test the exhaust gas; a must for the older cars, interesting for the new ones. We will be starting the Dyno runs at around 9:30 in the morning, but I'll be there by 9:00. It will be a first come, first served type of event, so try to get there early. We'll only be able to test between 15 and 20 cars and we're almost there. If you've made any recent upgrades to your car (or are about to) let's find out what it's got.

This event is being held at the Carburetor and Fuel Injection Connection located in the Totem Ridge Business Park east of the Totem Lake shopping center in Kirkland. The address is 13611 NE 126th Place, Suite #240, Kirkland, WA 98034.

Driving instructions from North and South I-405:

- Take Exit 20 (NE 124th St.) and head east.
- Continue through the intersection of 124th Ave. NE to the next light.
- Turn left onto 132nd Ave. NE/Slater Road (by the car wash). Go one block and make the first right onto NE 126th Place.
- A couple of blocks down, you will find Totem Ridge Business Park on the right. There is plenty of parking in the back.

Even if you don't plan on running your car, drop by and say "Hi" to fellow members and meet the great folks at Carburetor Connection. We look forward to seeing you there!

Call, send E-mail and/or send check payable to BMW CCA, PSR c/o: Wes Hill, Box 3314, Bellevue, WA. 98009
Wes.hill@eddiebauer.com
206-989-9516

Detailing Tech Session

June 30

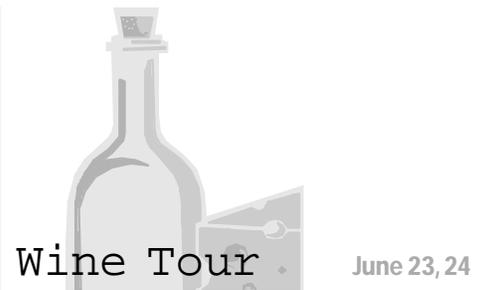
On Saturday, June 30, Bradley's Autowax and Detail shop in Bellevue will be hosting a tech session on how to detail your own car. The emphasis will be on products and techniques used at Bradley's that you can use to keep your car in tip-top cosmetic shape. The date is one month before the club Concours, so you can apply what you learn over the following four weeks to make your car a trophy winner.

Bradley's hosted a similar event a few years ago. At that time, they demonstrated the paintless dent removal services of the Dent Wizard, and held a raffle for a club member to have a dent or door ding removed. This year they will be showcasing the leather care and restoration work of David Reyes, owner of

David's Leather and Vinyl Repair. You will learn what products David recommends and the techniques he uses to restore and preserve leather and vinyl interiors.

We want to make this session hands-on. One or two club members will be asked to make their car available for demonstration, and everyone will have a chance to try their hand on a demonstration car.

Again there will be a raffle. This year two club members who attend the session will win a full exterior detail, which includes vacuuming and dusting of the car's interior. The date is Saturday June 30, 10a.m. - noon. Food and beverages will be provided. See you there!



Wine Tour

June 23, 24

BMW's do almost everything well. But one area where they absolutely excel is touring. These cars will eat miles like nothing else. And it happens that we've planned a great event for you to enjoy your car's touring magic: our run to the Walla Walla Valley wine country on June 23-24.

Isn't Walla Walla a long way away? That's precisely the point. But there's more to this trip than just a chance to exercise your Bimmer. You'll be tasting some of the best wines in the US. A brief search of Wine Spectator found almost 30 wines in the area rated "Outstanding" with a score of at least 90 on a 100-point scale. It wasn't all that long ago that Washington wine wasn't taken seriously by oenophiles or anyone involved in the wine trade. But that's changed. And no area has led the charge of Washington wines to world-class status more than Walla Walla. In the last Zündfolge, we mentioned that the Howard Johnson's is the place to try to get reservations for Saturday night (23rd). Their number is 509-529-4360. Mention that you're with the BMW Club to get the best rate. If you strike out there, don't despair. Try the Best Western, 509-525-4700, the Travelodge, 509-529-4940, or the Hawthorn Inn, 509-525-2522. Hear that voice? It's your BMW saying, "Let's go on a roadtrip!"

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



This month's cover features Michael Lord's DP Championship winning 325is on a good run through turn 9 at Portland International Raceway. Look on page nine for more information regarding Michael and many other BMW CCA

Puget Sound Region Club members who race. (photographer unknown)

COMING EVENTS

Nürburgring School

Hello Again:

One week to go, then it's time to get your name on the list for the 2001 Nürburgring Driving School. For some reason, the info I sent to the Roundel didn't make it into the April issue, so people NOT on this list won't know about how to get in. Since we have more openings this year (IF we can fill them), we all need to think of friends (driving partners) we'd like to drive with and encourage them to reserve a spot. Tell 'em about it or forward this email to them. If you're on an email digest of BMW drivers, you might want to post a message that the School reservations coming up in a week. Here's the drill:

We will start accepting reservations for the 2001 International BMW Driving School on Tuesday, April 10th, 2001, no earlier than 10:00 a.m. Eastern Standard Time. Reservations will be accepted as follows:

- Call 864-250-0022, the new BMW CCA National Office in South Carolina
- Provide your name, address, phone numbers, and email address
- Provide your BMW CCA membership number (must be a member)
- Provide credit card information for a deposit of \$500
- You may register up to two people per phone call; provide the above information for both (so your driving partner gets in)

Reservations will be first come-first served, and we have up to 96 openings with everybody paired two to a car. Please don't ask where you are on the list since we have more than one person taking calls. The School usually fills up quickly, so be prepared to phone at the proper time from your time zone. Reservations will NOT be accepted before that time. The deposit is to make sure we only hear from people who are serious, but it is fully refundable if you inform us by April 30, 2001 that you need to cancel your reservation. A waiting list will be kept if necessary in the order of reservations.

On another note, Nürburgring veterans who wish to stay at the Dorint Hotel would be wise to book their room reservation now rather than later. We've had some folks in the past who requested a room there from the BMW Club block and they were sold out. You can reach the Dorint Hotel at 011 49 2691 3090. Reserve the nights of August 14th through 17th, checking out the morning of the 18th. Those like me who don't stay at the Dorint will get room reservations through the School and need not make any arrangements now.

When I get the reservation list later next week, I'll be contacting those who are in with a confirmation by email. I'll also inform those on a waiting list, if any. Remember, the National Office has multiple people taking names, so don't ask them what number you are or for a confirmation. I'll get back to you in a timely manner.

Happy dialing,

Dan Tackett
Nürburgring School Coordinator

BMW Club Drive: LeMay Auto Museum in Spanaway

June 16

On Saturday the 16th of June we will have the opportunity to visit the world's largest private collection of automobiles. The LeMay family has graciously offered to let our club have a private tour of their unique collection of 2,400 cars and automotive memorabilia. Those club members eager enough to meet at 8:30 a.m. Saturday June 16th that the park and ride in Issaquah will be treated to a driving tour of the rural roads of Hobart, Black Diamond and Auburn on our way to the Spanaway museum site.

The Harold LeMay automobile collection is housed in Marymount, a former Catholic/military school, which has parade grounds (filled with cars), a large gymnasium (filled with cars), many other buildings (filled with cars) . . . well, you get the idea.

The collection includes the 2,400 cars and has rooms filled with automotive toys, tools, vintage boat motors and memorabilia of all kinds. The museum grounds hold a train, military equipment and farm equipment as well as a collection of buses. The car collection includes primarily American cars from the 30's, 40's, 50's and 60's. We will be seeing Packards, Rolls Royces, Dusenbergs as well as Cadillacs, Lincolns, Daimlers and Pierce Arrows.

The Marymount grounds are quite nice, and we hope to include an opportunity to enjoy a picnic lunch.

