



Zündfolge

January 1998

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



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A Racing History**

**Brand Activity Center
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**Laguna Seca
PSR Review**

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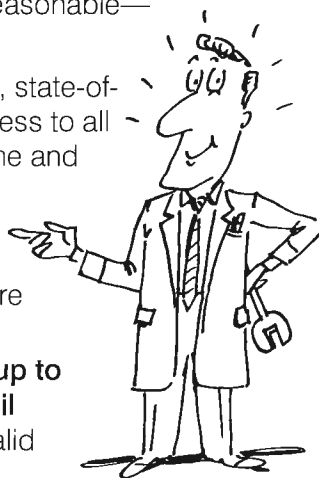
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Zündfolge

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Cover:
The factory 'Fino' McLaren F1 GTR followed by the Gulf #1 McLaren in the Corkscrew at Laguna Seca. Photo by Brian Horne.

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Calendar

January 24 **saturday**

Annual Banquet at the Harbor Club. Pete Lovely will be the featured speaker for this memorable event.

January 30 **friday**

Deadline for the February Zündfolge.

February 5 **thursday**

Board Meeting at the Lightfoots' home.

February 7 **saturday**

Hockey Night at the Key Arena. The club visits the Seattle Thunderbirds as they face the Portland Winterhawks. The game starts at 7:05 pm. Call Hugh Golden (253) 859-5947 for tickets (\$18 each).

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

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Don't Miss This Banquet!

**BMW ACA Annual Banquet
Saturday, January 24, 1998**

Schedule:

7:00pm: Silent Auction

8:00pm: Dinner

9:00pm: Speaker/Verbal Auction

This is the last reminder for the annual club banquet. Response has been overwhelming so far; so if you're reading your *Zündfolge* and have not reserved your space, do so now. The banquet is at 7:00pm on Saturday, January 24, at the Harbor Club in downtown Seattle. The Harbor Club is an elegant location with a stunning view of Seattle. The BMW ACA is fortunate to be able to secure this wonderful location for our annual banquet.

The food is always excellent and plentiful. This year the menu choices are diverse in selection and pricing. All entrees will be served with a chef's selection of seasonal vegetables and an appropriate starch. A Caesar salad with garlic crutons and shredded Parmesan cheese to start with, rolls and butter, and almond chocolate mousse for dessert. The entree choices are:

- ❖ *Grilled Tenderloin of Beef with Cabernet Sauce*
- ❖ *Alder Smoked Salmon with Apple Cider Sauce*
- ❖ *Grilled Chicken Breast with Mushrooms, Port Wine Sauce*
- ❖ *Fettucine with Vegetables in a White Wine Sauce*

The cost for this evening will be based on your meal selection. The beef dinner is \$50, the salmon is \$45, the chicken is \$35, and the vegetarian is \$35 (tax and gratuity included). The club is picking up part of the cost for the dinners. Parking will be paid for by the club on the ground floor of the Harbor Club's building. The garage is enclosed and secured.

The speaker for the evening will be Pete Lovely. Mr. Lovely has been involved with sports car racing for over

40 years. He raced Ferrari Testa Rossas in the 1950s and currently campaigns a Testa Rossa in west coast vintage races. His resume is quite extensive and interesting—a speaker of this caliber is quite rare. See pages 14 and 15 for more about Pete Lovely's racing career. I encourage our membership not to miss this opportunity to meet Mr. Lovely.

The evening will begin with a silent

auction at 7:00pm sharp. Dinner will then be served at 8:00. After dinner, we will have a verbal auction and Mr. Lovely's talk. This is really shaping up to be a fine banquet, and I strongly encourage everyone to attend this club function. If you've never been to a club event, this would be a great first one to attend. All of the board members will be present, as well as a diverse selection of general members.

—Hugh Golden



Driving Directions to the

Harbor Club located in the Norton Bldg: **From Northbound I-5:** exit at Seneca St. Go downhill on Seneca. Turn left on 1st Ave. Go 3 blocks south.

