

**BMW's for Sale:**

2001 M5: Built 2/01. Titanium/black sport/ aluminum/alcantara. US model, 135 miles. PDC front & rear, shades. On MSO; taxes NOT paid (about \$3500). \$80,000 OBO Dave, 360-299-0516, dcwilder2@home.com.

2000 M5: VIN WBSDE9341YBZ97167 Titanium/black sport/aluminum/alcantara. Built 7/00. US model, 3000 miles. Folding seats/ski bag, PDC, shades. Spoiler & model designation delete. Full Stongard and lights. Taxes paid. \$75,000 OBO Dave, 360-299-0516, dcwilder2@home.com.

1998 323i: black on black, 5-speed, heated seats, 17" wheels, sport package, 18,000 miles, recent full service, absolutely perfect in every way, \$25,950. Call Duane Nelson at 503-708-5444.

1997 M3 4-door: 5-speed, silver on black leather, still looking for a good home (Greg, are you listening?), one owner lease return car that is an excellent example, 46,000 miles (still on factory warranty), 5-spoke factory wheels, new tires, recent service, split folding rear seats, heated front seats, cruise control, power seats, wood trim interior, and compared to my daily driver it is blindingly fast. Adoption negotiable, but an outstanding value at \$29,950. Now is just not the right time for me! Denny Organ 425-228-2539.

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.

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 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: Gray/tan leather, auto, sunroof, alloys, loaded local car, new valve job with warranty, runs and looks great \$7,800 OBO. Marc Graham 425-822-9396.

1972 3.0 CS: Baikal blue. Good parts car or major restoration. Looks decent from 15 feet, but needs front fenders, inner rockers and floors, at least. Shock towers and frame appear to be sound. Was my daily driver until parked in dry storage six years ago. Engine started and warmed up periodically. Trim and wood in decent shape for the most part. Believe miles to be approximately 225,000, with prior owner rebuild around 100,000. \$2,500 OBO. This needs to go, too many projects ahead of it. Terry 503-450-3456 or hiker@foxiinternet.net.

Deadline for the July Issue is June 15.

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**Parts for Sale**

Parting Out 1979 BMW 633CSi: silver exterior, red interior, had engine fire, parts cheap or complete car \$1,000. Contact: Bob@bobs-rods.com or cell number 206-235-5955.

NAV SYSTEM CD for CA/NV (map 1): Version 2000.2. Still in shrink wrap from NAVTECH. \$40 or will trade for Western Canada nav CD. Dave, 360-299-0516, dcwilder2@home.com.

Clearing out old items: Four-BBS RX wheels 17x8, 5x120 10et will fit 5, 6, 7 series. wheels are in excellent shape. \$950; Four-ATC model 38 wheels (cross spoke pattern) 17x8, 5x120 et13 will fit E30 M3 may fit other models tires are included Pirelli P7000 215/40/17 50% tread left, wheels are in excellent shape \$950; Two-(new) front calipers and rotors for E32 735 \$400; New complete cooling hose kit for E32 735 \$150; Two-(new) front calipers for E21 320 \$50; Eibach front stressbar fits E30 M3 (used) \$75; Sparco steering wheel model lap, Blk/Blk, 350mm. (Like new) \$145. Todd 206-367-2245.

AC Schnitzer Type 2, Four wheels: 17x8.5, tires are worn out, two of the wheels have small curb burns but these can be fixed for about \$50 per wheel. \$600 call 425-337-4061 and ask for Rob or email me at robertjohnson@pugetsound.net.

1997 M3 Exhaust: used for first 8000 miles on car. \$200. Mike 425-827-2789.

Wheels: for track 200/60-390 tires, includes two tires with 90% tread remaining, from a 1985 535i. Will sell for \$350. Call Stan at 503-973-6950, days 7:30 am to 5:30 pm.

M3 Wheels & Tires: Ten spoke, OEM wheels off a 1999 E36 M3. Two, 17x7.5J and two 17x8.5J. Mounted with B F Goodrich G-Force T/A R1 track tires. 225/45ZR17 and 245/40ZR17. Tires have 6 track days on them. \$650 OBO plus shipping. European look clear front blinkers and side markers for E36 M3, \$30. M3, E36 black factory floor mats, front and rear. Not new but very nice condition, \$25. M3, E36 black factory trunk carpet with M logo, \$20. Noah car cover, custom fit for M3, E36 with mirror pockets, \$50. Days, Mark Greene 253-922-2400, mgreene@griotsgarage.com.

E30 Parts: Stock Headers \$ 250; Throttle Bodies; \$300; Horn, (Trumpets) \$100; Cam 248 \$250; Strut Housing W/Hubs \$650; New Gasket Upgrade From Dinan For Throttle Bodies \$106; Stock Wheels Set of (4) W/ Yokohama A509 225/50 \$800; Stock Wheels Set of (4) W/ Yokohama A32R 225/50/R15 \$800; '87 325is Sway Bar (Stock) F/B \$ 75; 84'-85' 318 New Suspension Technique Springs \$250; Fluke Multimeter 87 New \$250; Stock Driving Lights \$40; Stock Steering Wheel \$25; Luis Robles luisr@cochran-inc.com 206-368-3260. (Pictures available upon request)

New racing cam: for 80's 325e \$300 or best offer. Contact Al Lancaster 253-946-4100.

E39 528i: Dinan strut tower brace (carbon fiber & aluminum) \$325 and Dinan sport muffler (great sound) \$725. Were used only for 4 months. Burke de Briere 425-814-6109, dizzytablet@home.com. 1977-83 320i parts: Large selection of body and drivetrain parts. Some interior parts. No "S" pkg., aftermarket, or highperf. , but lots of stock stuff. If

you have an E-21 keep this ad handy. Brian at 503-325-6944 or 503-704-6084 (OR).

Mudflap Clips: These are for an E34, but they probably fit most factory mudflaps. I needed one and had to buy a whole \$20 set! Do you need one or two also? FREE Dave, 360-299-0516, dcwilder2@home.com.

1995 M3 Light weight graphite cloth front and rear seats. Never used. (New over \$3000) \$1,600 OBO Loch 425-957-2121 or email lanterson@foushee.com.

Fikse FM-5 polished 3-piece forged alloy wheels: from 1997 M3. Two 17X8 and two 17X9 with factory offsets. Includes mounted set of S-02 Pole Position (235/40 & 245/40) tires with less than 10K miles wear. All in excellent condition. \$2,000. Also, nearly new BMP car cover and nose mask for same car. \$100 for both. Tacoma area. Call Brian at 253-265-2339.

Exhaust: for 1997 M3 coupe. Used one year/15k. \$250. obo. Colgan Custom Car Bra for '95-'96 M3/'95 M3LTH. Never used. Two helmets Snell M90, size L. Diana at 425-338-2512.

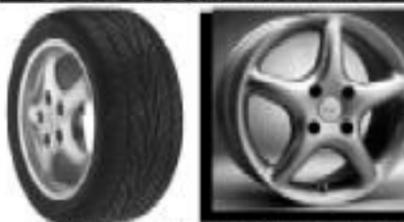
**Wanted**

Four 14" original equipment alloy wheels in excellent condition from E30-series 318i. Contact Mark at 206-933-0840 or mura5385@drizzle.com.

