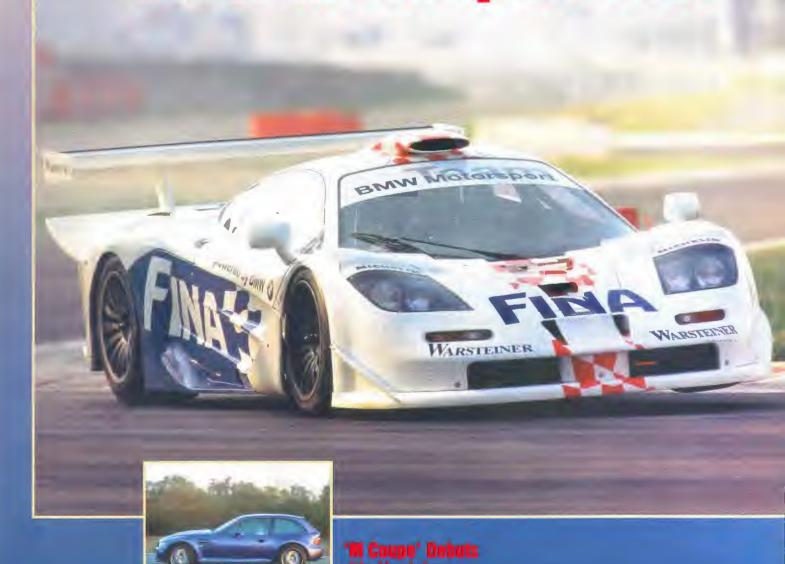


June 1997 June 1997 Glicial Publication of the BMW Automobile Club of America Puget Sound Region

BMW Motorsport 1997



The Drivers & Cars of the '97 Season

Second SIR Lapping Day –July 19th Concours d'Elegance On July 27th He said something about clearing his head.

Spinning his wheels.

Downtown Seattle

10:40 a m

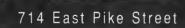
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Volume 27 Aurober 6 June 198

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McLaren F1 GTR

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The 1997

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Postal Notice

Zündfolge is published monthly by the BMW ACA Puget Sound Region. Office of Publication: 2641 39th Ave. West, Seattle, WA 98199. USPS publication number 715250. Subscriptions are \$10 annually (available only as part of the \$25 membership fee). Periodicals postage paid at Seattle, WA. Postmaster, send address changes to: Zündfolge PO Box 1259 Bellevue, WA 98009

Boilerplate

This magazine is the monthly publication of the BMW ACA, Puget Sound Region, and remains its property. All information firnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

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Calendar

June 14	Meeting at Exeter Garage. The timing is perfect if you want to participate in the July Concours.
June 27	Deadline for the July Zündfolge.
July 3	Board Meeting hosted by Karen & Brian Horne.
July 5, 6	Historic Races at Seattle International Raceway.
July 19	Lapping Day at SIR. See article for details.
July 27	Concours d'Elegance at the Mercer Island Lid Park. Our biggest event of the year.

BMW ACA events are partially supported by a generous grant from BMW of North America, Inc.



Hands-on with Floyd at Exeter.



Exeter Garage SERVICE Carage BTH AVENUE SUBBELL PLACE OF THAVENUE SUBSECTER GARAGE LS FREEWAY PARK UNION SO, BLOG. BLOG. BLOG. BLOG. BLOG. BLOG. BLOG. BTH AVENUE BTH AVENUE BTH AVENUE BTH AVENUE

Pacific Northwest Historics

We have just a few places left in the club corral at the Pacific Northwest Historic Races on July 5th and 6th. Corral parking this year is by advance reservation only. We must mail you a ticket in advance to be admitted to the preferred parking area.

Map To Exeter in Seattle Phone (206) 622-9800

To register, fill out the Registration Form, indicate which day you want, and mail the form and a check for \$5 per day to BMW ACA, c/o Lucetta Lightfoot, 2641 39th Avenue West, Seattle, WA 98199.

The corral pass must be shown at the gate on race day. At the gate, you will be charged an additional \$10 per car and driver and \$5 for each passenger. All proceeds go to benefit Childrens' Hospital.

Detailing Session at Exeter Garage

Spring and summer have arrived! This means when you clean your BMW, it will actually stay clean for a while.

The best detailing shop in Seattle, Exeter Garage, has invited our club to a detailing session at their place. This is the only detailing session the club has planned for this year. The date is June 14, 1997, arrive at 9:00 for coffee and danish. From 9:30 to 12:00 you will be shown the finer points of interior and exterior detailing by Floyd Stern and Dennis Noland. I have my cars detailed at Exeter, and am always amazed by the enthusiasm and thoroughness that Floyd approaches each detail with.

Exeter is located downtown, next to Freeway Park at 7th Avenue (Hubbell Place) and Seneca. If you have any questions, please feel free to call me at 859-5947.

—Hugh Golden



Pacific Northwest	Historics
Registration F	orm

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Stalls

by Thomas B. Nast

Down with the Legal Briefs

Some items from this month's legal file.

First, we revisit Dr. Ira Gore, Jr., an oncologist who was unhappy when told by his detailer, Mr. Slick, that his new BMW had been repainted. You will recall that a jury composed of the good citizens of Alabama awarded Dr. Gore \$4,000 to compensate him for this undisclosed paint work, and \$4M to teach BMW a lesson. The latter award was reduced to \$2M by the Alabama Supreme Court, and BMW took a further appeal. In an opinion reminiscent of Potter Stewart's definition of pornography ("I know it when I see it"), the United States Supreme Court found the punitive damages "grossly excessive" and returned the matter to Alabama, without disclosing what award would be acceptable.