From Southbound I-5: exit at Columbia St. Go downhill on Columbia. Turn right on 1st Ave. The Norton Building Garage is located on the east side of 1st Ave. between Marion & Columbia. Parking is pre-paid by the club. Just tell the attendant you are with the BMW Club. Take the elevator to the 17th floor.

The Harbor Club
801 Second Ave.
17th Floor Norton Building
Seattle, Wa. 98104
(206)623-3532



BMW ACA Banquet Registration January 24, 1998 The Harbor Club, Seattle



Name(s) _____

Address _____

Phone No. Home () _____ Work () _____

Comments _____

Meal Choices (indicate number in box)

☐ Tenderloin of Beef \$50 ☐ Salmon \$45 Total Number of Dinners _____

☐ Grilled Chicken \$35 ☐ Fettucine \$35 Amount Enclosed \$ _____

Mail To: Hugh Golden 23610 51st Ave.S. Kent, WA 98032



Stalls

by Thomas B. Nast

Warmed Over Chicken

Chicken Little has been having a pretty good run.

Chicken Little was most recently sighted at a Save The Earth From Ourselves Global Warming And Self-Congratulating Conference in Kyoto. Our Mass Media, on bended knee, proclaimed that there was only one week to reach an agreement at this conference. Else the poles would melt, and those of us who do not drown in the ensuing deluge will die horrible deaths from melanoma. The survivors, it was not mentioned, would be free to reach an agreement next June at the 9th Annual Global Warming Conference in Hong Kong.

If I understand Chicken Little correctly, various gasses (fluorocarbons, carbon dioxide, hydrocarbons such as methane) enter the atmosphere and cause ozone to deplete over the South Pole. Although causation and quantification are hypothetical and disputed, that is no reason for government not to completely reorder our lives.

Such is the job of government. After all, when TWA 800 fell out of the sky for reasons unknown, our government decided that photo ID, baggage matching, passenger profiling and other expensive intrusions are necessary. It never even occurred to government, upon establishing mechanical failure as the cause, to undo the mischief wrongly imposed. Government must act immediately, no matter how disruptive, on the basis of fear and supposition; and such action is irreversible, no matter what facts later emerge as truth.

Here are a few facts that I plug into my reality checker. These are items dredged from memory, and not talking points from Standard Oil's position paper.

The Earth's temperature has fluctuated greatly over time. In the middle ages, it

got so cold that the Baltic iced over. (Imagine the reception Chicken Little would have received then. "Warmth? Where can we get it!") Fossilized palm trees and ferns have been found under the Alaskan permafrost. Much of Western Washington's landscape was carved by glaciers, not that many millennia ago. We seem to be living in a relatively stable and warm era, on an historical basis.

The Earth's center is of molten metal, mostly iron and nickel if memory serves. An almost unimaginable amount of heat is stored in there, an amount which dwarfs the so-called "greenhouse effect." Occasionally, some of this heat is abruptly released through volcanic processes, along with stinky gasses and a considerable amount of particulate. That dust and ash can and has caused far more climatic change than all the "greenhouse gasses" we could ever hope to create.

Speaking of stinky gasses, it is pretty well known (but rarely discussed in polite company) that livestock sends an estimated 39 million metric tons of carbon equivalent into the air per year (which is one-quarter of all "human-related" methane release; and the amount that is human-related vs. "natural" is just a guess). It is for this reason that the EPA and USDA founded a Ruminant Livestock Methane Program (I'm not making this up), whose goal is to reduce this by 5% in a seven-year period. Tax dollars well spent, I'm sure you'll agree. It is actually not a joke that your car pollutes less than the horse it replaces (and is considerably safer, too).