**Miscellaneous**

1999 BMW R1200C cruiser: ABS equipped, black, polished aluminum and chrome. Fully loaded with BMW leather bags, windscreen, chrome engine bars; Wudc clock and pipe guards. BMW technology in a cruiser: fuel injection, telelever suspension, etc. Details at www.bmwusacycles.com Excellent condition with less than 2k miles. Asking \$15,000. Call 425-883-0363 or email guillaumesimonnet@hotmail.com.

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*Renee Fiedler*

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## KALENDER

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 15  
Deadline for the July Zündfolge.

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 5  
Board Meeting. Location to be announced.

July 7-8  
Pacific Northwest Historics Car Corral. See article and registration form in this issue.

July 13  
Deadline for the August Zündfolge.

July 29  
BMW CCA Puget Sound Region Concours d'Elegance on Sunday at Robinswood Park in Bellevue. The featured BMW will be the Z3.

Sept. 14-17  
BMW Fest Northwest at Harrison Hotsprings, British Columbia. See article in this issue of Zündfolge.

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## New Steering Rack For E46

A new steering rack has been developed for the 3 Series Compact. Although we won't get the Compact (ti) here, all 3 Series models will get the new steering rack. It seems that BMW has listened to complaints that the E46 3 Series' steering is too light and doesn't have enough feel. The new rack uses stiffer bushes and other changes to add weight to the steering at high speeds and more feel at all speeds.

Rolls-Royce Coming  
BMW continues to battle environmentalists over the building of the new Goodwood production facility for the 2003 Rolls-Royce. But development in Germany is on schedule. The first model's name has been chosen but has not yet been released. The new Rolls will be larger than today's RR. It will have a 6.75-liter engine so those owners can take performance for granted. Despite being 18 feet long, the car is said to be very space efficient, which means lots of interior room. The new Rolls will have a very prominent Parthenon-style grill and styling that evokes the past while being modern too. No mean feat. (Autocar)

ANOTHER SALES RECORD  
BMW became the number one luxury automotive brand in the U.S. in April, outselling all other luxury vehicles. BMW of North America, LLC reported sales of 20,012, marking its second best month ever. "BMW has long had strong recognition in the U.S. marketplace. Our products continue to be our strength and with production and inventories matched to demand in the marketplace, we anticipate continued sales strength. We're well on our way to passing the 200,000 mark this calendar year," explained Tom Purves, chairman and CEO of BMW (US) Holding Corp.

"BMW introduced 21 new products in the last year and there is more new product ahead. Our new M brand models are just coming to market and in the next few years we will introduce several all-new BMW models," Purves continued. In the next few years BMW will introduce the 1 Series, a smaller automobile priced below the popular 3 Series line, and expand its Sports Activity Vehicle line-up with a smaller model. BMW has announced plans to revive the 6 Series line with an all-new coupe and convertible. In addition, five new motorcycles are being introduced this year, with more planned. The BMW Group will introduce Mini to the U.S. next spring and in 2003, the Rolls Royce brand will join the BMW Group.

April was the second-best month for BMW in the U.S., and the strongest April ever. It was also the second time that BMW broke the 20,000 unit threshold. Combined with a strong first quarter, April sales boosted BMW's year-to-date total to 66,776, an increase of 15 percent, compared to 58,126 vehicles sold in the same period a year ago. (BMWNA Press Release)

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**Austrian Grand Prix – RACE 13th May 2001**  
It was a disappointing Austrian Grand Prix for the BMW WilliamsF1 Team especially after an excellent qualifying performance, brilliant starts and having both cars at the front of the field. Both retirements were due to technical problems.

Juan Pablo Montoya retired on lap 42 because of hydraulic problems. Ralf Schumacher retired on lap 9 because of brake problems. Patrick Head (Technical Director, WilliamsF1) "We had a problem with the rear brakes on Ralf's car, I am not quite certain what, but they got very hot. On Juan Pablo's car we have a hydraulic leak but we don't really know on what part of the system of the car. Basically not very impressive on the reliability side." Dr. Mario Theissen (BMW Motorsport Director) "We had both cars leading a race for the first time, but ended up without a result. Both drivers did excellent starts. Due to relatively heavy cars with a lot of fuel onboard they could not pull away from the opposition. Even after he had gone off, it looked still good for Juan up to the time he stopped."

**BMW'S NEW M SCHOOL DEBUTS IN JULY**

Class Features Top Instructors, Exhilarating Track Time . . . Even Helmets for Participants

BMW lovers and driving enthusiasts everywhere will race to enroll in the company's newest class – M School – an exhilarating two-and-a-half days of high-performance driving instruction at the BMW Performance Center Driving School in Spartanburg, South Carolina. (BMW Press)

**V6 ENGINE**

There have been rumors that BMW has developed a V6 engine. Turns out it's true, but the motor was intended for Rover and Land Rover vehicles. It's supposed to be a terrific engine but BMW doesn't have a home for it now. BMW management is currently offering the fully developed engine to interested parties for \$300 million. (Car)

**Hams Hall Expansion**

BMW has acquired extra land adjacent to the Hams Hall engine plant in England. The newly opened plant is BMW's four-cylinder engine "competency center." Current production capacity is up to 400,000 engines per year, although initially it will be far fewer. With the new land, production capacity could be increased to 800,000 engines per year. (Total BMW)

**FAST-DRIVING FINN'S FINE BIG BUT PALES NEXT TO BIG BROTHER'S**

Fast cars and hefty speeding fines run in the family for a pair of dad-and-son brothers in Finland where the size of fines is linked to income.

A court slapped a \$15,400 fine on Antti Rytola, 26, for driving 78 mph in a 50-mph zone last year.

His older brother, Jaakko Rytola, broke Finland's record for traffic fines when he paid a \$77,000 speeding ticket. The brothers own two Lamborghinis, a Ferrari and other luxury vehicles. (Seattle Times)

**Reborn Austin-Healey**

BMW's Designworks/USA studio has developed Project Warwick, a reborn Austin-Healey concept. Currently a quarter scale model, this modern Healey 3000 has been leaked to the press. The reason for the leak is confusion over the rights to the Austin-Healey name. BMW wants to clear up who owns it. Currently, BMW, MG and the Healey family all claim rights. The proposed Austin-Healey would share the aluminum chassis of the Z8.

**Motorcycle Production Expansion**

With the laying of the foundation stone for a new motorcycle production building on May 3, 2001, BMW Motorrad have started the extensive expansion of motorcycle production at the BMW plant in Berlin. In order to fully satisfy the rising demand for BMW motorbikes worldwide, the BMW Group plans to invest a total of DM 230 million in the extension and modernization of the only production site for BMW motorcycles.

The planned investment has been allotted for the new 16,000 square meter production building for the increase in motorbike assembly capacity together with a new paintwork facility. Increase in the capacity for manufacturing motorcycle engine components and the modernization of the existing assembly facilities will also occur. As a result of this modernization, at least 70 new jobs in motorbike production will be created by 2003. The first motorbike will roll off the assembly line in the new production building in the autumn of 2002; the construction work will be finished completely by 2003. (BMW AG Press Release)

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**COMING EVENTS**

**Walla Walla Wine Tour**

The club's swine tour to Walla Walla is taking shape nicely. At last count, we had around 30 people signed up, but there's always room for more. So if you haven't made plans to join us, do so! A fun time is guaranteed. Here's what's in store.

On Saturday morning, June 23, we'll drive I-90 to Vantage, then escape the freeway for a run through southeastern Washington's farming and canyon country to Walla Walla. We'll enjoy a picnic lunch at our first stop, then begin our tour of a few of the area's acclaimed wineries.