Writing the final chapter, the Supreme Court of Alabama pared the jury's verdict down to \$50,000. The unanimous court wrote as justification that the repairs "were merely cosmetic" and that the injury to Dr. Gore was purely economic. Presumably it resisted the temptation to impose a merely excessive (but not grossly excessive) award, but I have little doubt that all parties were unhappy with this litigation. Which means justice was probably done.

Next, we visit Los Angeles, home of smog and movie rights, the city where appearance is reality. And it appears that attorney Gary P. Miller (the name has not been changed to protect the innocent) contracted with Spanish-surnamed individuals to stage freeway collisions. Having lived in Los Angeles, I might here suggest that they have plenty of freeway collisions without prior arrangement, but Mr. Miller obviously felt that the slight statistical increase he caused was more than offset by his absence from the welfare rolls.

The scheme unraveled when Jose Luis Lopez Perez, who was a passenger in a car that deliberately swerved in front of a semi, became a wrongful death claimant instead of a personal injury client. The jury deadlocked on the murder rap (no retrial is planned), but on the other charges Mr. Miller was given six years to focus exclusively on his habeas corpus petitions. (In a final display of his legal prowess before disbarment, Mr. Miller rejected a five-year, eight-month plea bargain before trial. At least he isn't representing himself.)

Finally, we note that a few weeks ago Intel was sued for patent infringement by both Digital Equipment Corp. and Cyrix. The Cyrix suit is not a little ironic, since over the years Cyrix devoted enormous resources copying Intel's CPUs whilst avoiding infringement suits by Intel, and now Cyrix claims the design it was cloning was stolen from Cyrix itself. The DEC suit, at first blush, appears to fall somewhere between desperation and sour grapes, as its Alpha processor fails to chip into Intel's market share.

These suits claim that Intel has borrowed unlicensed features such as predictive pipelining in its Pentium processor line. At best, this is like you claiming that my shoes infringe because you have the patent on laces. Intel can easily afford to buy DEC and Cyrix and put them out of their misery if they get too troublesome, so these suits probably have no economic meaning to anyone except the lawyers involved.

We have, of course, reached the point where patents often no longer accomplish the purpose for which they are intended, but simply allow the interests with the best/most expensive lawyers to dominate. Since our Congress is a wholly-owned subsidiary of these interests, the system is not going to change anytime soon. As John Morely noted, "Where it is a duty to

worship the sun it is pretty sure to be a crime to examine the laws of heat."

But I smack my lips and drool anticipating the time when automobile makers replace innovation with infringement suits. In federal court in Delaware, Daimler-Benz is suing Ford Motor Co. for building cars with four wheels, an innovation to which Daimler holds all rights. Only Messerschmidt and Reliant are unconcerned with this test case, but BMW is busy revising the Isetta rear suspension just in case. Ford, meanwhile, has countersued Mercedes' parent for violating Ford's patents by using a windshield. Is it any wonder that Mercedes has bid on Speedo's line of goggles?

General Motors' suit against Honda for using automatic transmissions looks like a sure bet, and GM's stock skyrockets as rumors of Honda merging its domestic operations with The General's sweep The Street. Renault takes up the cudgel, claiming in Delaware Chancery Court that Lexus forced it out of American markets by infringing on its comfortable-seat design. (Asked about the chronological ineptitude of this assertion, a Renault spokeshomme mutters something sounding like "market anticipation" through his thick, wine-stained moustache, and then mumbles something about Boeing.)

Michelin pounces on Goodyear, for putting treads on the outside of tires and air inside them. Chrysler, holding the Packard patents, attempts to strangle VW for using air filters and gloveboxes without permission. Buick sues Chevrolet and Cadillac for appropriating drum brakes, before it is pointed out that they are part of the same company and Buick's division head is moved to the horn button design department. A real slap, since Peugeot has successfully enjoined all of GM from using electric horns, and squeeze bulbs leave little to the designer.



BMW ACA PUGET SOUND REGION NEW MEMBERS



We can be grateful that Silicon Valley entrepreneurs are not in charge of pistons and gears, and that automotive appropriation suits of recent memory have been limited to automatic wipers. Given a few more years of underemployed law school grads and well-PAC'd congresspersons, this situation will no doubt be corrected.



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Ken Wong		′91 525i
Jim Fouts	J. Kahn	'89 325ic
Michael & Carla Resnick	BMW Seattle	′90 750iL,
Dean Crabs & Lisa Lages	J. Kahn	'95 540i, '95 540i
Steven & Judy Guzak		'97 540i
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Justin Smith	Track	
John Scarrow	Track	
Katherine Ashely	Track	
Peter Johnson	Track	
Doug & Lissa Jenings	Track	'87 M6
Erik Snapper	Track	'97 M3
Mike Kanaya	Track	
Desmond Chan	Track	′89 535i
Tommy Hanses	Track	'91 850i
Robert & Helene Knowlton	Robert Wilkus	'73 Bavaria
Reginald Rumwell	BMW Seattle	′76 2002
Lorna Yen	Bellevue BMW	'97 M3
Robert Raible	Internet	′75 2002
Leland & Norma Pico	Zündfolge	'90 325iS
Yoland & Rex Duran	BMW Seattle	'91 M5
Francisco Jimenez	BMW Seattle	'74 2002
Doug McMinds	Track	
Çlifford & Sophie Hume	Request	'85 535i
Ray & Jessica Erickson	Internet	'91 318iS
Ernie & Adrienne Van Nalts		′97 528i
Victoria Lovely	Internet	⁶⁹ 2002