Harold LeMay, now deceased, was a tireless collector of American automobiles. His businesses had included a refuse collection company in Tacoma which he later sold. After the sale, rather than retiring, he used his spare time to purchase as many as 2 cars per week for his collection. His son refers to the collection as "a workingman's collection".

The collection will be housed in the future in a new museum building in downtown Tacoma, but we have the very special opportunity to view it as Harold LeMay did. BMW club members are invited to this special private showing on Saturday June 16th. More details will be sent via email to those who sign up for this special event. You are invited to email Martin Hovenkotter at m.hovenkotter@worldnet.att.net and request to be added to the email planning list for this tour.

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

AUTOHAUS-VICK INC.

Monday-Friday
9:30am - 5:30pm

12th N.E. 24th
Exit 7 on WA 5200
(425) 644-7100

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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! Auburn Foreign Car will graciously host this event on June 2 at 10 a.m. 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, or
karl@nlink.com
253-833-8161, Auburn Foreign Car

21st Concours d'Elegance and BMW Heritage Picnic July 29

This is just a little tidler to let you know that this year's event will be held on Sunday, July 29th, at Robinswood Park in Bellevue.

Robinswood Park is a great setting for this event. As some of us know from last year, this venue gives us plenty of room to display loads of BMWs, extra parking at the college right across from the exhibition area, and a play area for the children. Look for more details and the entry form in next month's Zündfolge.

Our featured BMW this year is the Z3; it will be judged in its own class, just as the E30 M3 was last year.

So, mark your calendars now and start polishing those cars!

Pacific Northwest Historics

July 7, 8

Come out and join your fellow BMW Club members this year at the 13th Annual Pacific Northwest Historics at SIR, July 7-8, 2001. The BMW Club will once again participate in the Car Corral.

The Pacific Northwest Historics features many of the world's rarest and most beautiful pre-1970 race cars. This year will feature the American V-8. All proceeds from the Historics benefit the uncompensated care program at Children's Hospital and Regional Medical Center in Seattle.

Each car club is limited to 20 cars each day. To participate in our corral, you must register and pay \$20 per day in advance. This \$20 covers the car and driver. Each additional passenger will be charged \$20 at the gate. Children will cost less. The BMW corral has always had a waiting list in the past, so sign up early to secure a place for your BMW.

Again this year there will be judging of the cars in the corral. Corral cars must be parked in the corral between 8:00 and 10:00 a.m. each day. Corral participants are invited to take part in a parade lap of SIR during lunch each day. We will have a tent in the BMW corral to answer questions about the club.

We are looking for club volunteers to help for an hour or so in the BMW tent. If you are interested in helping the club please indicate this on the registration form. To register, fill in the Registration Form and send it with a check. If you have any questions, please call Lucetta Lightfoot at 206-282-2641.

Pacific Northwest Historics Registration July 7 and 8, 2001

Name _____

Address _____

Home Phone _____ Other Phone _____

Email _____

Year/Model/Color of BMW you will be driving _____

Volunteer in the BMW tent? Yes No

Saturday, July 7th at \$20 Sunday, July 8th at \$20

TOTAL ENCLOSED _____

Checks payable to BMW CCA Puget Sound Region. Send registration/checks to Lucetta Lightfoot, 2641 39th Ave W, Seattle, WA 98199.

• TERRY FORLAND

• MARK ISRAEL

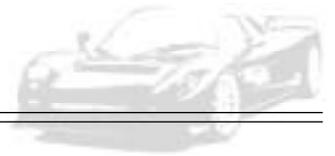
425-823-4282

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

MOTOR SPORTS



Driver Training/Lapping Days at SIR

by Jacqueline Kahn

Ready to get back on the track? Well, it's just about time! The upcoming lapping days are scheduled at Seattle International Raceway in June, July and August. See the Motorsports Calendar for specific dates. This is a perfect follow-up for those who attended this year's first High Performance School at SIR on May 20th. Join us at SIR for plenty of track time to hone the skills you just learned. If you haven't driven SIR yet, don't miss the chance. The track is very challenging and exciting to drive. The track offers a bit of everything—from elevation change to hairpin turns, to a challenging chicane.

To be eligible you need to have attended our May 20th program at SIR, or have prior "road course" driving experience. Call if you have any questions on eligibility. Instructors will be available to ride with drivers new to the track, and will be available for everyone—you never stop learning!

This month registration opens for the June event. Registration will open for the July event in June. Details and registration forms will be provided in the June issue of *Zündfolge*. August registration will follow similarly, with registration opening in July and information for the July issue of *Zündfolge*. Registrations will not be taken prior to the release of the registration forms in the magazine. Around the same time the registration forms are published in the magazine, the forms will also be accessible through our website at www.bmwpugetsound.com.

New to our events this year is a change in technical car inspections. This new change is the result of our merger with the National CCA club. This season we'll incorporate this change and follow other National Chapter requirements for safety inspections. Details will be provided within the confirmation packets that will be mailed after you have registered and are confirmed for each event. Your confirmation packet will also provide specific information on the lapping day's schedules, and details you will need to prepare for the events. See our article within the Motorsport pages of this issue

for the background of the new tech inspection procedures. Safety has always been our top priority, and this new approach to safety inspections will go a long way in ensuring safe events for everyone.

TO REGISTER:

Pre-registration is required. Our events do fill up quickly, so mail your registrations in early! Also, due to our high volume of turnout for our programs, current members with BMWs will have priority. To register, please fill out the attached Registration Form and mail to Jacqueline Kahn at 18922 81st AVE NE, Kenmore, WA 98028 by May 25th. After that date, drivers with other marques will be added to the list in the order in which they were received, so everyone is encouraged to send in their registration early. Call if you have any questions: 425-481-9571 or email: jk@kahnteamracing.com.

EVENT REQUIREMENTS

1. **Membership:** You must be a current BMW CCA member. To join, visit the National CCA website www.bmwcca.org and choose the Puget Sound Chapter as your chapter.
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 club website for recommendations on helmets.
3. **Convertibles:** Roll over protection IS required, which means either factory roll hoops, or an aftermarket roll bar. **NOTE:** factory hard tops are NOT a substitution for factory roll hoops or a roll bar.
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.

Driver Training/Lapping Day at SIR – Registration Form June 9, 2001

FINAL DEADLINE COST: \$100—NO LATER THAN MAY 28TH
Two Drivers in one car (in same run group)—Add \$35
Two drivers in one car (in separate run groups)—Cost \$100 each
Total Amount Enclosed \$ _____

NOTE: Each driver is required to submit a complete and signed registration form. Make checks payable to BMW CCA and mail to Jacqueline Kahn at 18922 81st Avenue NE, Kenmore, WA 98028.

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: _____

With the summer driving events almost here, it's time to start thinking about car preparation. Everyday we literally trust BMWs with our lives. It makes sense to be proactive to ensure our own safety. Driving our cars on the track places additional stresses on the mechanical components above and beyond day-to-day driving.

We encourage everyone to have a qualified shop or mechanic complete a thorough inspection of their car periodically, even if they don't participate in any of our driving events. Often this can be accomplished when the car is in the shop for regular maintenance. For those of you who do your own maintenance, it's still a good idea to have another qualified set of eyes look over your car. Most BMW models have particular weak points that need to be monitored if you plan to do extensive track driving—the E30 lower control arms is one example. Qualified mechanics that are familiar with track events can point these out for your car.

This year, following the merger with national, our driving events are required to have a minimum-level technical inspection of participant 'scars to be completed by a qualified mechanic. This is a change from previous years when club instructors completed these inspections prior to or on the morning of an event.