Some Walla Walla wineries make highly-rated white wines such as chardonnay, semillon, and viognier. But the full-bodied reds such as merlot, cabernet sauvignon, the Rhone varietal syrah, and various blends are the ones that are grabbing the attention of wine lovers all over the world.

After our last winery visit, we'll have time for a short rest before heading out to dinner at a local brewpub.

On Sunday, we'll have time for a leisurely breakfast. On the way out of town, we'll stop at a couple more wineries, then head along the Columbia River to Columbia Crest, our final official stop on the tour. There we'll enjoy a picnic lunch, more tasting, and for those who choose, a port and cigar tasting. From there, you can head home or follow along to a few of the fine wineries in the Prosser area, some 25 minutes north.

If you plant to go, please e-mail Karl Seeger at karl@nwlink.com. This will help the wineries and the brewpub plan better and make our trip more enjoyable. It will also help our organizers keep everyone informed should there be any last-minute changes to the tour itinerary.

Meet at the Issaquah Park-and-Ride lot

(SR900 exit), southside of I-90, at around 6:20 a.m. Saturday morning. Bring a picnic lunch and a full tank of fuel. We will also be using Talkabout (FRS) radios so if you have one feel free to bring it. We'll leave promptly at 6:30. If you'd rather not get up so early, consider spending Friday night in Ellensburg. A few members have already expressed interest in this. If you'd like to join them, call or e-mail Tom Williams (206-283-1056 or tnt@nwlink.com) and he'll let you know what's being planned. Possible motel choices in Ellensburg include the Ellensburg Inn (509-925-9801); I-90 Inn (509-925-9844); and Nites Inn (509-962-9600).

If you haven't yet secured a room in Walla Walla for Saturday, try the Best Western (509-525-4700), Travelodge (509-529-440), or the Super 8 (509-525-8800).

We look forward to a fun weekend in the wine country and hope you can join us!

Tom Williams

**Detailing Tech Session**

Make your car a trophy winner at the Concours! Learn the secrets of trained professionals!

Come to Bradley's Autowax and Detail shop in Bellevue on Saturday, June 30 to learn how to do a better job detailing your own BMW. The crew at Bradley's will explain the techniques they use for the products they recommend.

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 about the products David uses, how

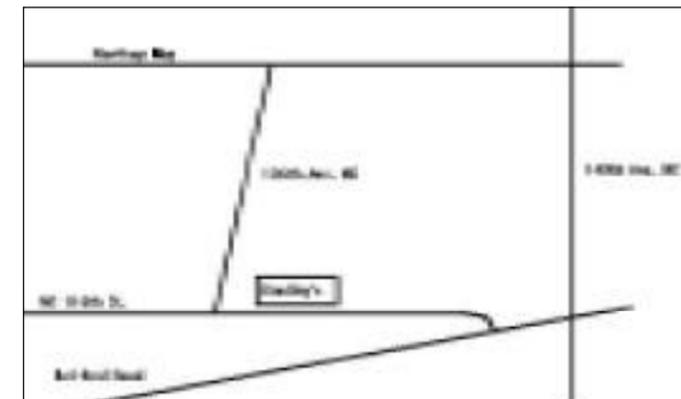
he uses them to restore and preserve leather and vinyl interiors.

This will be a hands-on event. One or two club members will be asked to make their car available to demonstrate techniques, and everyone will have a chance to try their hand on a demonstration car.

This year Bradley's will again hold a raffle. Two club

members who attend this event will win a full exterior detail, which includes vacuuming and dusting of the car's interior.

Bradley's is located at 13600 NE 16th Street, a short hop north of Bel-Red Road in Bellevue. From Bel-Red Road, turn north onto 116th Street, which is the first turn west of the traffic light at 140th Avenue NE. Bradley's



is on your right at the end of the block. You can also get there from Northup Way by turning south that 136th Avenue NE, on the east side of Bellevue BMW, and continuing south to the T intersection. Bradley's will be on your left. Between Bradley's parking lot and the street, there should be plenty of parking. There is no fee to attend this session. Munchies will be provided.

The date is Saturday June 30, 10 a.m. to noon. This is one month before the club Concours, so you can apply what you learn over the following four weeks to make your BMW a trophy winner.

For more information, contact Tom Cox at 425-823-5048 or send email to tcox@jps.net.

Tom Cox

## COMING EVENTS

### Z3 Tech Session

June 2



The Z3 series of BMWs come in a variety of engine sizes as well as coupes and M versions but basically they are all the same underneath those beautiful bodies! Z3s share many of the same components as the E30 and E36 models they were based on. The Z3 Technical Session at Auburn

Foreign Car (June 2 from 10 to 12) will attempt to show you the differences and similarities of these special cars. If you have any specific questions about your car that you want answered please feel free to let me know in advance, so we can give you the correct answer!

Please RSVP me so we can get a loose head count!

Karl Seeger, Tour Coordinator, Puget Sound Region BMW CCA  
425-868-2027 M-F 4pm-9pm, or karl@nwlink.com

DIRECTIONS TO AUBURN FOREIGN CAR  
725 Auburn Way North, 252-883-8161

- From Seattle take I-5 south to Highway 18.
- Head east on Highway 18 and take the Auburn Way Exit.
- Go north on Auburn Way (right turn from the off ramp.) Auburn Foreign Car will be on the left side of the street after approximately six lights (between Scarff Ford and Fred Meyer.)

### DINAN Tech Session at Strictly BMW

July 14

On Saturday, July 14, 2001 at 10a.m., "StrictlyBMW" in Bellevue, will host a free tech session on DINAN High Performance upgrades. This will be an event you do not want to miss, whether you already have the DINAN badge, or are looking to increase the performance of your BMW for your daily drive.

There will be several models of DINAN BMWs on display for you to preview. You will learn who Steve DINAN is (owner of DINAN Performance Products and a BMW CCA member) and experience (hands-on) the DINAN products available for your BMW. Derek Simonsen of StrictlyBMW will be available to answer your questions on DINAN products. DINAN has been providing after market parts for many years and using DINAN parts does not void the factory warranty on your BMW.

So, come and bring your friends. Literature will be available, and a raffle will be held. There will be plenty of food, juice, and coffee. A map will be provided in July's Zündfolge.

An RSVP is necessary. You are invited to e-mail [Derek@strictlybmw.com](mailto:Derek@strictlybmw.com), with any questions or comments.

See you there!

Rick Gulstrom



### Pacific Northwest Historics

July 7, 8

There are still a few spots left in the Car Corral for you to come out and join your fellow BMW Club members this year. The 13th Annual Pacific Northwest Historics at SIR, are on 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 am 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.



On the Cover: Old and new meet head on at April's TSD Rally. The interior view is from the Gus Blazek/David Caley 1973 Bavaria, Z8 in the windshield courtesy of (who else?) Steve and Annie Norman. Turn to page nine for a rundown of winners, losers, and everyone who enjoyed a marvelous day of precision driving through the Snoqualmie Valley.

Photo by Dr. David Caley



### Mini Franchise Awarded

In England, home of the Mini, every BMW dealer has the opportunity to add a Mini franchise. Here in the Colonies, only 70 Mini franchises will be awarded among the 360-some BMW dealerships. The number of Mini franchises is probably being kept to only 70 because there will only be 20,000 Minis per year coming to the U.S., at least to start.