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17th Annual Concours d'Elegance

by Al Lancaster

id you "miss the Lid" last year? The one social event a year where we create a great excuse to hang out and look at everyone else's shining BMWs. I know, you were going to start cleaning your BMW in April, maybe May. Then came spring road trips, the driving events, the lawn, etc. New plan: if you start now, and really apply the toothbrushes and toothpicks, you can have a contender by the end of July. And if you're not that serious, we've got a class for you too.

The concours is July 27th, Sunday. The place is the Mercer Island Lid Park, the same as the last two years. See the map for directions. The location is perfect for a concours. The cars are parked on the grass with a view overlooking the lake.

Plan a picnic on the expansive lawn. Either bring your own food or buy lunch from the on-site caterer. The caterer will be Gambardella's Pasta Bella, owned by

AREA MAP N

I-5

Lake Washington

520

Bellevue See Detail Map

I-90

I-405

I-405

I-405

club member Hugh Golden, restaurateur extraordinaire. Bring the whole family and make a day of it.

See the schedule for the specific times. Spectators may drop by any time during the day. Participants in the concours must have their car in place by 11:00 am. You will receive instructions when you check in. The cost is \$15 per car until July 17th. The cost after the 17th, including the day of the event, is \$30. The cost includes one lunch. Additional lunches may be purchased from our caterer.

If you're driving a BMW, but don't want to enter the Concours, you may park on the lawn for \$5. For this you also get a commemorative dash plaque, which is very nice. Non-BMWs—you guys are on the street!

Schedule

Sunday July 27

8:30

Registration Committee Set-up

9:30-11:00

Registration and Final Vehicle Prep

11:00

Hands Off (vehicle prep ends)

11:30

Judging Begins

12:00

BMW ACA Coloring Contest

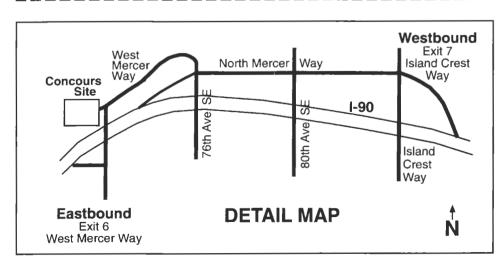
All Day

- Lunch available from our caterer or bring your own picnic
- ◆ Exeter Garage Demonstrations
- ◆ New Vehicle Display
- ◆ Vintage Vehicle Display
- ◆ View the Concours Entrants
- ◆ Cast Votes for Peoples' Choice Award

2:00 (approx) Judging Completed

2:30 (approx)
Awards Ceremony

_



BMW Motorsport '97

by David Lightfoot

MW's motorsports activities for 1997 will be focused on just a few series. While supporting private teams and BMW subsidiaries around the world, the factory will concentrate on three things: Le Mans, the FIA GT Championship and the ADAC Super Touring Car (STW) Cup.

Le Mans

The top priority for the season is winning the 24 Hours of Le Mans. The BMW-engined McLaren F1 GTR won Le Mans in its initial race outing in 1995. Porsche came back and spoiled the race for BMW in 1996. But BMW has set its sights on a win in 1997.

The race will be the second of three 24 hours races BMW will compete in in 1997. The first was June 7th and 8th at the Nurburgring. Le Mans will be on June 14th and 15th. The third will be in Belgium at Spa Francorchamps on August 2nd and 3rd.

BMW will enter two special McLaren BMWs built especially for Le Mans. The entry will be as the BMW works

team, rather than an independent team representing

The driver line up for Le Mans will be a multi-national group. The first car will be driven by Dutchman Peter Kox and Italian Roberto Ravaglia. The

BMW. Paul Rosche

second McLaren will be driven by Finn JJ Lehto and Briton Steve Soper. These four drivers will be reinforced by Frenchman Eric Helary and Brazilian Nelson Piquet.

Piquet's involvement brings back together the team that produced a Formula 1 championship in 1983. Piquet was the driver of the Brabham BMW that won the title. Gordon Murray was

then the designer at Brabham and now, of course, is the chief designer at McLaren Cars. The engine man in both cases was and is BMW Motorsport, Ltd. Managing

Director, Paul Rosche.



The McLaren F1 GTR with the BMW V12 won the BPR Challenge in 1995 and 1996. This year BMW and McLaren will shoot for three in a row. The series has been renamed the FIA GT Championship. The series has proven extremely popular and will consist of 11 races, including the final two in the US! These supercars will race at

Sebring in October 19th and at Laguna Seca on October 26th.

The director of the Team BMW Motorsport is Charly Lamm, who previously was the manager of the BMW Schnitzer team. BMW didn't steal Lamm from Schnitzer. The whole Schnitzer team was just sort of made the BMW works team for this series. Schnitzer's relationship with BMW goes back 30 years in touring car racing.

The team will compete with two McLaren BMWs using the same four drivers as at Le Mans: Kox, Ravaglia, Lehto and Soper.

