



# Zündfolge

November 1997

Official Publication of the BMW Automobile Club of America Puget Sound Region



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**BMW News From The Frankfurt Motor Show**

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He said something  
about clearing his head.

*Spinning his wheels.*

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Seattle*

*10:40 am*

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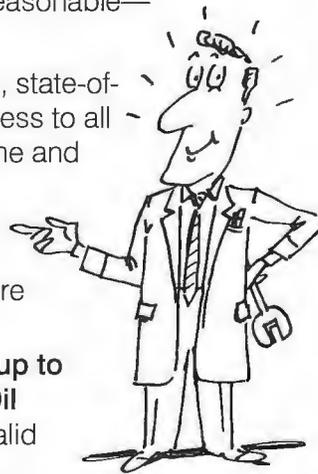
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# Zündfolge

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**Boilerplate**  
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## Calendar

**November 16      sunday**  
**General Meeting** at the Red Hook Ale Brewery in Woodinville. See Jacqueline Kahn's article for more information.

**November 28      friday**  
**Deadline** for the December Zündfolge.

**December 4      thursday**  
**Board Meeting** hosted by Al and Bea Lancaster.

**December**  
**No Activities!** Enjoy the holidays! Peace on Earth, goodwill to men (and women), and may we all continue to drive BMWs in 1998!

**January 24      saturday**  
**Annual Banquet.** Details to come in the next Zündfolge.

**February 7      saturday**  
**Hockey Night** at the Key Arena. See article page 3.

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253 859-5947

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# Meet Your Fellow BMW Club Members at the Redhook Brewery in Woodinville!

Please join us on Sunday, November 16th, from 4:00 pm to 7:00 pm for an informal get together at the Red Hook Ale Brewery in Woodinville as a way to get out and see those members you only see either at the track events or other club outings. Because of our high level of participation at the track events this year, the Club is able to host this gathering, so come out and enjoy! There will be limited space for our party so please call for your reservations. If you haven't seen Red Hook's new facility this would be a great opportunity. Food will be provided and beverages will be available for your purchase. To reserve your place, call me at (425) 481-9571.

—*Jacqueline Kahn*

## Driving Directions:

1. From I-5 take either 520 or I-90 east to 405 north.
2. From I-405 north, take Hwy. 522 east, exit #23.
3. Take the Woodinville exit and stay to the right.
4. Turn right at the second light, Hwy. 202.
5. Turn left at the 4-way stop, Hwy. 202.
6. Travel south approx. 2 miles.
7. The Brewery is just past Columbia Winery on the left.

Redhook Ale Brewery  
14300 N.E. 145th St.  
Woodinville, WA 98072 (425) 483-3232

## Thunderbirds Hockey Night at Key Arena

Due to popular demand, we are repeating the hockey night from last year. Those who attended saw a great game and shared the experience with fellow club members. This year we will be in the Club Section which has its own wait staff and bar access. Tickets will be \$18 each. The date is Saturday, February 7th, and the game will be starting at 7:05pm. The T-Birds will be playing the Portland Winterhawks. If you're interested in attending, please call Hugh Golden (253) 859-5947. We'll have more details in the next *Zündfolge*.

—*Hugh Golden*



## BMW ACA PUGET SOUND REGION NEW MEMBERS



<u>Member</u>	<u>Referred By</u>	<u>BMW's</u>
Reese & Cathi Madsen	BMW Seattle	'70 2002
Alan Oskowski	Internet	'78 635CSi
Sherry Sangan	BMW Seattle	'97 Z3
Frits & Elizabeth Van Oppen	BMW Seattle	'97 528i
David & Allison Elliott	BMW Seattle	'80 633CSi
Fred & Debbie Norris	Request	
Peter Loron	Request	
Stephen Spittler	Kevin York	'88 735i
R & Cindy Willis	BMW Northwest	'97 Z3
Joe Franza, Jr.	BMW Northwest	'98 740iL
John Zweber	Request	
Karl Seeger		'97 Z3
Donna Lidren	BMW Seattle	'94 318iC
Ernest Zwicky	BMW Seattle	'91 525i
Gene & Nancy Williams	Internet	'71 Bavaria
Jason Pringle	Bellevue BMW	'95 M3
Bob & Carletta Fetterley	Request	
John White & Kate Gregory	Request	'95 740i
Theo & Ann McCaugherty		'89 750iL
Sally Fremmerlid	Kevin York	'88 M3
Spiro & Uoula Xenos	BMW Seattle	'89 525i
Shauna Mindt	BMW Seattle	'91 325i
Daryl & Janet Jacob	BMW Seattle	'95 325e, '97 Z3
Ziggy Kaczor	BMW Seattle	'91 318iS
Kathleen & Scott Cummins	Lightfoots	'95 530i

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# Stalls

by Thomas B. Nast

## Are You Experienced?

One of the unfortunate things about new cars is that they are sold by new car dealers. Many people who might buy new cars find more pleasant things to do, such as visit the proctologist or troubleshoot their fax modem. Let's face it, replacing the starter, alternator, steering rack, injection pumps, shocks, bushings, guibos, clutch and brake cylinder is dessert compared to sitting in a cubicle with a salesdroid. Especially if you do it all at once, so you don't keep tracking grease into the kitchen.

Specifics? Here are a few from my file (you can send yours to me at [tbm@eski-mo.com](mailto:tbm@eski-mo.com)).

In some cases, it is your good fortune that the dealer isn't interested in you at all. I experienced this at University Mazda, playing the Invisible Man for half-an-hour before drifting out. Or, they don't take you seriously. University VW decided it couldn't find the key to the demonstrator for me, resulting in a sale by Campbell-Nelson a week later (they knew where their key was). I still haven't forgotten making an appointment to drive an RX-7 at, I think, a Burien Mazda dealer, and when arriving being told (for the first time) that I had to put a thousands-of-dollars deposit and sign a purchase contract on the car before my bottom touched the seat. (Another road-test column lost!) Then there are the dealers who think a test drive is once around a stop-and-go block, with the salescrotin on board, keeping an eye on his precious Yugo. But these are the more benign encounters.

The worst part of the pre-sales experience is trying to find out what the car costs and when one with your options can be delivered. If it is a popular car, you will be asked to pay list price or more. Otherwise, a ritual worthy of an apiary

ensues, with the salesbee gesticulating, producing invoices which purport to, but do not quite, show what he is paying, inventing stories, covering you with pollen and generally soiling his double-knits. The most embarrassing part is the ceremonial dance back and forth to his "manager," who combines the roles of a benevolent deus ad machina and Godot. Even with a contract inked, it is common for delivery dates to slip and for dealers to try to substitute a more heavily-optioned steed (at a higher price, of course) for the mount specified. Don't take my word for it; ask J.D. Powers, whose consumer surveys disclose more than a little dissatisfaction with the process.