All three Western Washington BMW dealerships made proposals to be awarded the single Mini franchise for the area. The proposal had to include the specifics of where the stand-alone sales facility would be located.

And the winner is: BMW Northwest in Tacoma! Congratulations to the BMW Northwest ownership and staff.

### MINI PRODUCTION BEGINS



Volume production of Mini One and Mini Cooper began April 26, 2001 at BMW Group's Oxford plant. The first two models of the Mini will go on sale in July in the U.K., in September in Europe and in

March 2002 in the U.S. Around 30,000 cars will be built the first year. Total production capacity of the plant is 100,000 per year. (BMW AG Press Release)

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### Second Generation Z3

As the new Z3's debut in spring 2002 gets closer, more spy photos and renderings appear in the automotive press. The second generation is supposed to be thoroughly modern without the original's retro touches. There will be some "flame surfacing" as seen on the unloved X coupe. Handling will be improved as will interior and trunk space. (Automobile)

### New 7 Series



The new 7 Series, E65, is counting down to its September debut at the Frankfurt Auto Show. The iDrive interior layout has gotten most of the press. But the exterior is said to be adventurous too, although to my eyes it looks pretty conservative and evolutionary. Some high-tech gadgets reported earlier have been dropped or delayed. There will be no air suspension or variable-intensity brake lights. The headlights won't swivel and the brakes won't be electro-hydraulically controlled. No Z8-like neon turn indicators either. (Car)

### The Hire

BMW hired several top-notch film directors to make five-minute shorts featuring BMWs. These aren't commercials but are more in the nature of short movies. They are available only on the web at [www.bmwfilms.com](http://www.bmwfilms.com).

# NEW MEMBERS

NAM E	CITY	B M W S	NAM E	CITY	B M W S
Elliot Allen	Portland OR	'99 M 3	Christopher Magnuson	Federal Way WA	'77 630CSi
Daniel Anderson	Issaquah WA	'85 635	Dane Martin	Kirkland WA	'01 Z3
Roland Ayala	Woodinville WA	'95 M 3	Darryl Mcgee	Aloha OR	'99 328i
Rob Barker, Jr.	University Place WA		Kevin Melhorn	Kirkland WA	'99 540i
Jeff Boschee	Lynnwood WA	'92 735i	Philip Munhollon	Olympia WA	'86 325es
Paul Bulyalbert	Grants Pass OR	'01 525i	John Pedersen	Aloha OR	'97 528i
Henry H. Chin	Seattle WA	'01 530i	David Pelton	Kirkland WA	'98 Z3
Jeff Clearwater	Federal Way WA	'91 M 5	Joe Pham	Stailacoom WA	'01 330Ci
Bob Collins	Lynnwood WA	'91 325iS	Rick Ragan	Seattle WA	'95 M 3
Scott Erpelding	Seattle WA	'00 328Ci	Clayton Richardson	Vancouver WA	'86 535i
Marty Freet	Federal Way WA	'88 M 3	Arielle Riley	Redmond WA	'83 320i
Grace Fu	Sammamish WA	'01 325i	Donald Robesch	Kirkland WA	'97 M 3
Jamie Garnish	Seattle WA		Richard Rowell	Salem OR	'98 540iS
Jeff Gilson	Gig Harbor WA	'01 325	Steven Scharf	Port Townsend WA	
Joseph Grace	Seattle WA	'01 M 3	John Schultz	Seattle WA	'88 325ic
Ty Gulstrom	Stanwood WA	'99 M 3	Biren Shah	Sammamish WA	
John Hodder	Gig Harbor WA	'87 M 6	John Siegfried	Federal Way WA	
Joon Huh	Renton WA	'97 M 3	Nathan Silva	Vancouver WA	'98 328iS
Pete James	Seattle WA	'85 535i	Ron Sjoboen	Olympia WA	'96 328i
Diane Johnson	Sammamish WA	'97 540i	Matt Strom	Enumclaw WA	'93 325iS
Mark Jones	Everett WA		Peter Takasawa	Snohomish WA	
Dean Kalanquin	Snohomish WA	'01 Z3	Tyler Tolentino	Auburn WA	'95 325iS
Dan Kalenius	Seattle WA	'01 330iX	Mark Tyson	Issaquah WA	'99 M 3
David Koch	Bellevue WA		Rex Vokey	Seattle WA	'85 325e
Robin Loudon	Seattle WA	'01 740i	Mark Waddle	Issaquah WA	'83 320is
Kwok-chu Lueng	Lynnwood WA	'01 525i	Greg Walton	Seattle WA	'97 M 3
Justin Luger	Kirkland WA	'00 328iS	Robert Wilson	Tacoma WA	'95 540i
Michael Ma	Camas WA	'01 325i	Ridwan Yuwono	Corvallis OR	'01 M 5

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

Sunday, July 29, 2001, is the date for this annual event and it will be held at the same popular venue as last year—Robinswood Park in Bellevue. This is a day filled with members getting together to show off their BMWs, at their very best, to picnic with old and new friends, perhaps bring home a trophy commemorating the day, but most of all enjoy a beautiful sunny day filled with fun for all. (Okay so last year wasn't quite as sunny as we all would have liked, but I have great hopes that this year will be better.)

Our featured model for this year is the Z3 which will be judged in a class by itself. Other judged classes will be the same as last year (listed in the inset.) Trophies will be awarded for first and second place in all classes, some of the bigger classes will also be awarded third. We will award entrants' choice, people's choice, and best of show. Bancho's will again provide the beautiful etched glass trophies, that have become a hallmark of our event.

The fee for judged BMWs is \$25 if entries are postmarked by July 20th. Entries mailed after the 20th, including the day of the Concours, will be \$50 per BMW.

In addition to judged BMWs all members are encouraged to enter their

BMWs in the "display only" category. Display only BMWs will be parked with the judged BMWs by class and will receive the same commemorative plate and dash cards as the judged BMWs. The fee for display only is \$15 including the day of the Concours.

We anticipate as big of a turnout, as last year's 110 cars, so if you would like to participate we encourage you to pre-register.

Last year we expanded our invitation to the Concours to include BMW Motorcycles and members' prepared race cars and we are extending the same invitation again this year.

Don't forget the children—there will be a coloring event with prizes. Also, Robinswood Park has a play area and a duck pond for the enjoyment of children and adults alike. We will also have available for purchase sandwiches, soda pop, and cookies for those who don't want to bring a picnic lunch.

Also, the Club has a new attendance award program which will begin this year at the Concours. For each member who attends any Club event during the year their name will be entered in a drawing, to be held at the following Concours. For this year only the program started in January, so those who have attended events, since January,

are eligible for the drawing; however, from this time forward it will run from July to July (concourse to concourse.) Our award this year will be a full detail at Bradley's.

Please note that you must be a member of BMW CCA in order to participate in the event.

So, watch for all of the final details in the July Zündfolge, send your entries in as early as possible. For those true BMW enthusiasts start your polishing now!!!

Please feel free to contact Chris Linder the Concours Chairman, if you have any questions. Her contact information is on page two.

**BMW CCA Concours Registration**  
**Sunday, July 29, Robinswood Park, Bellevue**

---

Year and Model \_\_\_\_\_

Judged (\$25, \$50 after 7/20)     Display Only (\$15)

Owner \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

Comments \_\_\_\_\_

---

TOTAL ENCLOSED \_\_\_\_\_

Checks payable to BMW CCA, \$25 per vehicle until July 20th. \$50 per vehicle after July 20th, including day of the event. Display only \$15. Mail to Chris Linder, 3903 Cambridge Court, Kent, WA 98032.