Just because the McLaren BMWs won the championship the last two years, the team hasn't rested over the winter. And it's a good thing given the competition they will face this year.

The cars have been lightened, made

more streamlined and made more powerful. Car weight has been reduced 165 pounds, which is remarkable given the already high state of development. The wizards in Munich took 55 pounds out of the engine alone.

> Aviation aluminum is used for the wheel suspensions and the gearbox casing is now made of magnesium. The gearbox is a new sequential unit.

Further development of the aerodynamics has resulted in improved

down force and more flexibility. "In the 1997 car, even if we set all the chassis options to give us a minimum down force, we still achieve as much down force as the maximum setting last year," says Gordon Murray. Much of the down force comes from the long tail that adds half a meter to the length.

The amazing BMW V12 has been further revised. The engine is capable of a maximum output of 800 horsepower, but is throttled to around 600 hp at 6500 rpm using an air restrictor. The air restrictor size depends on the displacement of the engine and the vehicle weight. This can be varied. On tight race tracks, BMW will run a lighter car with less power. On the



BMW Motorsport





longer tracks where power is most important, they will run a heavier car which allows bigger restric-

tors and more power. This fabulous powerplant weighs just 523 pounds. And the efficiency has been improved by five percent.

So this car can go due its light weight and horsepower. But can it stop? Ha! Try

inner-vented carbon fiber disks. These rotors are 15 inches in diameter at the front and 14 inches at the rear. They are also 1.4 inches thick. The calipers are eight piston, light alloy monobloc units. All this fits inside 18 inch magnesium racing wheels. That ought to slow things down.

Charly Lamm

Touring Cars

Touring Cars have become the rest of the world's answer to NASCAR. The German STW Cup has become the most important series in the super touring car class worldwide. This is where BMW will focus their attention, while still supporting teams in some of the other national series. The BMW Team Bigazzi will assume the lead role in the German series. They will field cars for Johnny Cecotto and Joachim Winkelhock. Support will come from the Isert Team, with its official drivers, Leopold, Prince of Bavaria, and 25 year old Christian Menzel.

BMW's race manager in this series will be Klaus Mahrlein.

Competitors in the series will include Alfa Romeo, Audi, Honda, Nissan, Opel and Peugeot. BMW is the only rear-drive car in the series. The cars are about 2200 pounds, with the BMWs running with a 25 kilo penalty.

BMW will once again compete using the four-door 320i
This car won the championship in 1994 (with Cecotto driving) and

1995 (with Winkelhock). But Audi won last year, so the 320i has been improved.

A new front spoiler and rear wing are the most obvious changes. Not so obvious are the reduced friction losses and improved handling. The engine weight was reduced five percent while the output is now 305 hp.

Other quasi-works teams, running in other national series, include BMW Motorsport Team Belgium with driver Didier de Radigues, CibiEmme BMW Italy with drivers Emanuele Naspetti and Fabrizio de Simone, and BMW Team Australia employing

Geoff Brabham and Paul Morris.

Formula Junior

Again in 1997, BMW will support the development of young drivers with the Formula Junior program. Formula Junior races are held as preliminaries for each of the Super Touring Car Cup races. Drivers

need only be 16 years old to enter. They are mentored by Marc Surer, himself the

product of a
program by
BMW to
develop
young talent.
Before racing,
the young drivers are
encouraged to
attend one of
BMW's
schools for
Formula Junior.

The cars themselves are formula cars powered by K 1100 motorcycle

engines which produce 130 hp. They also use the five speed sequential gearbox from the bike.

Sponsors

BMW's primary sponsors this year will be Fina, a large petroleum company, Warsteiner Brewery and Michelin Tires. Most of the other sponsors supply equipment to the teams. The secondary sponsors will include AP (clutches and calipers), Audax (oxygen), BBS (wheels), Bogner (clothing), Eibach (springs), Hollinger Engineering (gearboxes), Penske (shocks), Recaro (seats), Schroth (safety equipment), and Sparco (driving suits).





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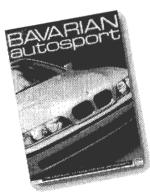
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The Works Drivers' Vital Statistics

<u>Drivers</u>	Date of <u>Birth</u>	Place of <u>Birth</u>	Currently <u>Resides</u>	1997 Racing Activities	<u>Hobbies</u>
Johnny Cecotto	1/25/56	Venezuela	Italy	ADAC Super Touring Car Cup, BMW Team Bigazzi	Skiing, water sports
Peter Kox	2/23/64	Netherlands	Netherlands	FIA GT Championship, Team BMW Motorsport	Cart racing, skiing
JJ Lehto	1/31/66	Finland	Monaco	FIA GT Championship, Team BMW Motorsport	Classic cars, rallying, badminton, skiing
Christian Menzel	6/22/71	Germany	Germany	ADAC Super Touring Car Cup, BMW Team Isert	Carting, jogging, mountain biking
Roberto Ravaglia	5/26/57	Italy	Monaco	FIA GT Championship, Team BMW Motorsport	Cycling, hunting
Steve Soper	9/27/53	Great Britain	Monaco	FIA GT Championship, Team BMW Motorsport	Boats, helicopters, family
Leopold, Prince of Bavaria	6/21/43	Germany	Germany	ADAC Super Touring Car Cup, BMW Team Isert	Sports, family
Joachim Winkelhock	10/24/60	Germany	Germany	ADAC Super Touring Car Cup, BMW Team Bigazzi	Squash, cycling, family

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The Works Cars



1997 320i Touring Car



1996 320i Touring Car



1997 McLaren F1 GTR

See Page 14 for Color Pictures of the Works Drivers...