Oh, from time to time, somebody tries to do something about this. GM invented Saturn, an experiment in distinguishing car buyers from their ovine brethren, who were elevated to supplying the Saturn salesfolk's clothes (polyester had a few bad years). A few prix fixe dealerships opened up with mixed success, as the shark-infested variety undercut their prices until they go away, in the Redmond tradition.

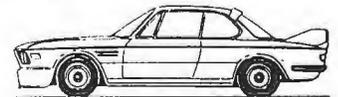
One would think that BMW, Mercedes and the high-end rice-burner buyers would be exempt from the more unpleasant rituals, since buyers disbursing that much cash have a lower tolerance for mal de merde than your average Le Sabre buyer. And to a degree (a certain East Side Mercedes dealer excepted), one would be correct in this assumption. J.D. Powers gives BMW dealers pretty good marks here (fourth, behind Saturn, M-B and Porsche).

The latest innovation comes, not surprisingly, from the land of fruits and nuts. A number of dealerships in Southern California are spending tens of millions of dollars apiece to make themselves into "Experiences." For example, Fletcher-

Jones Motorcars, a Newport Beach M-B dealer, constructed a marble-clad edifice with restaurant, putting green, offices for customers, a fossil museum (gotta keep that polyester somewhere), loaner rental agency and a spa for employees. Just think: After the valet parks your car, the concierge directs you to a sauna for a soaking with your personal sales adviser. After your massage, surf the web or catch a movie while the cleaning staff dusts off your new coupe. And don't forget to pick the kids up from the daycare center on the way out. Hey, I think I want my transmission changed here every week!

Somehow, I don't think the Southern California approach is what most customers need or want to pay for (save in Bellevue). It is not necessary to build a palace to change a culture grounded on sleaze and deceit. All it takes is enough customers willing to stand up and walk out, never to darken the door again. But put that new Belchfire 4WD in front of the customer, and there's no leaving before a deal is sealed. Perhaps the geneticists are right; there is more sheep in us than generally thought. 🌐

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# Meeting At The Hart Collection

by David Lightfoot

In a nondescript building tucked behind Azteca in Redmond, we discovered a jewel. The jewel was the Hart Auto Collection, the site of our general meeting on October 18th.

The place is a little hard to find, and once you get there you're still not sure you're there. It's in an industrial park and looks like a warehouse. Which I guess it is. There isn't even an address above the door. But that's probably because the Harts don't want to attract attention. Once inside, the impact is overwhelming. I've never seen a museum so nicely done with the exception of the Behring Museum in Danville, California. And for Hart Properties, this is their business office.

Upon entering the building, you see a huge wall imbedded with prehistoric fossils. In front of the fossil wall was dis-

played the collection's 1948 BMW Formula Two racer. This part of the building also includes the business office and an enormous conference room. Patrick Hart's office includes dozens of car models and other automotive artifacts and fossils.

Once past the entry though, the car enthusiast really slips into a fantasy world. There are about three dozen cars displayed. The floors are polished black tile of granite or marble. The soft lighting highlights the cars. Around the perimeter there are hundreds of car models. And on the walls are automotive art and posters.

Mr. Hart's collection specializes in MGs. There's a number of historic MGs, many of them with famous race histories. Terminal MG junkie Vance

Jackson was in a euphoric state. There's a bunch of other beautiful cars including a Cobra replica, a Ferrari Dino and a Ferrari Daytona.

There are four BMWs in the collection. Besides the Formula Two car, there's a wildly modified M1 that many saw at the concours in July, a Sbarro 328 with 2002tii running gear, and a children's miniature 328. The kiddie car would make a cute stablemate to Nancy Martin's full-size 328. The little 328 is no pedal car; it has a Honda motor behind the seat. There's a second kiddie car in the collection, a Bugatti. It's also very nice.

Our thanks to Hart Properties for allowing us to visit their offices and collection. Patrick Hart was not able to be there for our meeting, so son Bill filled in as our host. About 50 members attended, and for the rest of you: ya shoulda been there! Ya missed a good one. 🍷



The entrance display at the Hart office.

Members swap engine stories.



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# Performance Driving vs. Competition

by Ken Hill

**B**y the time you read this our last driving event of '97 will have come and gone. Hopefully you took the opportunity to make at least one of the sessions, either the open-lapping at S.I.R., or one of the great driving schools held at Bremerton. Our goal for those that attended was to insure that everyone had fun (lot's of it!), but that they also learned something new, or at least now think differently about how they approach driving.

The intent of our club events is to help make safer, smoother, and smarter drivers. Along the way most everyone becomes more proficient at the task, more confident with their abilities, and is generally able to get more performance and smiles out of every mile driven. But to some, there may be a down side to our club driving events. We continue to have members come up and ask us when we are going to put on a competitive event. They want to be able to get closer to the other cars, they want to pass in the corners. They want to go **racing!!** Bluntly put, we can't do it.

We just don't have the necessary resources, equipment, medical staff, professional training or insurance to successfully sponsor a club racing weekend. At least not yet anyway. But for those that feel the need to go faster or fender-to-fender, we have put together a list of information and contacts for you to think about. Since all sanctioning race bodies require a competition driver's license before acceptance into their ranks, and that completion of an accredited competition driving school must happen before applying for the license, we have gathered a list of competition schools for a wide variety of interests. This list is by no means comprehensive; one need only to look as far as the back of any racing magazine to find dozens more, but it contains schools that were personally recommended by fellow members of our club for their

professionalism and course curriculums. And each meets their respective motor-sport licensing requirements (we'd like to hear from anyone that has gone through a Pro-Rally school).

Though tuitions run from affordable to expensive, the dedicated instruction and seat time is the fastest way to learn the competition ropes, and will help determine/convince you (and your spouse/friends/parents/agents) whether motor racing is something you really want to do. Use the winter months to decide what you want to run, and how much you want to spend. Competition driving schools are a great experience even if you decide NOT to sell the house to finance an Indy team. But who knows, Michael Andretti could be looking for a back up driver...

## DRAG RACING

### *Frank Hawley's Drag Racing School*

Whether your objective is to improve your skill and knowledge in the sport of drag racing, or to complete your NHRA competitive license requirements, since 1985 Frank Hawley has taught students in everything from top alcohol dragsters and funny cars, to pro stock motorcycles. Headquartered at Pomona Raceway in Pomona, California, the curriculum covers training on reaction time, focusing techniques, effective practicing, and of course, a lot about safety and handling. Tuition starts at just \$99, and half day and full day programs are available. For more information about the school and its course offerings, call toll free 1-888-901-7223 or 909-622-2466.