We've been helping BMW club members since

# 1974

(almost as long as there has been a BMW CCA), providing replacement parts, performance upgrades, styling enhancements and free technical advice. When you have questions about your BMW, call the folks who have both the passion and the experience.



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CLASS	MODELS	YEARS
Pre-war (Display Only)	All	1928-1941
"Post-war, old range" (Display Only)	501,502,503,507,3200CS Isetta,600,700	1952-1965 1955-1965
Vintage Small Cars	1502,1602,1802,2002 1500,1600,1800,2000	1966-1976 1962-1972
Vintage Big Cars	E3 2500,2800,Bavaria E9 2000CS,2800CS,3.0CS	1968-1977 1965-1975
Early 3 Series	E21 3 Series E30 3 Series	1977-1983 1983-1991
Early Big Cars	E12 5 Series, 1st E28 5 Series, 2nd E24 6 Series E26 M1 E23 7 Series, 1st	1972-1981 1982-1988 1976-1989 1978-1981 1977-1987
Modern 3 Series	E36 3 Series, 3rd E46 3 Series, 4th	1992-1999 1999-current
Modern Big Cars	E34 5 Series, 3rd E32 7 Series, 2nd E31 8 Series	1989-1996 1988-1994 1990-1997
Current Big Cars	E39 5 Series, 4th E38 7 Series, 3rd E53 X5	1997-current 1995-current 2000-current
Featured Model	Z3 roadsters and coupes	1995-current



## Driver Training/Lapping Days at SIR

by Jacqueline Kahn

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 just attended this year's first High Performance School at SIR on May 20th. Join us at SIR for plenty of track time to work on 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 would have needed 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 as well as with everyone else—you never stop learning!

This month, registration continues for the June event and July's event is now open for registration. August registration will follow with registration opening in July with 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 that the registration forms are published within the magazine, the forms will also be accessible through our web site [www.bmwpugetsound.com](http://www.bmwpugetsound.com).

NOTE: Our June event may already be full by the time this issue is mailed, please call 425-481-9571 for the latest status prior to sending in your registration.

New to our events this year is a change in technical car inspections. Our merger with the National CCA club instituted this new requirement. This season we'll be incorporating this change and following other National Chapters requirements for safety inspections. Details will be provided within confirmation packets, which 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. 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.

### EVENT REQUIREMENTS

- Membership**  
You must be a current BMW CCA member. To join, visit the National CCA website [www.bmwcca.org](http://www.bmwcca.org) and choose the Puget Sound Region as your chapter.
- 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 additional details, [www.bmwpugetsound.com](http://www.bmwpugetsound.com).
- 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.
- 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.

## 2001 Driving Events Calendar

June 3	Alfa Lapping day at SIR	27/28	BMW CCA, Inland Empire Chapter – 2-Day School at Spokane Raceway
9	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)	28	BMW CCA, PSR – Novice Driver Training School at Bremerton Raceway (date tentative)
9	BMW ACA, Portland Region – Tri-Club Day (BMW/Porsche/Alfa) at Portland International Raceway	November 3	Alfa Drivers School at Bremerton
10	PCA – Driving event at Seattle International Raceway		(Other clubs' dates to be announced, as they become confirmed.)
July 13	Bremerton Sports Car Club – Lapping Day at Bremerton		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.
13/14	BMW CCA, Inland Empire Chapter – 2-Day School at Spokane Raceway		CONTACTS: BMW ACA, Portland: Greg Meythaler, <a href="mailto:Greg.meythaler@intel.com">Greg.meythaler@intel.com</a> or our own club's PIR event coordinator–Bill Buchanan, 425-402-9252 or <a href="mailto:otterbuns@aol.com">otterbuns@aol.com</a> .
14	Alfa Lapping day at SIR		BMW CCA, Spokane: Scott Adare, <a href="mailto:sadare@aol.com">sadare@aol.com</a> , 509-468-6502 (W), 509-466-6731 (H) Alfa Club: Herb Sanborn, <a href="mailto:Herb.Sanborn@noaa.gov">Herb.Sanborn@noaa.gov</a>
18	Corvette Club Drivers Day at Seattle International Raceway		Bremerton Sports Car Club: Dave Ely, 360-698-0077, Larry Paulson, 360-830-4030
22	BMW CCA, PSR – Driver Training at Seattle Int'l Raceway (Previously referred to as Lapping Days)		Corvette Club: Rick Millsow, 425-486-2309, <a href="mailto:Rick@hearststone.org">Rick@hearststone.org</a> , <a href="http://www.corvettemarqueclub.com/schooldaze.asp">www.corvettemarqueclub.com/schooldaze.asp</a>
August 10	Bremerton Sports Car Club – Lapping Day at Bremerton		PCA/PNWR: Jim Selders, Driver Education Chairman, <a href="mailto:Jimselders@hotmail.com">Jimselders@hotmail.com</a> , 425-868-8770 (H). Glen Coad, Event Registration, <a href="mailto:Goad@dci-engineers.com">Goad@dci-engineers.com</a> , 360-862-9016 evenings. Event information and registration located on <a href="http://platz.com/pca/pnw/pca">http://platz.com/pca/pnw/pca</a> . (Open to our club's Intermediate and Advanced Drivers, no Novices)
16	BMW ACA, Portland Region – Driving event at Portland International Raceway		Conference (ICSCC) 2001 Race Dates: Visit <a href="http://www.icsc.com">www.icsc.com</a> .
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		
October 7	BMW ACA, Portland Region – Driving event at Portland International Raceway		

# TECHNIK

edited by Greg Mierz

I just arrived from Los Angeles, after driving here with my daughter Michelle in her 320i. Her old 1980 320i made the 1280 mile trip with only one small glitch. The car ran hotter than it should of, while it never completely overheated. Yes, the outside temps were in the 90's but that doesn't explain this situation. If we slowed down, the temp would slowly come down, but why cruise slower than one wants. Now that it's home, I can look into the situation.

Radiators have a simple job, transferring heat, from the coolant to the atmosphere. Factors that affect the ability to do this are, water/antifreeze mixture, corrosion, poor circulation of the fluid, or poor airflow. Too much antifreeze, lowers the heat transfer ability. Straight water works the best but isn't practical on the street because it lacks the additive package to prevent corrosion. It also lubes the water pump. Circulation issues are water pump or fan belt related. The fan belt can slip causing both the fan and water pump to work less efficiently than they should. A bad fan clutch will cause the temp to rise in slow traffic, then drop when the car gets moving as more

air flows through the radiator. Sometimes the thermostat can fail to open properly. Overheating results if it doesn't open all the way, or causes a slow warmup if it does not close properly. Corrosion can be another issue, usually caused by neglected antifreeze, very hard water, or oil contamination.

**The fan belt can slip causing both the fan and water pump to work less efficiently than they should.**

In the case of Michelle's 320, there seems to be a slime caused by some interaction of the new style long life antifreeze with either something left behind from the old (although I thought I had it well flushed before using it) or some additive. The new stuff is orange in color and the older stuff green. Both are ethylene glycol based. My plan is to completely flush and clean the system and refill with regular antifreeze. A flushing tee works well to clean the old out. I'm using a chemical cleaning agent to clean the lime out. I'll keep it in until the red slime is removed from the surfaces

of the radiator. The cleaning agent can be kept in for up to 10 hours of operation so I'll go that long at least. If it isn't all gone I'll do it again to assure a clean environment for the system. Be very careful with the old antifreeze and flushed water. It can kill dogs and cats if they drink it, and it should not be discarded into the sewer system. The temperature is much better now than before the work began, so I believe that I am on the right track. Fortunately that was the only problem on the long trip home from USC. The 320i was otherwise a nice driver that cruised all day at 80-85 without incident.