1996 McLaren F1 GTR

otorsports

... from your Driving Events Committee

o, have you ever come out to some of our club lapping events? Were you exhilarated by the speed down the main straight at SIR? If so, have I got a film for you!

Usually here in our Motorsports Page we like to print some information to help you with your driving or your car. But we just went and saw a film we need to tell you about instead.

One of the current showings at the IMAX theater down at the Seattle Center is "SPEEDWAY-driving with the Andrettis." You thought you were going fast! Wait until you see them screaming down the track in 70 mm-wow!

Basically this film is a documentary that follows the development of Michael's 1996 CART car. From initial construction, through test driving, and most of the way through the race season (this being the exciting part!) they lightly touch on most of the aspects of running a top notch race team. Although the insight into the chassis construction and the development of the Cosworth motor was interesting, when they mounted those 70 mm cameras on the nose of that open wheel car and went wheel-to-wheel with other cars at 180 MPH, that made my heart race. At SIR our street cars might see 120-130 mph, but seeing Mid-Ohio, averaging 160

Speedway

MPH with cameras mounted forward, backward, and to the side, it just gives a whole new appreciation for true racing.

Everyone will enjoy this film, it's less than an hour long and you definitely don't have to be a car buff to appreciate the excitement this film generates. I'm not sure how long it's playing here in Seattle.

You can call the Pacific Science Center IMAX Theater at 443-4629 (IMAX) for more information and show times. Go see it!!!

A Successful Driver's School at Bremerton

by Jacqueline Kahn

ongratulations to all those that completed our High Performance Driving School this past May! We had an exceptional turn out of studentsover 60! All with smiles and eagerness to learn—and learn they did! Along with the variety of car control skills the students also got the opportunity to learn these skills in a variety of weather conditions, which as we all know is a great way to learn.

Several students got their first feel for 'loss of car control' in a controlled environment where the worst that happened was a few cones were down and maybe a few dirty cars! They soon learned the limits of their cars and now have a better feel for the limits of both their cars and themselves. Daily commuting for them will now be enhanced with this new knowledge and they are on their way to becoming High Performance Drivers.

An exceptional turn out of BMWs was present, varying from older models like the 2002s to the new line including the Z3. Other than a BMW dealership, I haven't seen this many BMWs in one place in quite some time, especially M3s!! Other car models present rounded out the day for a super variety of fast, fun cars!

Although some members attend our schools for primarily learning car control skills for everyday driving, there are those members who also 'got the bug' and want more! For them, our Lapping Days at SIR are a great venue. In fact, our students in the Z3 were so pumped up after the school they started looking into where to buy a roll bar for their car so that they can join us for lapping events!

Our club hopes that by offering these types of schools and track events, we are providing something our members want and enjoy. We appreciate any feedback on our events, remember this is your club, so let us know how we are doing and if there's something else you'd like to see. We believe our High Performance Driving Schools are some of the best in the area for the skills learned and for the low cost, which make it an accessible school for everyone.

If you missed the driving school in May, watch future Zündfolge issues for the November 2nd school at Bremerton Raceway and sign up!

A BIG THANKS to all our Instructors —you did a great job and we couldn't do it without you!!!

More Lapping at SIR July 19th!!!

by Jacqueline Kahn

By the time you read this we will have already completed our first lapping day at Seattle International Raceway, which was June 8th - hope you were able to join us and had a great time! If not, here's your second chance! Saturday, July 19th is our second and final scheduled lapping day for our club this year at SIR. So don't miss your chance to drive at a great local track.

To attend our lapping events, drivers need to have either attended one of our Driving Schools or have prior track experience.

Please pre-register by filling out the attached Registration Form and mailing it to Jacqueline Kahn at 8034 NE 178th Lane, Bothell, WA 98011 by July 7th. If you have any questions you can reach me at (425) 481-9571 (or email KAHN@ESCA.COM).



(by Furney's Nursery)

Driving Events Calendar

June

15th

Event #4 WWSCC Autocross, call for location -Hotline 206 255-0658.

20, 21, 22nd

GI Joe's 200, Portland International Raceway. This is the closest the real open wheels (Indy Cars) get to Seattle. The speed of these cars down the straight will make your head spin!

21st

Alfa Romeo Club Lapping Day at Seattle International Raceway. For more information call Dan Alvis at 206 582-0803. 22nd

Event #4 SCCA NWR Autocross, call for location, 206 292-0500

28th

BMW ACA Portland hosts Porsche, & Alfa at PIR for high performance driving.

July

12th

Audi Club at PIR. Call Stan at 360-748-7920 for more information.

19th

BMW ACA Lapping Day at Seattle International Raceway. See this month's Zündfolge for details and registration.