## MOTORCYCLE RACING

### *dP Safety School*

Teaching track and touring concepts at some of California's best know race venues, dP Safety School provides valuable competition and street-safe motorcycle riding techniques. The accomplished

AMA racers and teachers will take you from a thorough tech inspection to the track, riding with you to watch how you respond to situations and how you normally ride your bike. Track riding is the best and safest place to really explore the limits of the motorcycle, and their instructors will help break bad habits, tune perception and response circuits, and hone your survival skills. Touring programs are available. For more information on course programs and licensing requirements, contact Dennis Pegelow at dP Safety School, PO Box 1551, Morro Bay, CA 93443, or call 805-772-8301.

## CIRCLE TRACK

### *Competitive Edge Racing School*

From Test Drive programs starting from just \$495, to one, two and three-day competition courses, your classroom becomes a 1997 Ford Thunderbird Pro 4 Super Stock race car. The staff at Competitive Edge Racing School concentrates on the fundamentals, working exercises in understeer, oversteer, and skid control. As speed and confidence build, techniques in heel-toe, trail braking, and downshifting will be covered. Emphasis is placed on car set up, with sessions specifically designed to practice starts, passing, and qualifying. To receive more information on the 1998 schedule and course descriptions, contact Randy Koch at 14919 NE 147th Ct., Woodinville, WA 98072-9010, or call 425-485-2840.

## Kart Racing

### *Jim Hall Racing Inc.*

Imagine the fun and the speed of racing in 90' mph 6-speed shifter karts, an inch off the ground. One of the most cost effective and fastest growing forms of motor racing, Kart racing can be enjoyed by the whole family. Program tuition at Jim Hall Kart Racing School includes everything, all new race-ready karts, track fees, driver

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### Road Racing

#### ProFormance Racing School

Located at Seattle International Raceway with programs available in Portland as well, ProFormance Racing School is a great way to receive personalized instruction at our premier local road courses. In addition to providing corporate programs and high performance driving clinics, ProFormance Racing School is fully accredited by SCCA, ICSCC and SOVREN. ProFormance graduates can also take advantage of additional benefits like race car rental programs, personalized race-coaching, and additional lapping days. The instructional staff at ProFormance are all local race drivers, and are a great source of information and advice. For a complete list of 1998 school programs and course schedules, contact Don Kitch at 425-630-5130.

### Open-Wheel Formula Racing

#### The Big Three

There are three BIG names in racing schools, and all offer open-wheel competition courses as well as sedan and safety curriculums. Each has their own style of instruction. All have been very successful at teaching thousands of people to drive faster and safer, on and off the race track. With programs designed to challenge the beginning student as well as provide an amateur racing series for the more accomplished driver, many of their graduates have gone on to become internationally known professional drivers. These schools are not cheap, but the intense instruction and dedicated seat time easily compensates for the investment. We recommend making the calls and finding the program that fits your needs and ambitions.

Contact:

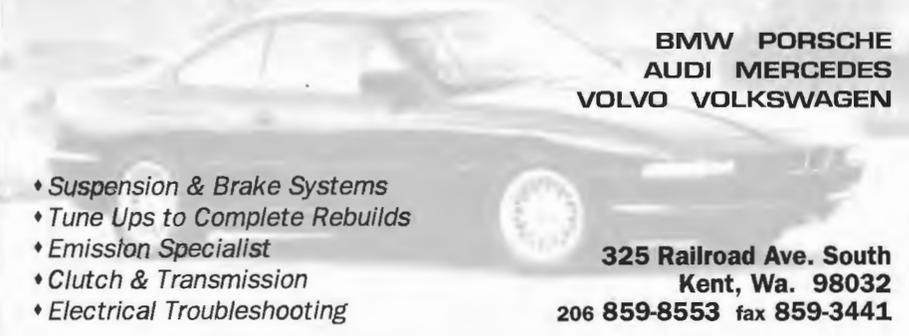
**The Bob Bondurant School of High Performance Driving** at Firebird International Raceway, PO Box 51980, Phoenix, AZ 85076-1980. Phone 520-796-1111 or 800-842-7223, or visit the web site at [www.bondurant.com](http://www.bondurant.com)

**The Skip Barber Racing School**, 29 Brook Street, PO Box 1629, Lakeville, CT 06039. Telephone 800-221-1131 or 860-435-1300. Email: [speed@skipbarber.com](mailto:speed@skipbarber.com) or [www.skipbarber.com](http://www.skipbarber.com)

**The Jim Russell Racing School** at Sears Point Raceway, 29305 Arnold Drive, Sonoma, CA 95476. Telephone 707-939-7600, or visit the web site at [www.russellracing.com](http://www.russellracing.com)

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# Frankfurt Motor Show

by David Lightfoot

In September of odd-numbered years the Frankfurt Motor Show is held.

This is the biggest automobile show in the world. And since this is the German manufacturer's home show, they pull out all the stops. This was a big show for Mercedes, what with the debut of the Swatch car and the European debut of the M-class. So BMW did its best to upstage Mercedes by making a whole series of important announcements.

At a huge press conference on the eve of the show, September 8th, BMW presented what they called, "no less than ten world-first achievements" to the international media.

BMW CEO Bernd Pischetsrieder opened the event with an overview of the current position of the BMW Group. During the first eight months of the year, the Group has sold over 820,000 cars and over 40,000 motorcycles. The car sales include BMW, Rover, Land Rover, Mini and MG. Worldwide sales are running at a record pace.



The new M5, the world's fastest sedan.

## BMW in Formula 1

The announcement was made by Marketing and Motorsports Director Karl-Heinz Kalbfell. As reported in last month's *Zündfolge*, BMW will be the engine supplier to Williams Grand Prix Engineering. Williams has been the dominant team in Formula 1 during the 1990s. BMW engines will be used in Williams Formula 1 cars beginning in 2000. Nelson Piquet drove his World Championship car from 1983 onto the stage.

## The New Mini

BMW has previously shown a number of potential concepts for the new Mini. At



The new Mini—successor to a legend.

the Frankfurt show, they showed the production car. The car will not be shown again until 2000 when production begins. This surprise was presented by Nick Stevenson, Rover's Head of Development. The car was not shown to the public, it was seen only at the press event. The design for the new Mini uses styling cues from the classic Mini. But the new car is larger and the body is smoother. Production is to start in 2000 in Longbridge, England.

## The New M5

The prototype of the new M5 was presented by Adolf Prommesberger, President and CEO of BMW M GmbH. The new version of the "world's fastest sedan" will feature a 5.0-liter V8 engine that produces over 400 horse-

power and over 370 foot-pounds of torque. European production is about one year away. We'll get a version of the M5 in the US about six months later. The new M5 will offered in two versions: one stiffly sprung and one softer, luxury model. Both versions will be extraordinarily quick.

## Diesel V8

Diesel engines are a big deal in Europe where gasoline costs are three to four times as high as in the US. BMW announced a way to have a high performance, big BMW and not spend a fortune on gasoline. The solution is a direct injection V8 diesel with two turbochargers, four valves per cylinder, and common rail technology. Mileage is said to be about 28 miles per US gallon with the engine in a 7 Series. The engine displaces 3.9 liters. It will be available in Europe in about two years.