The shops have the facilities and the expertise to complete these inspections and can provide services to correct any problems that might be found. By getting the inspections completed prior to an event, everyone will have the opportunity to fix any problems and still be able to participate. We are in the process of working with area shops to make this inspection requirement affordable. Additional information and shop references will be provided with the registration material you receive after being confirmed for a driving event.

You can do many things to prepare your car for the coming driving season. These will help ensure that the tech inspection gets completed with no problems. Here are some things from the tech inspection that you can check without getting under the car: Fan belts should be tight with no cracks; throttle linkage should operate freely and have two return springs; coolant hoses should be in good condition with no leaks; battery should be securely held down

(one of the most common tech problems); oil should be recently changed and filled; brake fluid should be changed and filled yearly; tires should be in good condition with legal tread depth (street tires) and have even wear with no cracking, belts or cords showing; lug nuts should be torqued to specifications; steering should not have excessive play; brake pedal should feel firm; driver and passenger seats and seat belts should be in good working order.

In addition to the above, you should check the following if you have the equipment to do so safely: jack the car up and remove the tires, support the car with jack stands before going under the car—engine mounts should be solid; check brake pad thickness and rotor condition; check brake line condition and look for leaks; inspect suspension linkage, ball joints and general condition; look for

leaks underneath the engine, transmission, differential and shocks; half shafts and dust boots should be in good condition; check rear unibody subframe and differential mounts; replace the tires, torque lug nuts and with the car on the ground, check wheel bearings for play.

Tech inspections provide a minimum level of protection to ensure your car is safe to be on the road, let alone on the track. This is not only for your safety but also for those around you. Taking the little time to check the above items will give you a better understanding of your car. If you are in doubt about any critical component on your car, ask for guidance from others with more experience and seek out a qualified mechanic to investigate and repair any problems. Our goal on the track is safety first.

2001 Driving Events Calendar

May		October	
4	Alfa Lapping day at Bremerton	7	BMW ACA, Portland Region – Driving event at Portland International Raceway
14	BMW ACA, Portland Region – Driving event at Portland International Raceway	27/28	BMW CCA, Inland Empire Chapter – 2-Day School at Spokane Raceway
18/20	BMW CCA, PSR – 2-Day Novice Driver Training School. Friday, May 18th at Bremerton Raceway, Sunday, May 20th at SIR	28	BMW CCA, PSR – Novice Driver Training School at Bremerton Raceway (date tentative)
19	PCA – Driving Event at Seattle International Raceway	November	
June		3	Alfa Drivers School at Bremerton
3	Alfa Lapping day at SIR		(Other clubs' dates to be announced, as they become confirmed.)
9	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)		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.
9	BMW ACA, Portland Region – Tri-Club Day (BMW/Porsche/Alfa) at Portland International Raceway		CONTACTS:
10	PCA – Driving event at Seattle International Raceway		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.
July			BMW CCA, Spokane: Scott Adare, sadare@aol.com, 509-468-6502 (W), 509-466-6731 (H)
13	Bremerton Sports Car Club – Lapping Day at Bremerton		Alfa Club: Herb Sanborn, Herb.Sanborn@noaa.gov
13/14	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
14	Alfa Lapping day at SIR		Corvette Club: Rick Milsow, 425-486-2309, Rickm@earthstone.org, www.corvettemarqueclub.com/schooldaze.asp
18	Corvette Club Drivers Day at Seattle International Raceway		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/prwpxca . (Open to our club's Intermediate and Advanced Drivers, no Novices)
22	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)		Conference (ICSCC) 2001 Race Dates: Visit www.icsc.com .
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		
26	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)		
September			
9	Alfa Lapping day at Bremerton (this is in conjunction with the Audi club who will be doing a school on the 8th)		
29	PCA – Driving event at Seattle International Raceway		

NEW MEMBERS

NAM E	B M W S	NAM E	B M W S	NAM E	B M W S
Wong, Alex	'00 328	Kuimjian, Eric		Carvalho, Ron	'91 325i
Xaudaro, Stefan	'92 318is	Le, Johnny	'00 328iC	Casale, Antonio	'91 850i
Young, Manley	'01 530i	Lee, Benedict	'01 530i	Cheek, Vernon	'95 318Ti
Young, Carl	'91 735i	Lehman, David	'89 325is	Chen, Sylvester	
Cowart, Phillip		Lewis, Roy	'99 M COUPE	Chen, Chih-tung	'01 330i
Crabtree, Steven	'95 740i	Lightfoot, David	'96 328i	Chuang, Jackson	'99 328i
Crespo, Fausto	'92 325i	Lindenbaum, Jeffrey	'01 330Xi	Collins, Timothy	
Darnell, Ted		Link, Chris		Cooper, Curtis	'98 Z3
Decker, Nathan	'87 325iC	Lloyd, Jim	'86 535	Mulder, Karl	
Desilet, Kim	'96 Z3	Lodmil, Christine	'98 328	Muscamera, Michael J.	'98 Z3
Duff, William E.		Lopez, Gerardo	'92 525i	Nasralla, Brian	
Durham, Frank	'98 M 3	Mahmood, Naseem	'93 525i	Nelson, Jane	'98 Z3
Dwyer, Adrian		Mann, Cidrick	'98 M 3	Newell, Andrew	'71 2002
Eckels, Josh	'00 323i	Martin, Karen	'97 318is	Otis, Samuel	
Eckhart, Karen	'01 325Ci	Menter, John	'98 M3 COUPE	Owen, Michael	'01 Z3 COUPE
Edmondson, Tyler	'88 M 3	Moerke, Charlene		Popp, Milan	
Eicholz, Arron	'01 Z3	Morse, Charles		Rattley, Michael	'71 2002
Erickson, Meredith		Moseley, Steve	'00 M ROADSTER	Rich, Doug	'01 325Xi
Evernham, Jim	'87 325is	Mosier, Scott		Roberts, Chuck	
Farris, Michael	'91 318is	Albaum, Dan	'01 530i	Rominger, Sandy	'98 M 3
Feller, Bruce		Anderson, Richard	'98 328is	Rycewicz, Christopher	'00 323i
Field, Thomas	'01 325Ci	Aten, Bob	'72 2002Tii	Schwenke, Robert	
Freimark, Steve	'75 2002	Attaran, Mehdi	'01 M 5	Simon, Asselin	'97 M 3
Gilbert, Steven	'99 K1200RS	Bailey, Linda	'01 X5	Sparks, Christopher	'99 328i
Glen, Justin	'95 M 3	Bandli, Robert		Stevens, Richard	'97 325i
Gorman, Dennis		Banfield, Sharon	'00 323Ci	Stiffler, Eddy	'01 Z3 ROADSTER
Hanson, Tim	'92 325i	Barton, Ross	'01 325Ci	Thaelke, Jeff	'99 328i
Harville, Jennifer	'90 325i	Basl, Tim	'90 325is	Thomson, James	'95 325i
Hect, Jason		Bertoliatti, David		Trzyna, Alexander	'99 Z3
Hengesteg, Kelly	'95 540i	Bleckmann, Kevin	'95 M 3	Van Patten, Michael	
Humbert, Chris	'00 328i	Brastad, J. P.		Walters, Richard	'01 325i
Iancu, Alin	'95 M 3	Breithaupt, Douglas		Waxman, Peter	
Jackson, Aaron	'97 M 3	Buchholz, David	'01 Z3	Whelan, Jeffrey	'96 328
Jones, Mark		Buswell, Bruce	'01 X5	Wical, Eric	'99 M 3
Kainz, Carlos	'00 323Ci	Callery, Steve	'99 M 3		

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Whoever said "what you don't know can't hurt you" never attended a High Performance Driving School. What we don't tell you when you send in your hard earned bucks for that first school is that there is a very good chance you have just started down that road to bankruptcy and ruin known as Racing. The Department of Health should require us to issue a warning. Caution: High Performance Driving is highly addictive, has been shown to cause cancer of the wallet and can adversely affect the viability of relationships both living and as yet unborn.