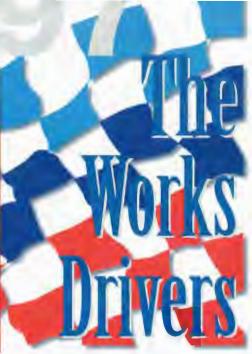
Name		
Address		
Year & Model Car		
Phone No. Home ()	Work ()	
Number of Previous Track Event	s	
Driving Level: (Novice, I, II, III	, Instructor) Circle One	
Pre-Registration Cost: \$75 -by J	uly 7th	
Final deadline cost: \$85 -No late	r than July 14th	
Two Drivers in One Car, Add \$25	5	
Non-members, add \$25, which wa	ill be applied toward a BMW membership.	
Total Amount Enclosed \$	Please make checks payable to BMW ACA	
Driving Goals		



ANV. WESTERS Johnny Cecotto



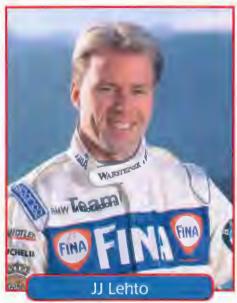






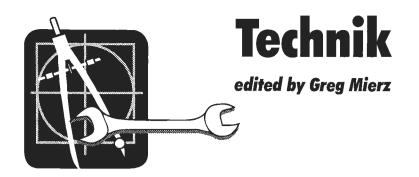












This month I'm sharing an article that's reprinted from *Import*Motor-Age Magazine:

O₂ Sensor Diagnosis

Though most motorists don't even known what an oxygen sensor is, let alone that their engine may have one or more of these devices, the fact remains that sluggish O₂ sensors cause a lot of driveability problems. A recent EPA study found that 70 percent of all vehicles that fail an I/M 240 emissions test need a new O₂ sensor. To prevent such woes, the O₂ sensor can be replaced for preventative maintenance during a tune-up. Unheated 1 or 2 wire O₂ sensors on 1976 through early 1990s applications should be replaced for preventative maintenance every 30,000 to 50,000 miles.

Heated 3 and 4-wire O₂ sensors on mid-1980s through mid-1992 applications should be changed every 60,000 miles. And on OBD II-equipped vehicles (all '96 and newer), the recommended replacement interval is 100,000 miles. The O₂ sensor is the master switch in the fuel control feedback loop. The sensor monitors the amount of unburned oxygen in the exhaust and produces a voltage signal that varies from about 0.1 volts (lean) to 0.9 volts (rich).

The computer uses the O₂ sensor's signal to constantly fine-tune and flip-flop the fuel mixture so the catalytic converter can do its job and clean the exhaust. If the O₂ sensor circuit opens, shorts, or goes out of range, it usually sets a fault code and illuminates the Check Engine or Malfunction indicator lamp. But many an O₂ sensor that is badly degraded will continue to function well enough not to set a fault code but not well enough to prevent an increase in emissions and fuel consumption.

So the absence of a fault code or warn-

ing lamp doesn't mean the O₂ sensor is doing its job.

Deterioration of the O₂ sensor can be caused by a variety of substances that find their way into the exhaust (such as lead, silicone, sulfur, even oil ash) as well as environmental factors such as water, splash from the road, salt, oil and dirt. A sluggish sensor may not allow the computer to flip-flop the fuel mixture fast enough to keep emissions within acceptable limits. A dead sensor will cause the system to go back into open loop with a fixed, rich fuel mixture. Fuel consumption and emissions go up, and converter may suffer damage if it overheats.

A good sensor should produce an oscillating waveform that flip-flops from near minimum (0.1 to 0.2v) to near maximum (0.8 to 0.9v). O2 sensors in feedback carburetor applications have the slowest flip-flop rate (about once per second at 2,500rpm), those in throttle body injection systems are somewhat faster (2 to 3 times per second at 2,500rpm), while multiport injected applications are the fastest (5 to 7 times per second at 2,500rpm).

When the mixture is made artificially rich by injecting some propane into the intake manifold, the sensor should respond almost immediately (within 100 milliseconds) and go to the maximum (0.9v) reading. Likewise, making the mixture artificially lean by opening a vacuum line should cause the sensor's output to drop immediately to the minimum (0.1v) reading.

Hope this clears up some of the mystery on the O₂ sensor. According to Bosch statistics, a failed or faulty O₂ sensor is the #1 cause for vehicles to fail state emissions tests nationally. Further, their statistics from the O₂ sensor catalog show that the 10-15% reduction in fuel economy caused by faulty sensor for a car driven

11,000 miles a year costs \$92 a year in excess gas, more than the cost of the replacement sensor. And according to a recent survey for the California Air Resources Board (CARB) (You California BMW owners know what kind of buggers these folks are), "Repairs involving the oxygen sensor accounted for 77% of the overall HC (Hydrocarbon) and 94% of the CO (Carbon Monoxide) reductions. The study examined fuel-injected vehicles which failed the California State emissions test, and were then repaired so that they would pass the emissions test. The number of times certain repairs were needed were tallied and then ranked in the order of repair frequency. Replacing the O2 sensor was by far the most commonly needed repair to "clean-up" harmful emissions. In fact 70% of vehicles tested needed new O2 sensors.

There are three oxygen sensors used on BMW's. There is a 1-wire unit used from 1982-1985 like 320, 318, 630, 633, 733. Then came the 3-wire heated sensor on almost all BMWs 1985-1987. Finally from some 1987s and up, BMW used the heated 4-wire sensors. If in doubt as to which one your BMW has, simply crawl down under the car and look up along the catalytic converter pipe and look for the silver plug that screwed into the side of the pipe. You'll see the wires coming out of it...simply count the wires.