## C1: A New Type of Vehicle

Since BMW builds both cars and motorcycles, they have been trying to build something in between. Starting in 1992, BMW has presented a series of design studies called C1. At Frankfurt they presented the production-ready prototype. BMW calls C1 a "single track vehicle." You and I would call it a motorcycle. However, it is like no motorcycle we've ever seen before. It is two wheeled, but it has a high level of passive crash protection and "adequate protection from wind



The 15 horsepower C1.

and weather on short distances, for example around town." BMW is searching for a name for the type of vehicle and suggested a few: Urban Personal Commuter, CityMobile, MotoMobile and Car Scooter.

## Z3 Coupe 2.8



*Z3 Coupe 2.8—the side gills are the same as the Z3 Roadster, not the M Roadster.*

C1 is light, mobile, and agile. It weighs but 375 pounds and uses a little 15 horsepower 125cc motor. The C1 uses an aluminum frame that provides remarkable crash protection. The rider wears a seat-belt like a car and two torso belts. It's an interesting concept, but don't look for it in the US any time soon.

### M Coupe

The lovely (?) M Coupe made its official debut in Frankfurt. Actually there were two versions: the M coupe with the M3 motor and the Z3 coupe 2.8. The Z3 coupe 2.8 uses, guess what, the 2.8 liter six. It also has the trim of the Z3 roadster, not the M roadster. The coupe looks better in some of the photos than I have given it credit for in the past. *AutoWeek* says that photos don't do justice to "the car's curvaceous body as viewed in person." There's hope.

BMW describes the Z3 coupe as a go-kart for two with a roof and luggage compartment. The first M coupes will be delivered in fall 1998. Those European customers will get a little rocket. The 0 to 60 mph time is just over five seconds.

### 540i Protection

No, this isn't a 540 with a condom dispenser in the rear armrest. It is a factory-built, high security vehicle. Just the thing if you drive in the Middle East or South Central LA. It looks just like a standard 5 Series. But it has extra-light aramide-fiber armament fitted in the body and thick

safety glass. There are also run-flat tires. The rear windows do not retract and you can't get a sunroof. Passengers are afforded protection from handheld firearms, heavy bars and things thrown at the car. Because the weight of the car is only slightly more than a conventional 5 Series, handling is not compromised. Sales of the 540i Protection have already begun in Europe. Terminally paranoid Americans will be able to get one starting in March 1998. The safety glass will soon be available on all BMW Series. If you want even more security than the 540i Protection, BMW also builds an extreme high security version of the 7 Series.

*540i: protection for the terminally paranoid.*



### Cruiser Bike

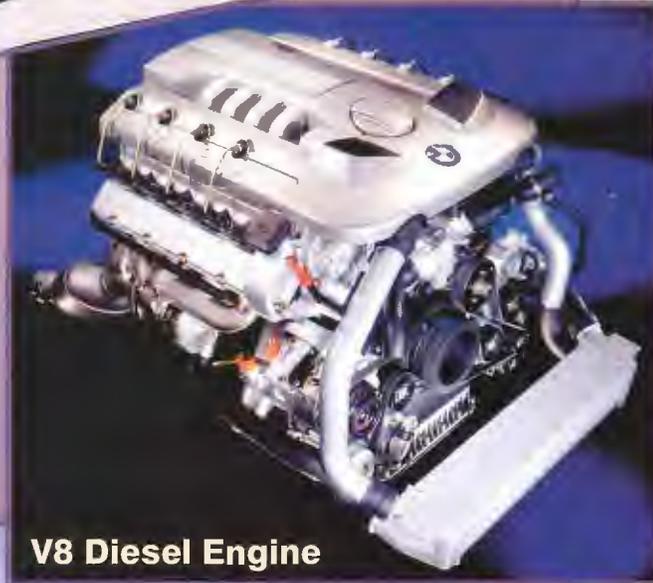
The Europeans got their first look at BMW's new R 1200 C motorcycle. This bike had already debuted in the US. This is BMW's first ever cruiser. Cruisers make up one-third of the current motorcycle market. BMW's entry aims for a market niche of people who want a quasi-Harley look, but also insist on a bike that will actually handle and has modern features. I've heard Harleys described as being like a brand new 1959 Cadillac. The R 1200 C is a thoroughly modern bike but has classic styling. A very good looking motorcycle. BMW calls it an "American way of bike."

*cont. on page 12...*

# Frankfurt



Z3 Coupe 2.8



V8 Diesel Engine



New M5





C1 Car Scooter



New Mini



R1200C



323ti

1997

...cont. from page 9



323ti: one hot hatch.

**323ti**

This is BMW's entry into the hot-hatch market. As you might guess, it's a ti with a 2.5 liter six. We won't see it in the US. Too bad as the car is getting rave reviews in the European press. It seems that 170 horsepower transform the little hatch.

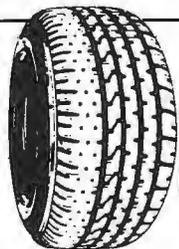
**Land Rover Freelander**

Land Rover is going down market to compete with the Toyota RAV4 and Honda CR-V. Smaller than traditional Land Rovers, Freelander is also more stylish. This is an entry-level sport utility that will be offered in three and five door configurations. It may come to America eventually, but they don't have an acceptable engine that will fit yet.

In future issues we will cover some of these interesting new vehicles in more depth. Clearly, BMW is a dynamic company that is active on many fronts.



Land Rover Freelander— a smaller, sportier Land Rover



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# Sun, Sea, And A Driving Road For The Ages

by Tom Williams

The sun casts streams of light through the tops of the trees lining both sides of the road. You accelerate, reveling in the engine's sound. Diving into a corner at a spirited pace, you tap the brake pedal and drop into second. Unwinding the wheel, you slide the gear lever into third, then fourth as you accelerate toward the next turn, a downhill left hander bearing a vague resemblance to part of the corkscrew at Laguna Seca.

An hour later the road straightens. You're disappointed at first, because you wanted the fun to continue. But you soon fall under the spell of salty sea breezes wafting from the water just a few feet away. Between the homes dotting the shoreline, you catch glimpses of the rocky beach with white oyster shells glistening in the early afternoon sun. Soon, you'll be enjoying lunch and conversation with acquaintances old and new. The exhilarating driving may have ended, but the cool-down lap isn't half bad.

This may be a typical car enthusiast's fantasy, missing only Cindy Crawford (or Mel Gibson, take your pick) reclining in the passenger seat. But the fantasy became reality on the club's Hood Canal Tour September 20th. Organized by tourmeisters Brian and Karen Horne, it was the best day tour I've driven in twelve

years with the club.

Thirteen cars met at Sedgewick Road off Highway 16 near Port Orchard. Brian led the pack in his Atlanta blue Z3. Karen handled the sweeper role in her 328is.