Finally, it is worth reflecting that in the course of the industrial revolution, during which we have used over a quarter of the Earth's oil reserves, global temperature has risen one degree. One degree. Even if we accept that this rise was caused by homo sapiens (an arrogance of geocentric proportion), it seems a bit much to get too

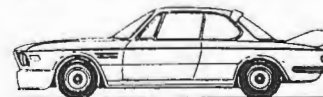
excited about. If the temperature goes up another degree while we use up another quarter of the oil, we'll get along just fine.

And by then, with half the oil gone, we won't be using it much any more. Another two or three decades and we are well under way with a cleaner, cheaper and decentralized energy source. Petroleum will just be used in the chemical industry and, probably, aircraft. The Arabs are banking against this day; the Indonesians haven't figured it out yet. If I'm around, I'll miss the M3s and R100s we enjoy today, but can well imagine their replacements being superior in every respect. Pity all the classic cars that will meet the crusher as a result of the change, though.

So the idea of distressing ourselves and our economy to address "global warming" doesn't strike me as very wise. In other words, just the sort of thing that a government bureaucracy run by exiled graduate students in need of full employment would do.

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Indoor Karting Arrives In The Northwest

by Brian Horne

There may be a winter fix for the northwest performance driver. Grand Prix Raceway has opened a 45,000 square foot indoor karting facility in Fife that features a 1/5 mile track. The facility is modeled after tracks in England, where indoor karting is very popular and has risen to a sophisticated business.

The Honda powered 'Swift' karts are gas burning direct drive models, capable of reaching 40 mph. There are plans to convert these to propane in the future. They sport large bumpers in front and back, which work in conjunction with the rubber belt and tire edge of the track to help keep things in line. The track itself features a 120 foot straight with other sections that are not so straight. The timing and scoring are handled by computer and transponders, and marshals patrol the infield with nasty black flags for the over-exuberant. You can get a printout of the lap times after each session. Each session is 15 minutes and costs \$20. There is a maximum of eight karts on the course at one time.

Participants are required to wear helmets, which are provided or you can bring your own. Motorcycle helmets are approved for use. Overalls and gloves are also provided if you wish to use them. Changing rooms are included in the facility.

The track experience is similar to dirt track racing. The track surface is smooth concrete, and consequently there is a lot of drifting. Off the front straight you put the kart into a drift around the first corner, straighten briefly, into another drift around turn two, and then hard brake into turn three. The rest of the course is similar drifting and braking, the extent of which is determined by the stickiness of the track. Periodically the course workers lay down Karo syrup in the corners which affects cornering dramatically. The lap record is somewhere in the 21 second range, I have been there when 22s were



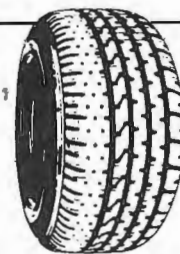
Karts similar to these are used at Grand Prix.

being run, and also when the quickest we could go was in the 37s.

So what is to be gained from karting? It can provide that off-season seat time that so many of us need. Because of the pedal set-up, left foot braking is mandatory which can help if you need practice. It is a very good lesson in smoothness and momentum, and it provides wheel to wheel experience.

Hours are 11am to 11pm daily. I strongly recommend that you call in advance for reservations—they fill up quickly. The facility is located behind Sportco on Frank Albert Road just off 20th, south of I-5 at Fife (just east of BMW Northwest).

Grand Prix Raceway
Indoor Karting Facility
2105 Frank Albert Road
Fife, Wa. 98424
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Let's Go Driving!

by Jacqueline Kahn

Can you believe it, it's already 1998! We hope you all had a safe and wonderful holiday season. We also hope that you are looking forward to the year ahead and planning your schedules around joining us for our track events.

This year we have scheduled an Instructors' Clinic and two High Performance Driving Schools at Bremerton Raceway and three events at Seattle International Raceway. In addition, this year we are organizing the club's first event at Laguna Seca Raceway in Monterey, California! See next month's *Zündfolge* for details.