All kidding aside, most of the people featured in this article got their start through the High Performance Driving Schools offered by our club. From the very first school, many of us discovered a passion that quickly became an obsession. During racing season everything in the racer's world revolves around the next race. The amount of commitment necessary on all levels is immense, but for those involved, the satisfactions are greater. I have heard it argued that no reasonable person would do any of this. Passion, however, is not governed by reason; it is at the mercy of the heart's relentless dictate. In the words of Emanuel Kant, "The heart hath its reasons which reason knoweth not." In other words, if you have to ask why we do this, we can't really explain.

Club member Greg Hinkel perhaps put it best as he summed up his rookie season with ICSCC.

Greg Hinkel

"Best decision I ever made and the most fun I have had since being a teenager. The folks that organized and ran the events were great! Helpful, everyone of them. The racers and crews were great! Ken and Wes Hill helped me get my car together. Ron Newell and Team Strictly helped me work on the car and lent me parts so I could go out and race. Michael Lord and Miki helped by discussing strategy, taking tire temps and recommending changes to the car's setup that usually meant a second to a second and a half improvement. Kahn Team Racing helped with parts, food, and shelter from the weather. Hugh always had advice that usually involved going slightly beyond the tires' traction capability. Mike Helton told me not to believe any of the lies racers told. Scott Adare was a gracious host in

Spokane and made sure I had the right brake pads on the car. Bill Spomitz, Lance Richert and I shared brake pads and brake rotors and then went out and tried to beat each other."

"I can picture every turn of every track that we raced on last year. But my strongest memories are of life in the paddock. After all, the race is only 30 minutes long but you are in the paddock all day Saturday and Sunday."

Greg, By the way, was awarded 'Rookie of the Year' by ICSCC. High praise indeed! Anyone who knows Mr. Hinkel knows it went to the right person.

Doug Jennings



After struggling for two seasons with a very fast (but very temperamental) SPU prepped 320i, Doug 'Mr. Smooth' Jennings has traded in his race wheels in

for a Miata. This trade was preceded by many excellent finishes including a first place in GT-3 at PIR. Teamed with Greg Hinkel, Doug also saw a second-in-class win at the Enduro at Mission BC and a seventeenth overall in a very large grid at the Portland Enduro. As with all of us, Doug acknowledges all the help he received last season from many fine friends made at the track. When not racing his new Miata, the owner of one of the nicest M6s around can be found volunteering his time instructing at our High Performance driving schools.

Mike Helton



Mike Helton was the one who, for many of us, pointed the way to the track. A long time veteran, he was busy last season with the Motorola Cup (now known as the

Grand American Cup.) After some time sorting out his Euro-motored E36 M3, Mike and his team had some very strong finishes in some very competitive grids. Quoting Mike: 'To get some idea of the intensity of the competition, try this: Homestead-72 cars entered, 52 took the green flag (20 wrecked or broke during practice/qualifying) ; about 30 were running at race speed at the end of the

race, and finished 16th overall, 7th in class. The strategy is: forget fast lapping, forget "the line"; just drive to survive on every lap. . . one must be very careful on the long banked turns; one mistake and here comes the wall. 'Mike's steam is currently seeking a funded driver for a 6 hour enduro at Daytona.

Ken and Wes Hill

It is difficult to go anywhere in BMW car world and not run into twin brothers, Ken and Wes Hill. Both have been active in the High Performance Driving community since 1994, when they rented a couple of Neons and participated in a BMW ACA ground school at Bremerton. In fact, Wes' writing on the subject went on to become the club's Driving, Hand, and Log Books, upon which our local program is based. Since then they have helped more people get and stay involved in the sport than almost anyone else I can think of. Not only do they spend a great deal of time instructing at local club schools, but they are both on the payroll at Pro Formance Racing School. Switching from Formula Vee, where Ken finished second in the 1999 championship, the Brothers Hill joined forces last season to prepare what looks to be a very strong ITS class E30 325, with their sights set primarily on enduro racing. The shakedown session for this car was the 6 hour Portland Enduro last October. In spite of the fact that they had been up all night the night before working on the car, they still managed a very respectable 16th overall in a very large and competitive grid. They are already registered for the 24 hour Enduro at Moroso Park, FL in December.

Brian Horne



Former Club VP, Autocross champ and publisher of the local SCCA newsletter, Brian Horne's second season racing with ICSCC got off to a rough start. Not

one to be stopped by a blown engine or two, Brian came back to garner four class wins with ICSCC and one with SCCA. He also helped pilot Mike Helton's very fast Motorola Cup E36 M3 for the end of season enduros at Thunderhill and

2001 Racer's Profile

Continued from Page 9

Portland. The 2001 season will see Brian competing in ICSCC and SCCA in the ITS class, as well as in the year-end enduros once again.

Kahn Team Racing

Jacqueline Kahn, head of Kahn Team Racing, is a name synonymous with High Performance Driving. Having run the Puget Sound Region BMW ACA (now CCA) High Performance Driving schools since 1995, she has been directly responsible for more good BMW drivers on the highway and at the track than anyone in the Northwest. Many (myself included) consider her track days some of the finest learning opportunities available at any price. Kahn Team Racing, sponsored by BMW Seattle, was formed in 1999 to promote motorsports in the Puget Sound Region, facilitate racing support for team members, and provide support for novice racers with a solid arrive and drive program. Last season KTR made an impressive showing with ICSCC, ITS behind the wheel of two nicely prepared E30 325s. Team member Hugh Golden finished third in points with Jacqueline finishing fifth for the season. In addition to this, the team was responsible for bringing several BMW club members successfully through the novice program, including Kurt Smith, Jeff Wicks and Paul Fitzgerald. Having learned from their experiences from last season, you can look forward to some very competitive racing from Kahn Team Racing in 2001. www.KAHNTeamRacing.com

Alex Long



Veteran SCCA racer Alex Long has taken his BMW Seattle sponsored 1995 M3 to the divisional T2 Championship three years in a row. If he can pull it off this season as well, he will be the first to get the division T2 championship four years in a row. Sadly, this will be the last season that SCCA rules will allow the M3 to run in T2 because of its age. So where to next? Alex is unsure. Perhaps find another home for his car in SCCA, or maybe run it in the World Challenge next season. He is also considering a different car, such as an E46 330i World Challenge car. In the meantime,

Alex is looking forward to another season in the trusty M3 and especially to the end of season SCCA runoffs at Mid Ohio.

Steve McCaffray



Renaissance Man Steve McCaffray decided to give racing a try as well. Driving an E36 under the Strictly BMW banner, Steve earned himself a couple of D

Production class wins and some solid finishes in a very competitive ITS grid. Although none of us really understand why Steve would miss a race to go wind surfing, boating or skiing, all of us would agree that when he showed up to do battle he was a pleasure to have around and a true gentleman on the track.

Steve looks forward to the next season and points out that "The BMW E36 did so well last year that for the ITS class that 100 pounds of weight was added to slow them down. So I'm eating more now."

Bill Morris



Like most people involved in Vintage Racing, Bill found the car to be a labor of love as he struggled to keep

the older technology alive and well. Bill's fourth season racing his lovely but temperamental, Lotus 22 was no exception. After experiencing broken camshafts and valves, Bill became an expert at removing and replacing his engine. The season was not a total loss, though, as the Lotus did manage to make it to the prestigious PreHistorics at Laguna Seca. Look for Bill this season racing a more powerful, and hopefully more reliable March 722, F2 car.