They were joined by: Bill and Chris Linder, '87 535is; Roger Wales and Diana, '88 M5 turbo; Jim Millet and Gloria, '94 325is "with everything;" Robin Buerki and Jodi Coval, '88 325is; Lucetta Lightfoot and sister Anna Lowman, '88 M5; Henry Polin, '93 325is; Greg and Jan Cromwell, '96 Z3; Doug and Kay Miles, '92 325is; Doug Fillbach, '85 Porsche 944; and Jeff Dragness, '79 Corvette.

After pitting at the local McDonald's, we followed county roads to State Highway 3. At Belfair, we turned north on the Old Belfair Highway, destination Seabeck and Scenic Beach State Park.

The early morning fog had dissipated, revealing a blue cloudless sky. The recent rains had given trees and other vegetation a crisp, clean aroma. The warm sun made one think it was still mid-August. For this day at least, I wanted a Z3.

At the park, we munched on donuts that Karen brought, walked on the beach, and tossed rocks in the water. Back to the car, and the fun began. The run between Seabeck and Tahuya is one of the best drives anywhere in Western Washington. Fast sweeping corners, right-angled sec-



At rare sight on the tour—BMW's at rest.

ond-gear corners, on-camber and off-camber, uphill and downhill. Almost an hour of driving enjoyment, and, on this day, uninterrupted by traffic or other distractions.

At Tahuya, the forest gave way to waterfront homes and traffic. The last leg of the trip followed the east shore of the Canal to Victoria's restaurant, near the small town of Union. We lingered a couple of hours over lunch before heading back home.

The event set high standards for driving, scenery, and even weather. When Brian organizes another tour, I'll follow along. You might want to join us. ☺

The reward for not getting lost was a great lunch at Victoria's.





# Technik

edited by Greg Mierz

## Getting Prepared

**W**inter is coming and there are always things that should be done to prevent a potential disaster. Colder temperatures, longer night-time and such put an extra drain on the battery and charging systems, the cooling system is under stress that's different than the higher temperatures of summer and nobody wants a breakdown, especially in the winter.

If your BMW is three years old or older, the first thing to do is check your battery connections, fluid levels and charging system. Before you disconnect your battery, make sure you've got the security codes for your radio written down. If you disconnect the battery you'll need the codes to put back into the radio to get it to work. Look at the battery terminals for corrosion, put new corrosion prevention washers under the cables if necessary. Check the belts for tightness and for wear. There should be no cracking and no glazing of the rubber. If they're four years old, it would be a good idea to replace them. Look carefully at the radiator hoses, there should be no swelling or cracking. Again, if they're four years old replacement should be considered. Hoses can look fine outside but be cracking from the inside.

If you've got regular antifreeze in the system and not the newer style long-life type and it's two years old, replace it. The additive package in it is probably gone and should be replaced. The new longer life antifreezes should work well as a replacement. Also look at the heater hoses and other smaller coolant hoses. Run your heater and check its heat output. Should be nice and toasty. Certain model mid-'80s BMWs such as the 5 and 6 Series will have the heater valve fail in such a

way that it will put out heat at low engine speeds but not at higher speeds. The problem is fixed by replacing the guts of the valve. BMW has a repair kit for it and it isn't a real tough job to do.

Other electrical checks should include a complete lighting check. Make sure all the brake lights, tail lights and turn signals work. The longer hours of darkness mean the lights are on a lot longer and seeing and being seen are very important. Check out the fuse box, remove the fuses and put them back in. This cleans the contacts. If the battery in the car is over five years old it can fail without warning. Check your owner's manual as to jump starting procedures as a precaution in case you need it. It will usually mean pulling certain fuses to protect various electrical components from voltage overload.

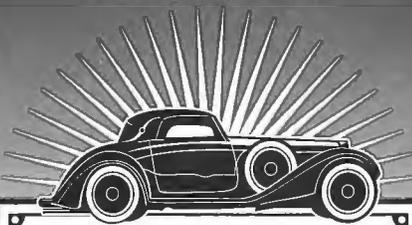
Wet weather means lots of wiper usage and it is time to change the blades or at least the inserts before it gets so you can't see where you are going. The windshield should be well cleaned. Rain-X can be useful, but my experience is to NOT do the windshield with it. The light mist conditions in Western Washington don't make big enough droplets to let the effect of Rain-X work well. The wipers will wear it off and I don't recommend it for that reason. It works great on all the other windows through. It will make frost removal easier and help the water run off much easier. Clean the inside of the windows well and they will defrost better and will improve visibility at night.

Check your tires for adequate tread depth. Hydroplaning can be a lot of fun (skidpad style) or a real scare. If you plan on real snow conditions, buy a real set of snow tires and get extra wheels for them. BMWs can go well in the snow but need REAL winter tires to do so.

Use good sense in driving this winter

season; don't tailgate, BMW brakes are great but don't try to find out how good on the highway. Save that for a driving school. Clean your windows thoroughly if you park outside. A little time spent cleaning off the windows will make for much greater visibility and with our traffic conditions, we need all the help we can get. 🌐

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## *Rolls-Royce For Sale*

Rumors have been circulating for several years that Rolls-Royce would be sold by its parent company, Vickers. Wolfgang Reitzle even had an agreement with Rolls-Royce but the BMW AG Board wouldn't approve it. But all the while, Vickers denied it had an interest in selling. Until now.

Vickers has officially put the venerable marque up for sale. The announcement came on October 27th, the day the Dow Average dropped 554 points. Analysts peg the likely price at around \$650 million. BMW seems to be in the lead to acquire RR. BMW already supplies engines and other components to Rolls-Royce. And BMW has a joint venture with Rolls-Royce PLC, the aerospace manufacturer, and the owner of the Rolls-Royce name. Rolls-Royce PLC is separate from the car maker and has the right to approve any deal. The car maker and the aerospace company were split up in the early 1970s.

Other suitors for the world's most famous car company may include Toyota, Daewoo, Ford, Fiat, and Daimler-Benz. But Ford and Fiat say they aren't interested. Daimler-Benz, maker of Mercedes automobiles, says it will concentrate on its Mayback model, a new ultra-luxury Mercedes. Daewoo is suffering financially. Toyota could buy Rolls-Royce out of petty cash, but Japanese ownership would be difficult for the British to accept. That leaves BMW, who already owns many of the British automotive legends. But the BMW Board is notoriously conservative and will drive a hard bargain. BMW has admitted interest in buying RR.