For 1998 we will continue to provide the MotorSports Page monthly installment. Within this you will find registration material and information on all

upcoming BMW ACA driving events (schools, rallies, etc). We will also include information and contact names of others clubs hosting driving events (where they've invited other Marques to come play). In addition, from time-to-time high performance driving tips and useful track information will be included. If there's a topic you'd like to hear about or have any suggestions, please let us know!

Within the MotorSports Page is a calendar of events, which are separate from the club calendar in the front of the magazine. This calendar is specifically targeted toward our club track events and other motor sport activities. As we move into the year the number of events listed will grow and will include things like: times and dates for televised events (like Grand Prix Racing and information on spectator

events like the GI Joe 200) and the Annual Classic Motor Car Rally. To assist us we'd like to ask anyone who thinks they have something of interest to other club members to give us a call or e-mail Jacqueline Kahn (KAHN@ESCA.COM) and we'll ensure a full and interesting calendar for the real car nuts.

As the months unfold the MotorSports Page will be your resource for club track event information. Stay tuned and we look forward to seeing you this year!!

Have You Ever Dreamed of Driving at Laguna Seca?

**LAGUNA
SECA
RACEWAY**

Have you planned your summer vacation yet? How would you like to spend a few days in June touring with fellow club members, culminating in a lapping day at Laguna Seca Raceway? Your Driving Events Committee has reserved Laguna Seca, the prestigious road course home to the famous Monterey Historic Races, on Thursday June 11th, to give those interested in pursuing a dream the opportunity to make it a reality. Just think; several hundred miles of scenic coastline, exclusive shops, wine country tours, and Laguna Seca. Do we have your attention?

This is a first-time experiment for the Club though, so we ask that you bear with us. Because of the logistics of safely running an event so far from home, we will be limiting the number of entrants that attend, and priority will be given to those taking BMW cars. The expenses of the track require that this event will cost more to attend than our local venues, and a non-refundable deposit will be required upon registration. More information will follow in future *Zündfolges* outlining the intended event calendar and registration process, as well as cost and cancellation policies. We expect the event to fill quickly, so if you have any questions we strongly encourage you to contact Ken Hill at (425)882-6725 (days) or (206)991-6952 (pager) for specific details. Then plan on spending a few days living the dream in sunny California!

Team Seattle Returns to The Rolex 24 Hours of Daytona



Team Seattle will again be fielding a team for this year's Daytona race. There will be 2 teams; car #23 will be driven by Mike Conte, Bruno Lambert, Darryl Havens, and Nick Holt—car #24 by Don Kitch, Angelo Cilli, Chuck Lyford, Byron Sanborn, and Kim Wolfkill. Each team will be driving a 1997 Porsche 911 RSR prepared by Alex Job Racing. The cars will be reaching top speeds of over 170 mph, and maintaining an average speed of about 100 mph.

The Team wrote a check last year to Children's for \$80,000 and has set a goal of \$120,000 for 1998. If you would like to help this effort call Children's for a pledge form (206)527-3851, or see their web site at www.TeamSeattle.com. For a pledge of \$1 or more per lap you will receive a Team Seattle T-shirt. An average of 630 laps is expected, and as Don says "no pledge is too small." If you're interested in Corporate sponsorship, or the Patron Donor VIP Package (see the race in person) contact Don Kitch (425)271-7098.

Driving Instructors Wanted

by Jacqueline Kahn

Our first event of the year is the return of the Instructors' Clinic, February 28th at Bremerton Raceway. This will be a full day event. Our goal is to set standards and continuity between instructors so our track events run smoothly and our quality continually improves. Anyone who has an interest in instructing at future events should attend this clinic.

We will be accumulating a master list of Instructors for 1998 so be sure to attend the clinic. Or if you can't make it please send in the form with the needed information so that we can ensure your name is on the master list.

Our instructors are all volunteers and come out with enthusiasm to help others to become better drivers and in turn often learn something new themselves from our talented students! It's a great way to give something back to the club and all the hard work is so appreciated—just look at the students and you'll see!