Andrew Newell



Running with the Strictly BMW team E30 325, Andrew Newell entered his rookie year late last season after recovering from a broken back sustained while motorcycling. Sharing seat time with Strictly teammates Brad Henshaw and Derek Simonsen (read: three races per weekend), Andrew quickly established himself near the front of the pack at the wheel of this amazingly sturdy race car. This season will see Andrew in competition from race one in the Team Strictly ITS-prepped E30. He will definitely be a driver to keep an eye on.

Ron Newell



After setting the class track record at Spokane Raceway Park and walking away with the ICSCC ITS Championship last season, Strictly BMW owner Ron Newell

has set his sights on the SpeedVision World Challenge Series in the Touring Class: "We have redesigned the car to meet World Challenge specs... a quicker, lighter and more agile car." Ron looks forward to racing tracks such as Laguna Seca and Sears Point with the World Challenge Series, but he also plans on participating locally in ICSCC and SCCA as well. When not busy racing or running his shop, you can find Ron instructing for our local High Performance Driving Schools. For those interested in following his progress this season, go to StrictlyBMW.com.

Lance Richert



Puget Sound Region CCA President Lance Richert quips, "Our club lapping days (and moral support from numerous club members) gave all the tools to feel comfortable

jumping into the racing arena." Lance got started racing last season under the capable tutelage of Bill Spornitz. Sharing Bill's car, Lance never finished "in the points" but had a number of great battles with other backmarkers. Look for Lance and Bill to be teamed up again this season running Bill's four door, Auburn Foreign Car-sponsored E30.

Ted Rodgers



Ted began racing in the '60s behind the wheel of a Austin Healey Sprite. Since then he has piloted a list of race cars ranging from a

Lotus Elan to a couple of BMWs, including an E30 M3. He currently owns a couple of vintage Porsches which he races in SOVREN. Not only is he currently on staff with ProFormance Racing School, but his advice and expertise can be had by attending one of our very own High Performance driving schools where he has been an instructor for many years.

Byron Sanborn



After the thrill of running his 75 BRM F1 car in the exhibition race at Indy, several wins in his Corvette at tracks including Sears Point and Laguna

Seca, as well as placing 5th in the largest SCCA Solo 2 National C Production grid ever, Vintage Racing Motors co-owner, Byron Sanborn had such a busy season last year that he is hoping this year will be a little lower. Maybe he'll even find some time to work on the Factory 2002 Turbo he recently brought back from England. Still, for a diehard track junkie, the smell of hot brakes and Petrol always calls, so look for Byron at the Vintage races as well as at a few SCCA Solo 2 events.

Karl Seeger



Best known as Club Tour Coordinator and CCA driving instructor, Karl dove into racing last season behind the wheel of a open wheeled Formula Vee. "Unfortunately, I spent almost as

much time working on the car as I did driving it. The good news is that I am much more aware of and trusting in my car because I have personally worked on every aspect of it." Karl learned a lot last year and plans to learn more this year. The Formula Vee group is very fun to run in and a great bunch of drivers and competitors.'

Starke Shelby



For any fan of SOVERN Vintage Racing, Starke's lovely British Racing Green, 1965 Sunbeam Tiger is a familiar site. A consistent top ten

finisher in the 45 plus car SOVERN grid, Starke was able to outgun the entire bowtie crowd at the Maryhill Loops Hill Climb. This earned him a fifth overall and a first in class for this spectacular, annual, Columbia River event. This season he is the Large Bore Competition Committee Chairman for SOVERN. Loosely translated this means that he is the guy who decides if racing rules are being broken or merely bent a bit. No small task among the chest thumping V8 crowd. None the less, he looks forward to

more of the same this season with an eye perhaps on some enduro racing as well.

Bill Spornitz



Club VP Bill Spornitz' second season racing with ICSCC was marred by some bad luck that kept his car

sidelined for much of the 2000 season. Bill still took great satisfaction in helping others get started racing. Just how helpful is this guy? Well, one race day in Portland, five minutes before qualifying, I discovered I had a cracked brake rotor. My crew (read: girlfriend) and I set about frantically trying to replace the rotor in hopes of still making the session. Bill, on his way to qualify himself, noticed our plight and offered a hand even though it could have meant he would miss the session as well. You meet the nicest people at the track! Look for Bill in his now very nicely sorted out E30 ITS car for another season of fun.

Kevin York



Kevin York has driven race cars ranging from the open wheeled Formula Vee to a Winston Cup style Stock car. Last season's 6 hour

enduro at PIR was a highlight. Spending two and a half hours behind the wheel with only one pit stop and racing in the dark for the first time has put thoughts of the 24 Hours of LeMans in his future. This season? "Any motorized racing vehicle will do." When not driving the track Kevin spends his time as a staff instructor for Proformance Racingschool as well as volunteering at BMW High Performance driving schools for the Inland Empire Chapter, the Golden Gate chapter and of course here with the Puget Sound Chapter of the CCA.

Michael Lord



I had almost forgotten about me! The most important thing I learned at my first BMW ACA driving school was

that I knew nothing about driving. Most of the people mentioned in this article have been a vital part of rectifying this. Since that first day at Bremerton I have been very aggressive in learning the craft; attending and later instructing at as many

schools and lapping days as I could. It was my privilege to be asked to join the Proformance Racing School's staff in 1999. After a brief stint with the Barber Dodge Western Race series, I decided to enter the local ICSCC fray at the wheel of a 1993 325is. With the help of many friends already in competition, and a very supportive girlfriend (thank you Miki), I somehow managed to pull off a ICSCC Class Championship in D Production and place fourth in points in ITS. This season I will be campaigning a newly built 87 Mazda RX-7 in ITS, with the Portland and Thunderhill Enduro as high priorities as well.

Still curious? Want to get more involved but aren't ready to go racing just yet? No problem! There is always room for another hand around the paddock. Ask any of us if we could use some help. You'll find a very warm welcome. Additionally, racing organizations are always on the lookout for people willing to help run race weekends. You will not only learn about the sport from the inside, but you'll meet some great people and make some new friends, guaranteed! The local race scene is alive, well, and growing. The sense of community and camaraderie is strong and there is always room for one more.

The weekend of September 8-9 BMW Seattle will be sponsoring an ICSCC race at Seattle International Raceway. For this occasion the club always has a car corral, which in past years has been a big success. It's a good chance to meet the drivers, ask questions and see firsthand what all the fuss is about. Mark your calendars now!

The author is The ICSCC Race Liaison for the Puget Sound Region of the BMW CCA, and invites any questions or comments. Michael can be contacted at michaellord@qwest.net.

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Greetings All . . .

Racing season is here . . . around the world and in our own backyard. The local amateurs will be out at SIR on May 6 and 7, picking up where they left off last fall. The cars have been patched and repaired over the winter and are ready for another season of fun.

I've had the pleasure of getting involved in racing for the first time last year, and this year have partnered up with Vice President Bill Spornitz to run a number of races in an E30 race car. I've learned that racing is more than just the 30 minutes of track time. It is time away from the track preparing the car and the associated costs. The best part, though, is the race weekend when we are not on the track, but hanging out with the other BMW racers. Everyone is sharing parts, sharing drinks (non-alcoholic of course), then getting back in their cars to compete yet again.

If you go out to SIR, you'll see large grids . . . sometimes more than forty cars on the track at once! In professional racing, perhaps the saying that second place is "first of the losers." But this does not apply at our local level. If only the couple of fastest cars in each heat can race for the win, then are the other cars wasting their time? Absolutely not. I was coached dearly on that until I get towards the front, I should look at my race as the couple of cars right in front of me and the couple of cars right behind me. If I can make a couple of passes in a session, and hold off a couple of cars, then I will have had a great time!