Rolls-Royce production peaked in 1990 at 3,333 units sold. Last year they moved only 1,744. US sales, hurt by the luxury tax, were only 462 last year. (Wall St. Journal)

## *BMW-Williams Sports Cars*

The new BMW-Williams GT car won't be ready until the 1999 season. BMW will be represented next year in FIA GT racing, probably, by privateers racing the now somewhat outdated McLaren F1 GTR. Also during the 1998 season, Williams will likely field a one-time open sports car entry to run at Le Mans. The engine will be from BMW, and is likely to be the four-liter V8 being developed by BMW M for use in the US. (Roundel)

## **Bellevue BMW Sold**

Republic Industries, owned by Wayne Huizenga, has purchased Bellevue BMW along with 38 other dealerships in six states. Republic aims to create a chain of car superstores. Republic plans to acquire as many as six dealerships in the Puget Sound area, according to Al Monjazebe, former owner of Bellevue BMW. Monjazebe will stay on as President of Bellevue BMW. The purchase of Bellevue BMW was part of a \$250 million acquisition of 39 dealerships. Republic now owns 199 dealerships, in addition to the Alamo, National and Spirit car rental companies. The value of the Bellevue BMW deal was not disclosed, but Republic said that the dealership had \$35 million in sales last year. (Eastside Journal)

## **BMW EMV**

BMW'S RESPONSE TO THE MERCEDES M-CLASS IS CALLED THE EXTENDED MOBILITY VEHICLE (EMV). IT'S EXPECTED TO DEBUT AT THE 1999 FRANKFURT AUTO SHOW AND BE AVAILABLE IN 2000. BMW WILL LET LAND ROVER COVER THE HARD-CORE OFF-ROAD MARKET. THE EMV WILL EMPHASIZE ON-ROAD PERFORMANCE. THE VEHICLE WILL BE BASED ON THE 5 SERIES AND BE TALLER THAN THE CURRENT TOURING. BOTH SIX AND EIGHT CYLINDER ENGINES WILL BE OFFERED. THIS PLATFORM WILL ALSO FORM THE BASIS FOR THE NEXT RANGE ROVER, BUT IN THAT APPLICATION WILL BE MORE ORIENTED TO OFF-ROAD PERFORMANCE. SPARTANBURG IS THE LIKELY PRODUCTION SITE FOR THE EMV. (AUTOMOBILE)



## **BMW in America**

In the US BMW employs more than 3,000 people. About 2,000 of these work at the plant in Spartanburg. The Spartanburg plant is currently undergoing a \$200 million expansion. After the expansion, the plant's capacity will increase by one-third to 400 vehicles a day. The plant has about 65 North American suppliers. Nineteen of these are located in South Carolina. In 1996, the plant exported more than \$500 million worth of automobiles to 73 countries. The total will be higher in 1997, and there are 100 countries receiving Z3s from Spartanburg. BMW has 340 automobile dealers in the US and 170 motorcycle dealers.





## Z8

The BMW Board has given the go-ahead for the car that will become BMW's newest flagship: the Z8. The styling is heavily retro, reminiscent of the Jaguar E-type and the BMW 507. The headlights are faired in and the rear end is very tapered. There is still a good size trunk. The chassis is to be a special structure, unique to the Z8. Some sources say it will be aluminum, others say steel. Using the BMW numbering system, the car is code-named E52.

The body panels will be made from aluminum and bonded to the chassis. This is a new construction technique for BMW and makes for an extremely stiff car. The result should be class leading handling and performance. And the class the Z8 is aimed at is the Mercedes SL600 and the new Porsche 911 cabriolet. BMW M has worked on the suspension and the results are supposed to be extraordinary.

The standard engine is rumored to be the 4.4-liter V8 from the upcoming M5. This motor puts out in excess of 400 horsepower. Not enough? There's supposed to be a 48-valve V12 which produces over 500 horsepower and should be able to blow off Corvettes and Vipers, while remaining oh-so-refined.

The front suspension is said to be a multi-link unit. The rear is a Z axle, as found on most BMWs. The optional transmission is a sequential manual, an upgrade of that currently found on the Euro M3.

Price for the "standard" Z8 will be in excess of \$100,000. If you have to ask the price, you can't afford the V12 version. Total Z8 production is to be limited. Some sources say to 1500 units per year worldwide, others say as many as 10,000 per year. Demand will probably decide rather than BMW. In any case, Z8 owners won't see themselves coming and going. Launch of the cabriolet is to be in 1999. The 8 Series coupe will continue on until a coupe version of the Z8 is ready in 2001. The two year delay in introducing the coupe is said to be due to a big effort to make sure the coupe doesn't look like the cabrio with a roof. Some at BMW feel the Z3 coupe looks too similar to the roadster. (Editorial comment we can't resist: These same folks probably think a buzzard looks too much like a canary.)

## Dinan Warranty Clarification

BMW's limited new-car warranty covers vehicles that have been modified but does not cover the systems that have been modified or the systems directly affected by the modification. If, for example, the electric seat adjuster on your modified vehicle fails, BMW still covers the repair if the vehicle is under warranty, since the modifications to the engine or drive train did not cause a failure in the seat adjuster. But if you alter the engine or its control systems, for example, and this alteration causes damage to other drivetrain components, then BMW will not cover under warranty the repair resulting from the modifications.

As we understand it, Steve Dinan believes that this offers an opportunity for him to enlist willing BMW retailers to represent him in the marketplace, selling his parts and installing the modifications. To support these efforts, he has instituted a Dinan warranty program that basically picks up where BMW's warranty will not provide coverage for repairs resulting from the modifications. By enlisting BMW retailers to represent him in the marketplace, the warranty situation becomes seamless and invisible for Dinan customers; however, it should not be taken to mean that BMW of North America, Inc., is either marketing vehicles with Dinan modifications or providing warranty coverage for those modifications. (Letter from Rob Mitchell, Product Information Manager, BMW of North America, appearing in Car & Driver)



## M3 Convertible

Finally, the US will get the M3 Convertible. Previously, the M3 Convertible couldn't pass the pendulum test. The swinging pendulum would ride up over the front of the M3, which is lower than a standard 3 Series, and take off the windshield and fabric top. That problem has evidently been solved. The M3 Convertible will use the same drivetrain as the current M3 coupe and sedan. Production is to begin in March. They'll be in showrooms for Summer 1998. (Automobile)

## 100,000 Z3s, AND NOW YELLOW

BMW has built over 100,000 Z3s at the Spartanburg plant as of the end of October. And now, finally, BMW is going to add a new color to the Z3 options: Dakar yellow. Before complaining about yellow, let me tell you that the color photos of the car look terrific. Roadsters are meant for sunshine, and now the Z3 owner can provide their own. The yellow paint comes as part of a special package known as the '1998 Dakar Yellow Z3 roadster 2.8 Exclusive Edition.' Whew. This package starts with the Premium Package and adds several options. Premium Package equipment includes a power soft-top that is electrically operated and lots of wood trim. The extra stuff includes black 'Cobra' leather upholstery with Lemon Yellow piping. The four-way power-adjustable drivers' and two-way power-adjustable passengers' seats are electrically-heated as are the outside mirrors. Special Y-spoke, 16-inch alloy wheels and 225/50 ZR tires are also included. Other standard features, which are new for 1998 include a ten-speaker premium Harman-Kardon audio system, with pre-wiring for an optional six-disc CD changer. Twin rollover bars also are part of the standard equipment for 1998. The Dakar Yellow Z3 roadster 2.8 Exclusive Edition adds \$2,450 (\$950 for the Premium Package and \$1,500 for Exclusive Edition equipment) to the base price of \$36,470.