What does an Amtrak rail coach and late model BMW's have in common? On a station stop that occurred while traveling down to LA, I got out to have a walk and took a look at the train. While looking at one of the large wheels I saw what looked like an ABS sensor wheel. Turns out the axle assemblies are German made and sure enough there are sensors for ABS brakes. Very large inboard rotors controlled by ABS, nice in case of the need to stop quickly. Now if the train could only make better time while on the tracks.

By Denny Organ

# a VIEW from abroad

When it comes to variety in motorsports, you have to love the Brits. They will race virtually anything with wheels. A recent Speedvision feature brought me into the somewhat wacky world of lawn mower racing. (Have we finally discovered a form of racing that is affordable?) I have seen mower racing some time ago, on a UK sports broadcast and it was an absolute giggle to watch, mostly grown men battle 12-inch wheel to 12-inch wheel, on true riding lawnmowers.

The fun of this particular Speedvision event was four Brits who decided to pack their mowers for a trip across the pond and give a lesson to the garden crowd here in the US. It wasn't even a contest, the Brit drivers in their full race style seats walking all over the Yanks. I'm sure they lifted a few pints in celebration that night.

On a prior trip to the UK a few years ago, I found a motorsports web site that provided a full listing of all the various kinds of events of every type and format, including mower racing. For grins, check out [www.ukmotorsport.com](http://www.ukmotorsport.com) to get a flavor of the fun.

When I roamed the site, I was instantly attracted to auto grass racing (no relation to mower racing!) In auto grass racing they find an appropriate field, set up some pylons, create a race course and have at it. Some of us love driving sideways, and auto grass provides plenty of it. Many of the cars are what they would term modified bangers or, in our terms, beaters. This provides for cheap seat time, wheel-to-wheel fun, and all at reasonably slow speeds. I have e-mailed a few of the auto grassers, but have yet to take in the madness first hand. One of my fellow petrol heads at the office would call this bad planning.

But the topper must be caravan racing. In Heathrow recently I picked up an auto magazine that featured an historic article on caravan racing. Amazing photos of sedans pulling travel trailers, on a proper racing circuit, wheel-to-wheel, bump to bumper. These Brits are barking mad. The pictures featured some disastrous jack-knife incidents which I'm sure must be the worst nightmare for a caravan racer. The trailers did provide some great billboards for the advertisers.

Did I mention the hamster drag races?

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## Message Board is busy!

The message board on our web site is proving very popular. People are asking and answering questions, as well as coordinating informal get togethers. Club members are even determining the flaming paint job that might show up on an E30 M3. If you have some knowledge (or not), go visit the Message Board from time to time and join in the discussions. There is a simple registration process, please don't be intimidated by it, it takes less than a minute! Recent topics discussed include:

- Locations of good driving roads,
- Brake pad compounds,
- A warning about stolen E36 M3 side view mirrors.

Lance Richert, President

## Wanted: Banquet Chair

Rick Brown coordinated not one, but TWO great banquets for the club. But work and other commitments have Rick deciding to step down as Banquet Chair. So the club needs a new banquet chair. Are you interested? A brief job description includes coordinating the dinner, including the location; writing up the promotions leading up to the evening; and attending board meetings once a month. The job also includes coordinating the auction, although you will get lots of help getting donations. Perks include a sense of satisfaction in helping out the club, and a vote on the board. The position of Banquet Chair is an official board position. The pay is the same as all other board positions (zero). :- ) Interested or want to learn more? Please give me a call or e-mail to discuss the job!

Lance Richert, President

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## 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 July 9th. 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](mailto:jk@kahnteamracing.com).

NOTE: You must COMPLETELY fill out your Registration form or risk the potential of not getting accepted. The volume of entries is high and the correct and clearly printed information is essential. Please take the time to complete this form completely, from your full address including zip code, to your driver's license number, signed form, and your experience where, with whom, and when—if you don't have room on the form to list your experience please provide an additional page listing them. Don't assume we have your information, please provide all that is required.

Registration Forms: You must complete one form per driver, per event, and include separate checks for each event. COMPLETELY fill out the form.

Driving Level—refers to our club's own Licensing System. Mark your level based on what's been signed off in your logbooks. If you are new to our events you may leave this blank, but please provide thorough information of your experience.

**Driver Training/Lapping Day at SIR**  
June 9, 2001

FINAL DEADLINE COST: \$100—NO LATER THAN MAY 28TH  
Two drivers/one car (in same run group)—Add \$35  
Two drivers/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 \_\_\_\_\_ Member # \_\_\_\_\_  
Full Address \_\_\_\_\_  
Email \_\_\_\_\_  
Home Phone \_\_\_\_\_ Other Phone \_\_\_\_\_  
Year & Model Car & Color \_\_\_\_\_  
License Plate: \_\_\_\_\_  
Driver's License # \_\_\_\_\_ State: \_\_\_\_\_  
Number of Previous Track Events: Type & Where? \_\_\_\_\_

Driving Level (Based on our Club logbook signatures)  
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: \_\_\_\_\_

**Driver Training/Lapping Day at SIR**  
July 22, 2001

FINAL DEADLINE COST: \$100—NO LATER THAN JULY 9TH  
Two drivers/one car (in same run group)—Add \$35  
Two drivers/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 \_\_\_\_\_ Member # \_\_\_\_\_  
Full Address \_\_\_\_\_  
Email \_\_\_\_\_  
Home Phone \_\_\_\_\_ Other Phone \_\_\_\_\_  
Year & Model Car & Color \_\_\_\_\_  
License Plate: \_\_\_\_\_  
Driver's License # \_\_\_\_\_ State: \_\_\_\_\_  
Number of Previous Track Events: Type & Where? \_\_\_\_\_

Driving Level (Based on our Club logbook signatures)  
I, II, III, Instructor (Circle One)

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

## COMING EVENTS

### BMW Club Drive: LeMay Auto Museum in Spanaway June 16

Last Sunday morning at 6:30 am, May 13, Mothers Day, your two intrepid club members set out in a quest to secure twisting rural roads, a one way bridge over a river gorge and a bakery between the Issaquah Park and Ride and the elusive LeMay Auto Museum in Spanaway. Off through the mist, in Karl Seegars Z3, (with the top down) your dutiful servants struggled, map in hand.

For your enjoyment, a route is now carefully planned which includes rural, winding and twisting roads from Issaquah Park and Ride, through the metropolis of Hobart and onward to the one way bridge. The river gorge is there as well for all to enjoy before our brief stop at the famous Black Diamond Bakery.

The route moves on through the hills of Black Diamond and Auburn and ends in Spanaway at the LeMay Auto Museum. The Museum is housed in a former Catholic/Military School and includes beautiful grounds suitable for a picnic. Inside every one of the old brick buildings of the former school are stored every type and manner of car. Every window we peeked in held more and more cars. You are truly in for a treat of the automotive type.

Please join us for a thoroughly enjoyable drive to the world's largest private collection of automobiles.