In one race last year I came off the track having a great battle with another BMW for was it fifteenth place? We had such a good time we almost hugged after the race. But we're guys, so we shook hands instead. . .

The point is, if you see two cars running nose to tail for a couple laps, believe me, they are having a great time and are sporting big smiles inside their helmets. It won't matter if they are at the front, middle or back of the pack.

At a later race at SIR this year, we will have an official BMW Club car corral as we did last year. But you don't have to wait until then to catch some great action. Admission to the IRDC races is dirt cheap. If you come out, wear something with a BMW logo on it, and be sure to say hi!

I'll be in #132, the only 4 door '88 BMW 325i out there! Proudly sponsored by Auburn Foreign Car, of course. We'll take the number 1 off and Bill will run as #32. Clever, no? And if that were not enough abuse for our faithful ride, we have suckered the club's WebMaster, Dale Beuning, in going through the novice program in our car. A triple stint for my BMW.

See you at the races!

Lance Richert, President, lance@richernet.com

Change of Address Policy

Please remember the BMW club when doing change of address notifications. Your Zündfolge and Roundel will not be forwarded by the Post Office. You must notify the national office, not the local chapter, as they manage the database back in South Carolina now. The national BMW CCA contact information is always listed on page 2 of the Zündfolge. You can also notify CCA on-line by going to the CCA home page (www.BMWCCA.org) and looking under "Member Services." Our Roster Manager and I thank you in advance.

Lance Richert, President

BMW CCA National Office Moves

The CCA national office has now moved and will be up and running on April 2. The new phone number is 864-250-0022, the new fax number is 864-250-0038 mailing address: 640 South Main St., #201, Greenville, SC 29601.

Addition to the BMW Club Discount List!

We would like to welcome Auburn Foreign Car to the club's lengthy discount list. Auburn Foreign Car is offering our members a 10% discount on parts, subject to a maximum of \$25 per visit. Please remember to show your membership card to secure your discount. The discount is subject to their other terms and conditions. See their new ad in the Zündfolge for their location. The full discount list can be viewed on the club's web site www.BMWpugetSound.com.

June Board Meeting Temporary Location

For the June Board Meeting only, we will change venue to the Round Table Pizza in the Overlake area of Bellevue - 15025 N.E. 24th St. 425-644-7117. They have a separate meeting room for us to use. Although the Mercer Island Community Center is easy to get to, it costs the club \$45 per month to rent the room. We can use the Round Table room for free, and people can order their own food to fit their dietary needs. Get there early if you want to order food; the meeting starts around 7 p.m. All members are invited. This is a trial run. If we like the room, and noise from the main restaurant is not too bad, then we might make a permanent move to this location.

Lance Richert, President



TECHNIK

edited by Greg Mierz

On Saturday April 7th several 2002 owners made a drive to Kelso for the first 02 Springfest, organized by Scott Stoddard. Sixteen of us met in Federal Way and caravaned down. It was like a trip down memory lane in a time machine, seeing a whole string of 2002's heading down the highway. I enjoyed seeing the expressions on people's faces as we motored on by them. I thought that the art of maintaining a caravan had been somewhat forgotten, but we will practice it for the next time. The weather cooperated well, despite the forecast for the day.

We arrived in Kelso, and Scott was surprised to see a dozen or so 2002's all arrive in a row. We got our t-shirts and other items and proceeded to park around the parking lot. There were 61 2002s and one 3.0CS. Dan Patzer drove his 2000 Ti Touring (a rare hatchback) down, and Rob Torres of 2002 Haus in San Luis Obispo, California drove up in his 2002 Bauer Convertible. There were many 2002 Ti's in assorted colors and conditions. Scott wanted people to bring their cars regardless of condition. Mike Ohara brought his 2002 pickup, which he keeps for his business in Oregon. The one thing that surprised me was the small number of 2002's with sidedrafts. There were about five or six of them; I had expected more. One member brought his supercharged 2002 with a big SU carb on it. There were new owners looking to find out what they could do and old owners proudly showing off what they'd done. I really like the leather interior redo that came down with us from Federal Way, and the 2002 with flares and rear disks.

Rob Torres, Dan Patzer and I did a simple Q & A session for the attendees. We spoke of 5-speed conversions, oil, and other miscellaneous car topics. Dan mentioned that he was surprised at the number of strut support bearings in bad condition. A tech/inspection was proposed for next year. Dan Williams didn't have his M20 (small six) 2002 finished for the event, but plans to run it in the 2002 One Lap of America. He has pictures of it on his laptop. There were no M3 conversions there, but I bet Bill Spornitz will have his there next year. It was a kick to see some 2002 people I hadn't seen in years. People had many parts to sell and



stories to tell. I had the Bimmer Bio on my 2002 laminated and stuck to the windshield. Ken Wear recruited people for the 02 special interest group's forming. 2002 love was in the air. It's been a while since I put over 300 miles on my car in one day. No mechanical problems and 28.5 mpg to boot—at speeds that I can't mention for reasons of self-incrimination. Another event is planned for next year, and even bigger and better than this great start.

One may ask why the 2002 has such a following. It's an old car with poor ventilation, a marginal cooling system in stock form, and moderate power to weight; but it has great visibility, it can be easily modified to much higher levels of performance and it drives, well, like a BMW. It is user friendly and simpler

mechanically than the newer BMW models. It can be personalized and modified in oh so many ways. With some bigger swaybars, easily upgraded brakes and some power modifications, it is a great driving car that becomes one with the driver in ways some newer ones can't. As it was said many years ago by David E. Davis of Car and Driver. "To my way of thinking, the 2002 is one of civilization's all-time best ways to get somewhere sitting down . . . feel free to test drive one, but don't tell any of those ten million squares who are planning to buy something else. They deserve whatever they get. So far as I'm concerned, to hell with all of 'em. Now turn your hymnals to Number 2002, and we'll sing two choruses of Whispering Bomb. . ." (To see more pictures of the 02 springfest, go to the website at www.02springfest.org.)

There will be an upcoming meeting at Bison Pizza, in Burien at the end of this month. Everyone on the e-mail list will be notified within the week as soon as a date has been set at the restaurant. If you have questions contact Ken wear@hswcc.com or at 206-726-1187 after 6 p.m.

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By Denny Organ

a VIEW from abroad

I love British car magazines. On every trip through Heathrow, the first stop is HM Smith to load up. Where else in the world can you buy BMW Car, Performance BMW, and the new publication Total BMW? I then load up on the classic magazines, with Classic & Sports Car and Thoroughbred & Classic Cars usually top on the list. To add to the load, I need the weekly Autosport for the latest of racing news, and I am still leaving loads of goodies on the shelf. I should carry an extra bag just for the magazines.

With a briefcase packed with great reading brimming with ads for wonderful cars and every type of automotive bit you might need, I can distract myself happily for hours. And this invariably leads to my lusting after some kind of collectable car, or at least something just for fun. For some time, I have thought it would be interesting to have something distinctly British in the corner now occupied by the '56 Ford panel that has been taking up vast quantities of garage space since high school. I'm sure if I would have the patience to keep the old Brit iron running, as they seem to take constant tinkering. That is part of the romance.

So we have considered Healeys, classic and beautiful automobiles that I have loved since I was a pre-teen. A friend in the UK picked up a frog-eyed Sprite that he enjoys when he can keep the electric sorted, and this could be inexpensive fun. Another friend found a '70's vintage Aston Martin, minus engine, that sounded like a possible project. When I called Byron Sanborn to ask his opinion of dropping a small block into the Aston to make a kind of Brit street rod, he provided the necessary cold shower of reality. But a British based street rod still could be fun... for another day.