PREREQUISITES:

- ✓ Be at a Level Two in your Log Book.
- ✓ Possess a positive attitude and demeanor to work with students at all levels.
- ✓ Be a good example both on and off the track.
- ✓ Be calm in all situations.
- ✓ Be able to explain what is happening between the track and the car, as well as between the car and the driver clearly and concisely.

To register please send the attached form to:

Jacqueline Kahn
8034 NE 178th Lane
Kenmore, WA 98011

Please respond by February 20th.
Questions? Call (425) 481-9571. ☎

Instructors, Clinic Registration Form February 28, 1998 at Bremerton

Name _____ Mem.# _____

Address _____

Year & Model Car _____

Phone No. Home () _____ Work () _____

Number of Previous Track Events (Where, etc.) _____

Driving Level: Novice, I, II, III, Instructor (circle one)

Cost of Clinic \$50, Attending? Yes / No (circle one) Checks payable to BMW ACA.

◆◆ Dinner will be provided, please bring your own lunch. ◆◆

T-Shirt size: SM MED LRG XLRG (circle one)

Mandatory: Please attach a brief history (Bio) of you track experience and driving goals.

Driving Events Calendar

Feb 28th BMW ACA Instructors' Clinic at Bremerton Raceway. Track and classroom sessions scheduled. See this month's write-up for details and registration.

March 1st Alfa Romeo Club Lapping Day for Instructors only at Bremerton Raceway. A great follow-up day to our Instructor Clinic. More track time! For more information call Pete Bristow (253) 661-3580.

May 8th BMW ACA High Performance Drivers' School at Bremerton Raceway. Details and registration information forthcoming in the March & April *Zündfolge* issues. Keep in mind, this is a Friday school, so schedule ahead to be out of work that day!

May 10th BMW ACA Lapping Day for Novice and Intermediate Drivers at Seattle International Raceway. Details and the day's special format to be announced in March and April *Zündfolge* issues.

June 11th BMW ACA Lapping Day at Laguna Seca Raceway! What's that you say? That's right!! Lapping at Laguna Seca. Details to follow next month.

June 21st BMW ACA Lapping Day at Seattle International Raceway. Details forthcoming in future *Zündfolge* issues.

July 26th BMW ACA Lapping Day at Seattle International Raceway. Details forthcoming in future *Zündfolge* issues.

Oct. 31st BMW ACA High Performance Drivers' School at Bremerton Raceway. Details forthcoming in future *Zündfolge* issues.

Nov. 1st Alfa Romeo Club Lapping Day at Bremerton Raceway. A great follow-up day to do some lapping after the school on Saturday and pull those skills you learned together! For more information call Pete Bristow (253) 661-3580.

Additional events outside of our club to be included within this schedule in upcoming issues.

Events are subject to change or cancellation, so watch future *Zündfolge* issues for updated information.



Technik

edited by Greg Mierz

Another Year Gone

Another new year is upon us. These years keep going by faster and faster while I seem to get slower. I sometimes forget how long I've been hanging with the Bimmer crowd in Puget Sound, 19 years or so at last count. A trivia question for those who have been around awhile. What event happened on Nov 26, 1983 that had local TV coverage, newspaper coverage, of course an article in our newsletter and a feature article in the BMW CCA Roundel? It was the first of its kind in the United States. Other chapters across the country followed suit for awhile until the legal (read sue me) climate stopped them. The police were there and certain club members gave it their all to make it work. Answer elsewhere in the magazine.

Brake Down

I recently had an individual bring me a 2002 to work on. I do that sometimes to justify the tools in the garage and help support a teenage daughter. This 2002 had been purchased at a time before and the clutch was acting up. It turned out the slave cylinder needed to be properly bleed. I did that and then went on to look at the brakes. The owner said they weren't working quite right.