Replacement is a snap. Simply unscrew the sensor from the cat pipe (you might want to soak the threads with liquid wrench or WD-40 to make removal easier). BMW Dealers and most other parts houses like to sell the sensor with the wire harness attached leading up to your computer box. (There's more profit in selling the whole unit.) However, the only part that goes bad in the sensor is the sensor itself. The wire harness leading up to the computer, like every other wire harness in your car, never goes bad unless there's a fire. Therefore it's more cost effective to just replace the probe that goes into the cat pipe.

I'll try to have a short posting on generic conversion part and suppliers next month after some more research. See ya later.





Drive for the Cure

BMW of North America and the Susan G. Komen Breast Cancer Foundation have teamed up to raise \$1 million to further breast cancer research and build awareness of the disease that afflicts one in nine American women. The "Drive for the Cure" is a nationwide program through which BMW will contribute one dollar for every mile test driven at special events hosted by BMW Retail Centers between now and October 31, 1997. Contributions will be made by BMW on behalf of each test driver, and will result in a gift of \$1 million being made to the Susan G. Komen Breast Cancer Foundation.

The Drive for the Cure will feature two caravans of specially marked BMW vehicles (two fleets of 16) that will be simultaneously moving across the US. The silver fleet is directed to the western and central parts of the country, while the white fleet will travel the eastern seaboard. The caravans will stop in more than 90 cities where BMW Retailers will host special events in honor of the Komen Foundation's 15th anniversary and to generate test drive miles and dollars. The fleet made its appearance at BMW Seattle on Friday May 30th, and at Bellevue BMW Saturday May 31st.

New 3-Series

The new 3-series is almost here. The official auto show debut will be at Geneva in March 1998. The sedan will arrive here first in the summer or fall of 1998 as a '99 model. The coupe comes about a year later. A larger passenger compartment addresses one the current car's few shortcomings. (Automobile)



Z1 Origins

Did you know that the BMW ZI began life as just a fun test mule for the engineers to test the sophisticated Z-axle fitted to the newest 3-series? It then became a concept car for the auto shows, with no production plans. But public demand caused BMW to put it into limited production. During its short life 8.000 were built.

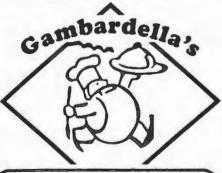
Head Protection System

BMW now offers in the 7-series a Head Protection System (HPS) as standard equipment. In addition to front and side airbags, the new system incorporates a hermetically-sealed tube in the headliner above the door. This tubular structure inflates on impact and stays inflated for seven seconds, providing protection in case the car rolls over.

The combination of side and head protection offers a greater degree of safety than any other system currently available.
(BMW Magazine)

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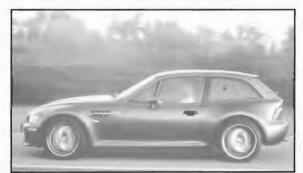
> Stephen Spenser, The Seattle Times

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NEW LAND ROVERS

BMW's subsidiary, Rover, has big plans for its Land Rover division. This fall the all new Freelander will debut. It's a small sport utility with unibody construction, a first for Land Rover. Freelander will be brought to the US market after all, but not until 1999. Also in 1999, the Discovery will get a facelift to see it through until an all new Disco is ready. In 2000, the new Range Rover will become available. Based on BMW's Extended Mobility Vehicle (EMV) concept, it will offer outstanding off-road ability but with exceptional luxury. All engines will come from BMW. Look for a 4.4-liter V8 and a V12 for the ultra-luxe version. The build site is likely to be Spartanburg, alongside the BMW EMV (E53). In 2001, an all new Discovery will be unveiled, using unibody construction. There will





be both long and short-wheelbase versions available. In 2002, the new Defender will arrive. Defender will be the only Land Rover vehicle to stay with body-on-frame construction. The Defender's long suit will be ultimate off-road capability. (Automobile)

M Coupe

BMW has announced what they call "the second of the M twins." Joining the newly announced M roadster is the M coupe. The M coupe will be a new two-seat hard-top version of the M roadster. In other words, a Z3 coupe with the M3 running gear. Unfortunately, the coupe is every bit as ugly as

the spy photos have suagested. BMW says it's for the enthusiast that "dares to be different." We're afraid much less kind things are going to be said about this ugly duckling. Dynamic abilities should be outstanding with the enclosed car. But couldn't they have made it pretty? These are the first official photos of the car. No

word yet on when the M coupe will mar a showroom near you.

M Roadster on Steroids

Think the M roadster with the European M3 motor is the ultimate roadster? BMW admits that their V8 will fit in the roadster's engine compartment. This raises all sorts of wild possibilities. (Sports Car International)

New Mini

The new Mini from BMW's Rover subsidiary will go on sale in 1999, on the old car's 40th anniversary. Rover has shown a number of concept Minis, but none are said to resemble the production version. The next Mini will be a conventional front transverse engine, front-drive car. It will be about two feet longer than the current Mini. BMW says the new Mini will not be a radical car, but it will have lots of character and excellent dynamics. Production is slated for 120,000 per year. Engines will come from BMW's new joint venture factory with Chrysler in South America.