## Designworks/USA Celebrates Anniversary

Designworks/USA, Inc., BMW's US design subsidiary, officially kicked off its 25th Anniversary with the announcement of their 20,000+ square foot expansion. The firm marked the milestone in two ways at a gala celebration held September 26th. Designers, engineers, clients and friends were invited to join in creating a "time capsule car" and a Designworks/USA "history wall" chronologically plotting the firm's first twenty-five years was unveiled.

Noted architect Harry Wolf will design the building addition, consisting of an entirely separate structure located adjacent to the current facility in Newbury Park, California. The new building will be dedicated to expanded capability for BMW, Land Rover and other transit clients.

Each guest to the 25th Anniversary celebration was asked to bring a 1997 memento to pack into a 1997 BMW 3 Series. Each guest was also asked to sign the car. The time capsule car will be entombed at a groundbreaking ceremony in the Spring of 1998, when construction of the new building is scheduled to begin.

The ceremony was attended by Dr. Wolfgang Reitzle, member of the board of management of BMW AG and Chris Bangle, designer-in-chief of BMW AG. Bangle is a former student of Charles W. Pelly, President and CEO of Designworks/USA. Pelly founded the company in 1972 in Malibu Canyon. Designworks/USA has grown to over 70 designers, engineers, model makers, graphic artists and advanced communication specialists. Designworks/USA was purchased by BMW in May, 1995, after a number of successful projects together. The firm is an internationally recognized design leader and has won numerous design awards. To service its rapidly expanding European client base, Designworks is opening an office in Munich in November, 1997.

"Our commitment to innovation has been the cornerstone of our success," states CEO Pelly, and "we intend to build upon our unique blend of design and creativity for yet another 25 years." Designworks/USA provides product development consultancy services for major corporations including transportation, industrial, medical, communications, consumer, and recreational industries. (BMW NA Press Release)

## FORMULA 1 STORY CORRECTIONS

Our feature story last month included an error. On the color centerfold, one of the photos was mis-captioned. The green Benetton car was captioned "1983 Brabham-BMW B186." The car is actually a 1986 Benetton-BMW B186. As the text indicated, Benetton switched to BMW power midway through the 1986 season. Also, another caption misspelled the name of one of Williams' current drivers. The driver's name is Heinz-Harald Frenzen. Our apologies for the errors.



BMW  
Wins it  
All

Bill Auberlen won the GTS-3 class Driver's Championship by finishing second at the last race of the season at Laguna Seca. The Driver's Championship added to the Manufacturer's Championship and Team Championships already clinched the prior week at Sebring. The Prototype Technology Group had already won the 24 Hours of Daytona and the Sebring 12 Hour races. Thus, the team achieved all five of the goals they set at the beginning of the season.

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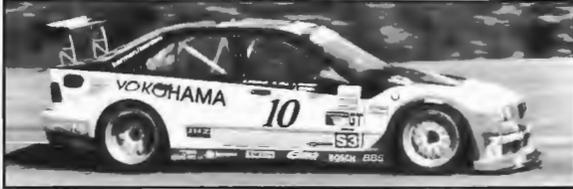
## M3s Win

BMW clinched the GTS-3 manufacturer's title for the second consecutive year on October 17th, when Bill Auberlen and Marc Duez led a Prototype Technology Group BMW M3 sweep of the top three positions in the GTS-3 class of the NAPA Auto Parts Sebring Autofest at Sebring International Raceway. Tom Milner, owner of Prototype Technology Group, also captured the inaugural team championship.

Auberlen stretched his lead in the driver's championship to 12 points over his teammate Javier Quiros, who move into second, with one race remaining in the 11-race 1997 Exxon Supreme GT Series presented by Virgin Interactive, sanctioned by Professional SportsCar Racing Inc.

The BMW M3 domination of the podium at Sebring follows a first-through-fifth sweep at the Festival of Road Racing at Pikes Peak International Raceway on September 28th.

Auberlen, who qualified on the pole for the fourth time this season, and Duez drove the No. 10 Yokohama M3 four-door to the sedan's third victory of the year, finishing a lap ahead of the No. 7 Red Bull/Fina/Yokohama M3 coupe of Marc Duez and Dieter Quester. Quiros and Butch Leitzinger were third in the No. 6 Yokohama M3 coupe.



The No. 5 Conoco M3 four-door of Eduardo Pellerano and John Paul Jr., crashed heavily on lap 25, finishing 21st, when a rear upright failed, damaging the left rear caliper. Driver Paul was unable to brake in the track's hairpin and went straight into the tire barrier. He was uninjured.

Pete Halsmer and Tony Renna, in the independent Mattco Racing entry, the No. 77 Alco Capital Group M3, finished 26th after an early race incident with the No. 39 Porsche. The incident eliminated the Porsche, and points contender David Murry took over the driver's seat in the No. 00 Porsche, finishing sixth. Murry dropped to third in points, but is still in contention for the title.

BMW came away from Sebring with an insurmountable lead over Porsche for the manufacturer's championship. Milner claimed the team championship by virtue of the PTG team's seven wins this season and an insurmountable lead over Michael Colucci's team. The driver's championship will be determined at Laguna Seca in the last race of the season.

## BMW ACA Board of Directors 1998 Positions

The club bylaws call for a nominating committee to select a slate of officers to fill the Board of Directors positions each year. The nominating committee this year consists of **President Stephen Niver, Treasurer Roger Wales, and Zündfolge Editor Lucetta Lightfoot.** If you have an interest in serving as a Board member, please contact a member of the nominating committee. Their phone numbers are listed on page 2.

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# New 3 Series

The next generation 3 Series is



scheduled for introduction at the Geneva Show in March. Dubbed the E46, the car will begin to phase out the current E36 3 Series. The E36 was introduced in 1991 and will have enjoyed a long and successful life. Throughout its life the latest 3 has been the best car in its class and the target of most of the other manufacturers. So just when the others are within striking distance, BMW will raise the bar.