June 16, Saturday at 8:30 a.m. at the Issaquah Park and Ride just off of Interstate 90 then south on Highway 900 from the State Park exit in Issaquah. Marty Horenko ftter

## ALMS at Portland

August 3-5

The American Le Mans Series will make its annual visit to Portland International Raceway from August 3rd through the 5th. This is the best sports car racing in North America and this is as close as it gets to our area.

The American Le Mans Series features three classes racing at once. The Prototype class will be a battle between the Audi R8 and the new Panoz with a few others thrown in for good measure. The GTS class is the second fastest and will feature Corvettes, Vipers, Porsches and assorted others. But our interest lies mostly with the GT class. This is where the good guys in the BMW M3s battle a hoard of Porsches.

This year will be very special because there will be two BMW teams each entering two cars. Schnitzerrun the BMW AG (German) team. Their driver line-up includes J. J. Lehto, Jorg Muller, Dirk Muller, and Fredrik Ekblom.

The BMW NA (American) team is run by Prototype Technology Group (PTG) out of Virginia. PTG is owned by Tom Milner who employs drivers Bill Auberlen, Hans-Joachim Stuck, Boris Said, Brian Cunningham and Niclas Jonsson. Not a slacker in the bunch!

For Club members, we've got a nice package of benefits to offer. First of all, discount tickets are available to those who pay in advance. Second, we will have a BMW corral at the track as a meeting place for all the BMW fans. We will probably have an autograph session with the BMW drivers at our Club corral. And finally, we are trying to put together a behind-the-scenes look at the PTG cars and pits.

The schedule calls for practice and qualifying on Friday. Things will be pretty slow at the track on this day, so if you want to be able to talk to the drivers and crew, plan to be there on Friday. On Saturday the action and crowd increase, although it's still pretty accessible. Saturday features more practice, qualifying and two support races. The support races are the Trans-Am Series and a Star Mazda race.

Sunday is the big day. There's a Speedvision World Challenge race in the morning followed by a warm-up for the ALMS cars. After lunch it's the two hour and 45 minute ALMS race. After the ALMS race there's another Speedvision race.

We're still working out the details for the Club corral. There will be more information in the July Zündfolge. For now, you need to set aside the weekend and buy your tickets.

To receive the Club discounted price, you must call Andy Frezza at 503-821-4344. You need to tell Andy you are with the BMW corral. He will also ask you information about the BMW that you will be bringing to the race. The price for a three day ticket and paddock pass is \$50 (regular price is \$65). This includes corral parking. In addition, you can bring an additional person for just \$20 for the three days. (Saturday and Sunday tickets and paddock passes are \$35 for car and driver plus \$15 for the first passenger.)

If you have any questions, contact David Lightfoot (corral chairman) at 206-284-3165 or at dlightfoot@lorig.com.

## Attendance Raffle—Detailing at Bradley's



Remember, every time you attend a BMW Club event, you are automatically entered in our annual Attendance Raffle. We have sign-in sheets at our events, be sure your name is down.

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

Here are the particulars. Every time you attend a club event, your name will go into a hat. The more events you attend, the more chances you have to win! At the summer Concours on July 29, we will draw a name from the hat.

The winner must be present to win and of course the winner must be a current BMW CCA member or Associate member. Lance Richert, President

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Greetings All . . .

April, May, KARL, July . . . What?

Yes, the month of June is really the month of our Tour Director Karl Seeger. Karl is helping host events on June 2, June 16 and June 23! A big thanks to Karl (and to his wife for letting us have him all month...) as well as other club members for putting together events that will make up a busy month of June for the club.

I'd also like to thank Ken and Susan Olsen for coordinating a very fun and successful Spring Rally. The weather was beautiful, the route challenging, and the dinner afterwards was a lot of fun. The trophies that BMW Seattle provided make me want to drive next year! I was given the relatively easy job of flagging members at the start, then flagging them again 7 hours later for the finish. In between, I ran home and helped stage a birthday party for our 5 year old.

This is the busiest time of the year for the club, with many things to do with your BMW. Before your summer calendar fills up, I encourage you to pencil in one or two BMW club events. You can take a drive, learn how to detail your BMW, and for those that have the proper credentials . . . it is finally time to get our BMWs out to SIR for some spirited driving on the track! We try and offer up something for everyone.

The Video Night at Bison Creek was well attended. Actually, almost too well attended as we had 67 club members in attendance! I'm already thinking about another one. Believe me, the Lance Richert BMW Racing Video Archive has not been exhausted. I could use help though and I am always looking for good additional footage from the membership to include. The biggest hit appeared to be Dan Tackett's in-car lap of the awesome Nürburgring. We will definitely have to watch that again. I've watched it a dozen times at home and still don't tire of it.

In other news: in the near future we will start having a mailing service label the Zündfolge each month. Now that the mailing each month is up to 2,500 copies (!!!), it has become too big a job for the Zündfolge editor and volunteers to do in their living room. Another sign that we have become a BIG club.

Be sure to say HI to KARL, because he is EVERYWHERE!

Lance Richert, President, lance@richertnet.com



Lance asks Steve Norman if there is room for him in the back seat.

Bavarias Placed High in Puget Sound CCA TSD Rally

On a sunny spring day in Seattle, E3 sedans smote all but a triomodern BMW's at the April 21st rally. Ran on country roads in the Snohomish and Snoqualmie valleys, the event garnered 31 entries ranging from a 1970 2002ti to several 2001 models.

What is a "Bavaria?" In the mid 1960's, BMW, flush with profits from the Neue Klasse 4 cylinder cars, conceived Evolution 3 as a direct challenge to Mercedes' European big car supremacy. The new design established a foundation for 25 years of BMW big sedan and coupe design, the immortal M30 SOHC 6-cylinder engine being instantly familiar to later 5, 6, and 7-series owners.

Canadians entered the two highly placed cars. Dave Beddows' Silver 1973 Alpina with crew of Steve Coulter and Peter Jessen placed 4th. This Bavaria

boasts post-restoration paint so smooth that the magnetic number plate had to be duct taped on to assure it wouldn't blow off at speed. Craig Evans and Dave Beddows placed a Fjord Blue 1975 3.0Si

In the mid 1960's, BMW, flush with profits from the Neue Klasse 4 cylinder cars, conceived Evolution 3 as a direct challenge to Mercedes' European big car supremacy.

in 5th position. Notably, the Evans/Beddows Si scored 9 consecutive checkpoints without a penalty point.

Completing the roster of "Bav Team" was the 1973 Bavaria in Riviera (dark blue) piloted by Gus Blazek and navigated by triple Lotus owner David Caley.

Despite finishing 16th overall, this Novice entry garnered critical style points after losing 5 minutes at the beginning of Stage 3. Despite being near the bottom of power to weight ratios and tire size among the 31 entrants, the electrifying "motorcycle pace" dash to make up those errant minutes will become the stuff of legend.

Two other cars drew attention on the vintage front, in part because both were never sold through dealerships in the United States. Resplendent in Inka (orange) the 1970 2002ti (dual sidedrafts) entry of Dennis Hogan and Louise Vlastic placed 26th. Frank Haas and Patty Salmon drove up from Bingen, Washington to compete in a Silver 1981 Alpina B7 Turbo. They directed the not-quite-yet vintage E12 based hot-rod to a 7th place finish.