Finally I return to the BMWs and wonder what might work as a solid classic and not too much trouble. A scan of the pages yields a few 3.0 CSLs, an occasional 2002 turbo, even a couple of Z1's (a bit too odd for my taste). As I glance through the "buyers guide" page the 2500, 2800, 3.0 and 3.3 four-door sedans catch my eye. I remember Byron's dad Kent had a beautiful white right hand drive 2500 that I always thought was a handsome car. I still enjoy the classic shape, and with a growing 16-year-old that can barely fold himself into the back of the E30, this might have a practical side as well. Off to check Hemmings... more later.

Car Tender Really Good Show

Steve Malland and his top notch Bimmer duo of John McDermott and Russel Kimble conducted a first class E36 Tech Session for the fifty Club members who showed up at Car Tender on March 31st.

After a brief introduction by our Club President Lance Richert, everyone rolled up their sleeves and gathered around and under Jeff Schlimmer's pristine black 318ti and Steve Lardieri's newly acquired black M3 sedan and began discussing and demonstrating all the maintenance steps associated with performing Inspections I and II.

John and Russel shared many tricks of the trade to include special tools needed for some of the maintenance items as well as common pitfalls to avoid. Several knowledgeable Club members like Larry Franks chimed in with valuable tips based on their personal Bimmer maintenance experiences. The interest level and participation remained high throughout the three-hour session, a tribute to John and Russel's expertise and ability to communicate their experience in terms do-it-yourselfers can understand.

As the Tech Session came to a close Club participants were provided with a 61-page handout covering most of the subjects so aptly demonstrated by John and Russel. Most folks came away from the Tech Session with the realization that there's more to taking care of your Bimmer than simply changing oil and that some of the maintenance, like installing the micro-filter and brake rotors, is best left to well trained, experienced professionals like John and Russel.

As people departed several were heard to remark "Boy, these guys really know their business. I think I'll just let them do all this stuff to my car."

Hats off to the Car Tender crew of Steve Malland, John McDermott, Russel Kimble and their newest member, Kevin York, for being such generous hosts and dedicated Club supporters.

Jim Millet

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RECORD FIRST QUARTER SALES

BMW of North America, LLC reported a record first quarter, with year-to-date sales of 46,764, up 9.3 percent compared to 42,789 vehicles sold in the first three months of 2000. Monthly sales increased, too, to 17,300, up 5 percent from 16,516 over March 2000. This marks the 30th consecutive month that BMW has surpassed its own sales records. BMW also reported March automobile sales of 13,649 compared to 15,187 a year ago. The company also reported year-to-date automobile sales of 37,211 automobiles, compared to 39,546 in March 2000. Popularity of BMW's 3 Series models continued with a monthly sales increase of 17 percent. Year-to-date sales of BMW's X5 Sports Activity Vehicles nearly tripled with 9,553 vehicles reported compared to 3,243 in the first quarter 2000. March SAV sales skyrocketed to 3,651 vehicles compared to the 1,329 reported last year. (BMW NA Press Release)

Meanwhile, the BMW Group's worldwide sales also set a record with just under 222,000 vehicles delivered in first quarter 2001. March alone, with 92,900 deliveries was the highest month ever for BMW AG. (BMW AG Press Release)

The enthusiasts at Bavarian Autosport have

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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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First Victory for the BMW WilliamsF1 Team since the Partnership Began:

Ralf Schumacher wins the San Marino GP in Imola, his first Grand Prix win in the seventieth F1 race of the German driver's career. The last victory for WilliamsF1 was three years and seven months ago (28.09.1997, Jacques Villeneuve, Nürburgring) and this is the marque's 104th Grand Prix success. And the last victory for BMW in F1 was almost 14 and a half years ago, when Gerhard Berger (Benetton BMW) won the Mexican Grand Prix (12.10.1986). (BMW NA Press Release)

BMW Announces 2000 Results

BMW announced record profits for 2000. This followed the disastrous 1999, which included the results of Rover. After reorienting itself in 2000, including the actual disposal of Rover and Land Rover, BMW posted its highest profits ever.



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New Product Offensive

With the Rover debacle behind them and their chief rival (Mercedes-Benz) stumbling, BMW is in the midst of an ambitious new product offensive. Here's what's headed our way:

7 Series

The new 7 Series, E65, will be introduced at the Frankfurt Auto Show in September. The biggest news about the 7 is the introduction of iDrive, an innovative new driver control system. iDrive means a potential revolution in cockpit design, but it's a gutsy move on BMW's part. Seven Series owners are a conservative bunch. If it works, the Mercedes S Class is going to look dated very quickly. If it doesn't, BMW's going to have a problem. Because of the iDrive controller, the E65 will be the first 7 that can't be ordered with a manual transmission. The new 7 is going to be a big car and will share components with the upcoming Rolls-Royce models. Despite the size, the big bimmer is said to be quite nimble, thanks to aluminum suspension components, air springs, a new yaw control system, and electro-hydraulic brakes. Models in the U.S. will include a V8-powered 735i, a 745i and a new V12-powered 760i. Expect the car in U.S. dealers in summer 2002 as a 2003 model.



Z3

The second generation Z3 will debut in spring 2002. The E85 will not look like the X coupe, but it will have some "flame surfacing." The suspension will come straight from the current E46 3 Series, which should fix some of the problems in the current Z3's E30-sourced rear suspension. Unlike the original Z3, the second-generation car is not a retro design; it is supposed to be thoroughly modern. The design work was done at Designworks/USA in Southern California. The new Z3 has a bigger cabin and trunk than the current car. Expect improvements in the top. There may be an optional hard metal folding top (some rumors suggest the metal folding top is nixed due to expense.) Production will remain exclusively at Spartanburg.



5 Series

The new 5 Series, E60, is due to be introduced in fall 2002; one year after the new 7 Series. The new 5 will offer the iDrive system from the 7 Series, but only as an option. The real news about the new 5 will be the styling. In the past, the 5 Series styling has been criticized for looking too much like the 3 series. The new 5's appearance will differ markedly from the 3 and 7 Series. The body will be curvier, almost like a big hatchback. The horizontal reverse ledge is gone from the side. And the headlights are behind almond-shaped glass covers. The new 5 will make extensive use of aluminum to save weight. BMW has been working closely with Alcan to develop a process to bond aluminum components to the

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steel monocoque. A new M5 will better the current car by boasting 430 bhp. The sport wagon version of the new 5 will debut in fall 2003. The E60/2 may be available with all-wheel-drive.

6 Series

BMW CEO Joachim Milberg officially announced the new 6 Series at the Geneva Show. Dubbed the E63, the 6 Series will use a number of elements from the Z9 Concept Car. No gullwing doors, but the 6 Series will adopt the overall shape of the Z9. The 6 Series will inhabit the niche between the 5 Series and the 7 Series. The 6 will be based on the 5 Series but will have a shorter wheelbase. In other words, it's a 5 Series coupe. A new M6 with a 430 bhp V8 is a good possibility. A year after the coupe arrives, expect a 6 Series convertible, the E64, with the same engines as the coupe. A power folding hard top is likely.

X3 SAV

BMW's second Sports Activity Vehicle will be the E83 X3. Think a 3 Series-based SAV will sell? Can you say Slam Dunk? E83 will borrow components from the 3 Series Xi models but will have a unique body. Think of it as a Toyota RAV4 from BMW. The production will be farmed out to Magna in Austria, who will build about 80,000 per year.