*"The successor to all these cars is due in March 1998"*



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4. Issue Frequency <i>Monthly</i>	5. Number of Issues Published Annually <i>12</i>	6. Annual Subscription Price <i>\$10 (only available to post)</i>		
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4)		8. Annual Subscriptions Price <i>\$10 (only available to post)</i>		
<i>2641 3<sup>rd</sup> Ave. W., Seattle, WA 98199-3109</i>		Contact Person <i>David Lightfoot</i>		
9. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer)		Telephone <i>206-287-2641</i>		
<i>P.O. Box 1259, Bellevue, WA 98009</i>				
10. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank)				
Publisher (Name and complete mailing address)				
<i>BMW ACA, P.O. Box 1259, Bellevue, WA 98009</i>				
Editor (Name and complete mailing address)				
<i>David R. Lightfoot, 2641 3<sup>rd</sup> Ave. W., Seattle, WA 98199</i>				
Managing Editor (Name and complete mailing address)				
<i>Same</i>				
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The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:				
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13. Publication Title <i>Zündfolge</i>	14. Issue Date for Circulation Data Below <i>10-11-97</i>		
15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	Actual No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		<i>1000</i>	<i>1100</i>
b. Paid and/or Requested Circulation			
(1) Sales Through Dealers and Carriers, Street Vendors, and Counter Sales (Not mailed)			
(2) Paid or Requested Mail Subscriptions (Include advertiser's proof copies and exchange copies)		<i>828</i>	<i>910</i>
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16. Publication of Statement of Ownership <input checked="" type="checkbox"/> Publication required. Will be printed in the <i>Next November</i> issue of this publication. <input type="checkbox"/> Publication not required.			
17. Signature and Title of Editor, Publisher, Business Manager, or Owner <i>David R. Lightfoot Editor</i> Date <i>10-28-97</i>			
I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including multiple damages and civil penalties).			
<b>Instructions to Publishers</b>			
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3. Be sure to furnish all circulation information called for in item 15. Free circulation must be shown in items 15d, e, and f.			
4. If the publication had second-class authorization as a general or requester publication, this Statement of Ownership, Management, and Circulation must be published; it must be printed in any issue in October or, if the publication is not published during October, the first issue printed after October.			
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PS Form 3526, September 1995 (Rev. 9/95)			



# Classified Marketplace

## Cars For Sale

**1994 318is** Boston green, tan interior, bronze tint. 17-inch tires and aftermarket BMW wheels. Sunroof and car cover. Bought locally, one owner, records. 63,000 miles. \$23,000. Kristi 425-885-0094.

**1978 320i** Red, automatic. Clean interior and body. American mags. 109,000 miles. \$2,200 OBO. 632-2512.

**1978 320i** Biege. Pristine interior, light engine fire. \$450 OBO. 632-2512.

**1974 2002ii** Inka/Black. 320i wheels, 205 60 R13 tires (75% tread); new paint, Hella lights, brakes (front & rear) & muffler. All numbers match. Strong motor. Good condition inside & out. Needs more TLC than I can give. A steal at \$3,900 firm. Call Darin at 425-392-7678 eves or 206-244-1436 days.

**1972 2002** new Weber, new rear brakes, rebuilt rear wheel cylinders, repacked CV joints. 70,000 miles. \$1,550 OBO. 632-2512.

## Cars Wanted

**1988 or 1989 325iS or M3.** Prior track use OK so long as no barrel rolls. Prefer red. Non-smoker car of course. Please call Lance Richert at 425-430-9133 or 206-232-1700 before you trade your's in to the dealer for a new M3.

**320i.** Good condition with bad automatic transmission or body damage. Mike Ulrick. 425-641-5718.

## Parts For Sale

'96 **E36 328is** parts, will fit any E36 3 Series. All parts are either brand new or in excellent condition. Stock exhaust, \$180; stock sports package springs, \$200; stock shocks, \$200; front bumper, \$250; rear

bumper, \$250; side mirrors, \$230; turn signal lights, \$50; side markers, \$30; rail lights, \$160 or \$200 for whole set. Two Rockford Fosgate 10-inch subs, \$130. Call Aaron at 206-522-5012 or email: aaronliu@nsc-cux.sccd.ctc.edu for more info. Photo available on www: <http://nsc-cux.sccd.ctc.edu/~aaronliu/forsale.html>.

**Dinan Chip.** Upgrade your '93 through January '95 E36 325i or 325is with M50 VANOS engine. Your butt dyno will feel the difference when you replace your stock ECU EPROM with this Dinan chip. Installation is a piece of cake; I'll even do it for you. This chip retails for around \$300; this one's yours for \$100 (including installation). Call Jim days 425-348-2603, evenings 206-542-5237 or email: jmillet@intermec.com.

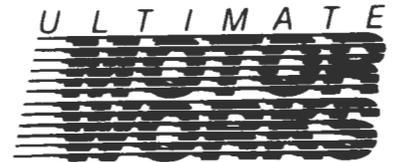
## Parts Wanted

**E36 M3** rear spoiler and M3 (two-door) side molding. Aaron 206-522-5012.

**Wheels** for '91 325iX. Call 784-9459.

**Parts to give away** '81 320i bent right side and right front suspension. Lots of still good pieces. Just haul it away. Mick Nance 253-925-8875.

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Classified ads are free to members in good standing (paid up dues). There is a \$10 fee to non-members. Photo classifieds are \$15 to non-members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to Zündfolge, c/o Lucetta Lightfoot, 2641 39th Ave. W., Seattle, WA 98199. Attn: Classified Ads. Make checks payable to BMW ACA.



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## BMW Service Inspection I or II

Determined by the Service Interval indicator in your vehicle or at approximately 15,000-mile or 12-month intervals. Ask your Service Advisor for details.

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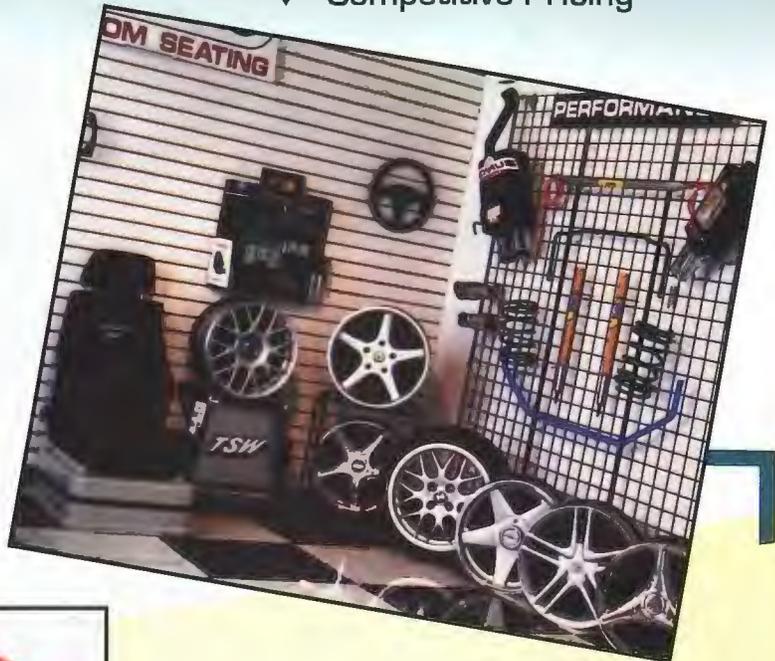
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