Gus Blazek

BMW Fest Northwest

September 14-17

Will take place at Harrison Hot Springs British Columbia on Sept 14 to 17. The Resort Hotel offers natural hot spring to soak in as well as fine dining and convention facilities. Proposed below is a variety of activities over the four day event.

FRIDAY EVENING, SEPTEMBER 14  
Early Bird Arrival with casual reception at hotel. Evening mini golf game at Big Foot Mini Golf.

SATURDAY, SEPTEMBER 15  
(Theme: Seeing the area)

- For the kids
- Trans Canada Waterslides
  - Dusty's Dinotown
  - Chilliwack Go Carts (Also good for the Drivers)
  - Sandcastles on the beach

- For the drivers
- Day trip with lunch at Manning Park
  - Day trip to Hells Gate

- For the sight seer's
- Agassiz Museum
  - Chehalis Fish Hatchery
  - Kilby Historic Store & Farm
  - Minter Garden
  - Mission Abby/Cathedral

Saturday Evening  
Banquet/BBQ dinner at theme location and mini concours. Social Evening in Hotel Lounge with live entertainment.

SUNDAY, SEPTEMBER 16  
(Theme: Competition)

- For the Kids
- Children's scavenger hunt
  - Logo design for BMW Fest Northwest 2002
  - Sandcastle building

For the Drivers

- TSD Rally
- Fun Rally

Sunday Evening  
5:30pm - Assemble cars for photo shoot.  
7:00pm - Banquet at Harrison Hot Springs Hotel & Award ceremonies

MONDAY, SEPTEMBER 17  
(Theme: Driving)  
Driver Training at Mission Raceway  
Lapping Day at Mission Raceway  
The Track Lapping will be for only those with acceptable driving school credits. The Driving Training will be open to all who wish to participate who meet the requirements specified by the instructors. Driver Training and lapping WILL NOT be on the track at the same time.

COSTS  
(All costs in Canadian Dollars):  
Harrison Inn  
(Prices are the same Double & Single and don't include 8% & 7% taxes.)  
1-800-663-2266 or 604-796-2244  
Price range is \$139-229 per night.

Executive Inn  
1-888-265-1155 or 604-796-5555  
\$109 per night plus taxes, single/double occupancy up until August 1, 2001. After August 1, members will be charged the current going room rate. Please quote Confirmation No. 39095 when making reservations. NOTE: As of May 10 only 24 rooms are left for Friday and Saturday and 19 are left for Sunday.

TSD rally entry fee, banquet tickets and track costs are still being calculated.  
If you plan to attend this event I suggest you book soon, as the town usually fills up fast this time of year.  
Dave Beddows, President,  
BMW Car Club of British Columbia  
<http://www.bnwccbc.org>  
mail to: Dave\_Beddows@bmw.hm

2001 BMW CCA Puget Sound Region's Spring Rally

A Saturday Drive

My wife and I are cruising down Florence Acres Road. It is a beautiful Saturday in April. The sun is out, the sunroof is open and it is more than a mile to the next turn point on the instructions. The road stretches out straight ahead, so there is a chance to relax and take in the wonderful rural scenery. What could be better? Wait a minute, did that sign say Florence Acres Road to the right? Hey, there's Ken Olsen and he's holding a sign that says . . . O. C. (off course!) Oh man, we've been had. That red piece of paper he is handing me can't be good news. Yep, five penalty points and we're off again, this time on the correct course.



The club held its first TSD (time, speed, distance) rally on April 21st, and to say it was a huge success is an understatement. It is hard to imagine how it could have been better. The event was run on mostly lightly traveled two lane roads in rural King and Snohomish counties, providing some of

the best Spring scenery to be found anywhere in the state. The weather was "chamber of commerce" perfect. The entrants ranged from grizzled veterans like Rounde editor Satch (Bad Dog) Carlson to raw rookies like yourstruly. And last, but not least, the organization was faultless.

It takes countless days and weeks and a large group of volunteers to put on an event of this magnitude. Ken and Susan Olsen deserve a huge thank you from all of us for the weeks of effort it took to plan, test drive, refine and organize the course. They then had to write and publish the instructions, set up and staff the checkpoints, and organize the countless details needed to make everything run smoothly.

I think it is safe to say that this will become one of the most eagerly anticipated events on the Club's annual calendar. I know my wife and I can't wait. We won't be suckered by Florence Acres Road again!  
Bill Spornitz

From the Rallymaster's Seat

We are tremendously gratified by the enthusiastic participation and overwhelmingly positive response to the rally. The big smiles and obvious enjoyment of each other's company at Cafe Veloce made the whole effort very worthwhile. We also enjoyed some great driving trying to stay ahead of the rally in order to set up the checkpoints. The Off Course points yielded an excellent "catch", although as the participants learn more about the Main Road Rules this yield will go down.

We have received an excellent return of the evaluation forms, and together with our own review of the event we make the following observations. More time should be spent on the morning briefing and general instruction on rally rules and principles. Perhaps a "ground school" on navigation and driving some time before the event would get us all up to speed, thus leaving more time for driving. There must be more organization to the start sequence; briefing, handing out of Rally

Instructions, and the actual start. As we all learn more about this, that time will decrease. We should try to stay out of congested areas, and also try to take the rally further afield. We should have slightly longer breaks. There was strong consensus that lunch should continue to be a BYO Picnic, there was no consensus about dinner.

The responses strongly supported the types of routes and speeds we had selected (with the exception of the congested part), although we should try not to use the same rest stop for the whole day.

The organization of a rally such as this is not a simple matter. We started scouting the routes in January; adding, deleting and modifying to make them challenging for both driver and navigator, making them fit within a reasonable time schedule, checking for accuracy and locating check-

points. We probably drove the route eight times to assure that it would work. Next year we will cut off the registration three weeks before the event. We were very pressed by late addition to the entry list and late delivery of the shirts. On Thursday, a critical bridge was found to be scheduled to be closed the day after the event! It could have been a day earlier, which would have made a hash of the afternoon scores.

I would like to thank all those who helped with the event, it would not have been possible without you. If you drove in this year's event, please consider volunteering for next year so that those who worked for you this year, can drive next time.

Remember that the BMW Seattle Classic is in June, register now at [www.collegeplan.org/rally](http://www.collegeplan.org/rally) to assure your place. In summary, we all had fun!  
Ken and Susan Olsen

RALLY RESULTS			
Place	Car#	Team	Car
1	19	Mike Becker/Howard Becker	318i (Grey)
2	10	Doug Breithaupt/Vicky Breithaupt	325iX
3	5	Satch Carlson/	M3 (Violet)
4	18	Steve Coulter/Peter Jessen	Bavaria (Silver)
5	13	Craig Evan/Dave Beddows	3.0Si
6	2	Jamie Thomas/Dean Schindell	M3 (White)
7	32	Frank Haas/Patty Salmon	Alpina B7
8	33	Dale Beuning/John Allen	M5 (Black)
9	30	Jim Rzegocki/Rob Lowry	M Roadster
10	28	Eddie Lo/Don Torves	M3 (Black)



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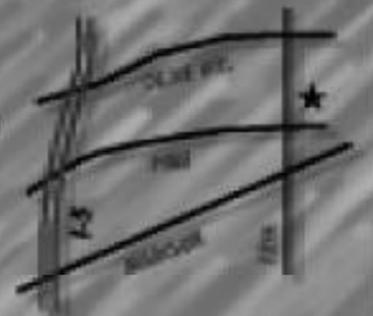
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