X7

The X7 could be in showrooms by late 2002, but it won't be. The problem is a lack of production capacity at Spartanburg. So the E55 has been put on ice until winter 2004. The current X5 is expensive to build, so the X7 will be the lead vehicle for the second generation X5, with goals to lower the costs-to-produce and get the weight down. The X7 will be longer, lower and sleeker than the X5. It is really more of a hybrid vehicle than a SAV/SUV. Think of a Subaru Outback for people with money and taste. The X7 will get the 6.0-liter V12 from the 7 Series. The third vehicle to share that engine will be the new Rolls-Royce in 2003.

1 Series

Expect to see the new small BMW in fall 2004. Three separate body styles are code named E81, E82 and E83. The three will share components with the new 3 Series, which will replace the current E46. The E81 sedan will be the first to see the light-of-day. Engines will be almost exclusively four-cylinders from Hams Hall. Later, an M version with a 240 horsepower, magnesium-block, killer motor will be available. The second and third body styles (E82 and E83) aren't finalized yet but could be a small hatchback, a coupe, a sport wagon or . . . well . . . anything.

2 Series



BMW's new model name structure means the odd-numbered Series -1, 3, 5, 7- will be the mainstream vehicles. The even-numbered Series will be the niche players. Splitting

the difference between the 1 and 3 Series will likely be a 2 Series sometime in 2005. A race coupe, an M2 and a Z2 are all possibilities.

3 Series

The 3 Series may seem new to us now, and it is, but by 2005 it will be getting a little long in the tooth despite the likely freshening along the way. So for the September 2005 Frankfurt Auto Show expect the new E90 version of BMW's franchise car. Current then in 2006. One rumor has an M4 with a radical suspension and transmission to appeal to track enthusiasts. Perhaps an M4 Club Sport?

X5

The second generation X5, based on the X7, will likely first be seen at the January 2006 Detroit Auto Show. With the new Z3, the X7, and the new X5, expect Spartanburg to undergo another expansion.

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2000 528i sport. Titanium silver with black leather Sports premium package with heated seats. Step-tronic trans. Dinan chip, strut brace and exhaust. 3500 miles \$39,500 Burke de Briere 425-814-6109 days or e-mail at dizzzytablet@home.com.

1997 BMW 528i: Canyon Red, Sand Leather interior, Automatic Transmission, 52,000 miles, Premium Package, Heated seats & steering wheel, Tinted Windows, 17" ATP wheels/Firestone tires, showroom condition, Priced to sell \$28,000, Call 425-765-4076 www.germanauto.com.

1994 530i: Calypso red with tan leather interior, non-smoker. 69k miles, 5-speed, traction control, 6-CD changer, onboard computer. Excellent condition throughout. All maintenance records. \$18,500 obo. Call Colin Daly at 425-315-0636 or chdaly@evergo.net.

1989 735i: White with navy interior, 104,700 miles, good condition. A/T, VIN# WBAGB4318K3212521, Sony in-dash CD player, power windows/lock/seats/sunroof, heated seats, rear shade, Alpine alarm. New thermostat, radiator, clutch fan, battery . . . etc. Located in Seattle, WA. We are moving, must sell the car now! Asking \$8,800 OBO. If interested, please e-mail aaronliu68@hotmail.com or 206-226-5168. Pic. available upon request.

1989 BMW 735iL: White/Tan, leather interior, Highly maintained, Immaculate, automatic transmission, Anti-theft System, power windows, Sunroof, C.D./Cassette Player, Auto Doorlocks, A/C Chrome wheels, Priced to sell \$8,500. Call 425-765-4076, www.germanauto.com.

1988 BMW M6: Red/ tan, 48k MI, stock except for 2nd set of 2000 528i sport wheels and 750iL control arm bushings, heated seats, records, factory VIN tags, a very, very nice car, located in Portland, OR. \$18,900. 503-799-7071 or drkagar@aol.com.

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 M6: Very elegant high performance. No expense spared over my 5 years of ownership. Blue with grey interior. 157k. Dinan chip and cam sprocket, Dinan Stage III suspension, MSD ignition, K&N power flow, UUC SS, B&B (touring) exhaust, PIAA super whites (all), Schnitzer pedal set, Mono wheel and SS knob, 17x8.5 five spoke wheels w/245-40 Yokohama AVS Sports, cross drilled rotors, SS brake lines, Porterfield pads, high end stereo (Innovative Audio installation). Adult owned. This is a fantastic, very clean automobile and I hate letting it go, but my new car arrives soon and I don't have room for it. Did I mention that I love this car? \$20,000. Reid 425-788-1281 or rsargent@comerdrugstore.com.

1986 325es: Tired but still running. Over 300,000 miles on the car but only 20,000 miles on replacement engine. Body has some creases and the interior is well worn, but might make a good project or parts car. Best offer. Harlan 206-546-2790 evenings, 206-527-3417 weekdays.

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1968 2002: 5 speed, red exterior, black interior, Recaro seats and sunroof. Upgrades include new battery, oil cooler, oil pan gasket, weber downdraft, cylinder head, electric fuel pump, electric ignition, Ansa exhaust system, headers, tire, alloy wheels, motor mounts, fresh tune up, front and rear suspension components and much more. \$3,500. 425-876-6464 or 425-771-2989.

1967 BMW 1600 coupe: Complete and runs, original engine, Euro bumpers, very solid and straight. Comes with most everything you need to upgrade it into a killer street car, a great track car or a vintage racer. Includes zero mile rebuilt 2002 engine to Improved Touring specs (by Autosport), 2 other engines disassembled, 5 speed, 3.90 limited slip, brake and suspension upgrades and many more spares and additional parts. Permanent WA plates, never needs relicensing. Exempt from all smog inspections. Call or e-mail me for more comprehensive list of upgrade and spare items which are included. Ted Rodgers, 206-232-6790, rodders356@msn.com.

Parts for Sale

OEM Factory Chrome 15" Wheels: w/tires: (4) original OEM factory chrome wheels and tires from my '96 328i. Wheels are 7.5x15 with a 37mm offset and a 5x120mm bolt pattern. Includes factory BMW center caps, all lug bolts (20) and center cap removal tool. Wheels have NO dings, dents, scratches or curb rash. Wheels washed twice a week to prevent pitting, etc. Tires are Michelin MXV4+ 205/60R-15 with approx 50% tread remaining. \$550 obo, Puyallup area, call 253-845-4362 or email for pics at A328i@hotmail.com.

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

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.

Track wheel and tire combo. Get the most out of your 3 series BMW at track days or driving schools. Set of 4 Ronal 16" 5 spoke alloy wheels with Toyo Proxes RA-1 track tires 225-50-ZR-16. Tires are used but will easily last the summer season of events. The difference they made on my 328i was amazing compared to stock. \$600. 425-822-6274 or prjenkin@netos.com.

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

Exhaust: for 1997 M3 coupe. Used one year/15k. \$250. obo. Colgan Custom Car Bra for '95-96 M3 / '95 M3iTW. Never used. Two helmets Snell M90, size L. Diana at 425-338-2512.

Cheap: One Dunlop SP Sport D40 M2, 225/50-16, new 0 road miles, OEM for E36 328i sport package, make me a reasonable offer and help keep the garage clean. Denny 425-228-2539.

Wanted

Michelin MX3 Pilot tire(s): Size 235/40/17. Prefer unused spare that someone doesn't need anymore. These were OEM on '95 M3's. I need one or two. I will also pay for shipping. Steve at 360-834-3866 or steve4949@yahoo.com.

Miscellaneous

Race Car For Sale: 1993 325, 2000 DP Championship winning race car. Thoroughly sorted out, very fast, dependable and ready to race. Currently prepped for ICSOC, C Production, but could easily be converted back to ITS spec. Records and log book, extras. Over \$50k invested. \$27,000.00 Obo. Michael Lord 206-527-8968; michaelord@qwest.net.

Deadline for the June Issue is May 11.

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