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NEW TOURING

BMW of North America hasn't committed to importing it, but it looks like the new 5-series Touring is on its way here. Although the previous version of the Touring didn't sell well here, there seems to be a limited market for the car in North America. After all, the 5-series is one of the finest cars in the world. And the new version of the Touring features an innovative sliding cargo floor. (Road & Track)

M Roadster

The official press introduction of the European M roadster has been held. The press is raving about this version of the Z3 with the 321 horsepower motor from the Euro M3. Car magazine rates cars from one to five stars. Five stars means exceptional, drive one before you die. The M Roadster got five stars. Here's Car's conclusion: "The M Roadster handles its power with greater ease than you'd expect and, of course, it doesn't have to be red-lined to be fun. The lazy speed of a small car with a big engine is a luxury that you don't have to be an ace to enjoy, and it's an appeal the Boxster and SLK lack and probably always will."

Compact Racers

A new series in England will feature tube-frame. **BMW** tis (Compacts in Europe), shortened, narrowed, and fitted with a 350 cubic inch Chevrolet engine! The series is called Formula One V8 Hot Rods. (BMW Car)



Big Mac Attack

At Silverstone. Schnitzer McLaren BMWs finished first and third in the FIA GT race. Peter Kox and Roberto Ravaglia won by a margin of .625 seconds over an AMG Mercedes CLK GTR. (AutoWeek)

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New Rover Chairman

Walter Hasselkus has replaced Wolfgang Reitzle as chairman of the BMW subsidiary. Hasselkus will remain as CEO. Hasselkus is a BMW AG board member and has previously run the motorcycle division. (Roundel)

Future Rovers

When Rover chairman Dr. Walter Hasselkus was asked what the vision was for future Rover cars (not Land Rovers). he replied, "Rover stands for a prestigious, elegant, comfortable British car with a distinctive design." But doesn't that sound like a Jaguar? "Why not?" comes the reply. (Car)

BMW ROLLER

The rumors return. BMW is said to be looking at buying Rolls-Royce again. Sir Colin Chandler, chief executive of Vickers (the parent of RR), said, "I think BMW is interested. But the point is we are not selling." BMW was recruited to supply Rolls' engines two years ago. The first engine should appear in an allnew car in 1999. And the fact remains, Rolls-Royce needs help. They can not build modern cars without a large parent company in the auto business. (Car)

British Uncontainment

The Performance Car review of the M Roadster worked off the frustration of not being able to get their hands on a 1.9 Z3.

Under big headlines of 'BLOCKBUSTER' they issued the following: "The M Roadster is simply massively reassuring...the steering is consistently weighted, quick and talkative...hitting 155mph the wind roar is deafening, and our hair is about to be ripped out by the roots...only the biggest blockbusting performance cars can

BMW Returns To F1 Racing

deliver this kind of intense experience." Feel better now lads?

It's expected that BMW will announce its return to Formula One at the Frankfurt Motor Show in September of this year. Board approval is pending, but plans are on the table to form a team with Frank Williams to field a BMW engined car by 2000. Williams is currently under contract with Renault, who plans to leave F1 after the current season is completed. (Autoweek)

Britain Bites Back

In the May 1997 issue of *Performance Car*, the Z3 1.9 was reviewed. The writer calls the 1.9 "extremely disappointing" and classifies it as "strictly for poseurs." The reason given for this is the "lack of oomph or character to do justice to the Z3's looks or handling." Of course this has nothing to do with the fact that the Brits had to wait over a year for the right hand drive models to issue forth from the Spartanburg plant. In the same issue reviewers could barely contain themselves describing the M Roadster. Seems this model will be available in Europe first, and later for the U.S.—hmmm...

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1976 2002 Silver/Black, AT, sunroof, exc. int., immac. maintained. All records, low miles 80k orig. Reliable car for student. Only \$4,200. Call Tony (425)644-7770

1975 2002 \$2,950, 1976 530i \$2,950 or OBO, 1980 320is \$2,950 OBO, and 1985 528i \$3,950 OBO. Elanah (425)788-3430

1973 3.0CS Coupe Club member must part with pride and joy to pay medical expenses. Buckskin, cloth/vinyl tan perfect interior, sheepskin covers, power windows, automatic, 50,000 on rebuilt, recently tuned engine. Good tires, all gauges on panel work including clock. Excellent working classic, ready for restoration. \$8,500 firm. 1985 Audi 5000s Four door, white, automatic, leather interior, 109,000 miles, new transmission, new brakes, AM/FM cassette, all power options. \$2,350 OBO. Please call Keith about either car 206-527-2708.

1972 2000 Touring Looking for a special home. Sun roof car, runs well, no structural rust, needs paint. \$4,500 OBO. Job loss forces sale. Wes Hill. 989-9516.

Parts For Sale

1972 2002tii Body I have two. One has tii suspension, the other has matching numbers on an engine that needs rebuilding. \$500 each, will deliver. Wes Hill. 989-9516.

2002 four speeds Have two, one needs new syncros for 2nd gear, the condition of the other is unknown. Brian. 632-3879.

AC Schnitzer carbon fiber upper strut tie bar for an E36. Complete with billet aluminum mounts, never mounted, demo model. Goes for \$900 new, I will sell for \$500. Contact Eric, (408)375-9373 in CA.

Four MSW wheels 16x7 with four 245-45ZR 16" Yokohama 008RS tires. Like new, fits 5 and 7 series. \$950 OBO. Ray (206)450-9225

Three 15" BBS Sport Wheels for E-30 325ix (offset is different than for other E-30s). \$250 each OBO. Richard (206)284-3515 WA

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