I pulled the right front wheel off and, although there was normal wear, it was otherwise okay. I took the car out for a short spin around the block; the brakes were awful. The required high effort with little results and a severe pull to the right. Back to the garage we went slowly to tell owner that the brakes were really bad. I pulled off the other wheel to find the left rear wheel cylinder leaking and ruining the shoes. The right rear was worn but otherwise okay. The left front was a real

mess with no grease cap on the hub, allowing dirt into the bearing and the right caliper on the left side. That leaves the bleeder valve upside down and therefore unbleedable. The previous mechanic should be made to stand in front of this car while it is driven at speed to see if the car can stop.


Moral here is this: Unless you can inspect it yourself, always have a mechanic look at a used car purchase, the money spent is well worth it. This individual could have had a really serious accident driving this car. At least now it has good brakes.

WWW.checkthis.com

The growth of the Internet and the World Wide Web has made it possible to sit home (or maybe at work for some) and find a lot of interesting stuff about BMWs and other things. As the unofficial Internet presence of the club as Web site manager and email digest lurker/contributor I see some interesting Web pages occasionally.

One that is worthy of mention is Ben Liaw's BMW links page. (<http://members.aol.com/benliaw/links.htm>). This

page has almost everything BMW possible linked (listed) on it. Such things as BMW web sites, BMW car clubs from around the world, BMW models, BMW racing, aftermarket companies (a really good one), BMW dealers, BMW graphics and pictures, email services and others. If you want to find out about speed equipment for your new M3, go to the aftermarket page and start looking. There are a lot of tuners and suppliers to sell you the stuff you want. Want a really cool rotating roundel screensaver for Windows? Check out the graphics and pictures. There is a nice Z3 screensaver also. One can spend an entire evening(s) checking out the links that Ben has put together. It is the biggest BMW links page that the guys on the BMW email digest know of and I believe it is the most comprehensive. Check it out.

See you next month. Maybe another trivia question, as my first board position was historian and now as roster manager I've come full circle as digital historian of all the facts. GregM2002@aol.com. 

(See page 18 for the trivia answer)

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Laguna Seca Professional Sports Car Racing

Photos & Story by Brian Horne

What's in a name? If you're Andy Evans, and you want to put on a race at Laguna Seca, the answer to this question is; not much. Perhaps the convoluted story of the purchase of IMSA in 1996 by Evans and its subsequent renaming to 'Professional SportsCar Racing' (PSR) was an indication that rocky times were ahead. Evans bobbed and weaved his way through the first part of '97, playing race driver one day and head of PSR the next. Along the way he lost claim to the 24 hour Daytona race and began the official war with SCCA and Bill France Jr. If you didn't have a program—or even if you did—it was hard to sort out. The event scheduled for October 24–26 at Laguna Seca was named “Visa Sportscar Championships” presented by Porsche, featuring the Exxon World Sportscar Championship, and the Exxon Supreme GT Series presented by Virgin Interactive. Yikes!

No matter, though. When the tri-fold color brochure arrived in the mail from Laguna Seca Raceway I knew I had to go. The brochure could have been beer stained Albertson's grocery bags with crayon caricatures and I still would have been interested. What was the main draw? The FIA GT cars, of course. Not Priestly Jason or Craig 'T' Nelson or the promise of Tim Allen's tool—the GT cars that had been the focus of Le Mans would be a scant 900 miles away.

Along with the BMW/McLaren F1 GTRs would be the Gulf/Davidoff McLarens, the Parabolica McLaren, the Porsche GT1s, the Mercedes CLK-GTRs, and an array of other entries including a Lotus Elise GT1, the big, bad Panoz cars, and in GT2, a Morgan +8, and Saleen Mustangs.

There was speculation in the weeks leading up to the event that it would be cancelled. These were mostly nasty rumors spread by those who couldn't secure rooms closer than San Jose. There was also the concern that the big buck European teams wouldn't bring the whole enchilada—namely the fancy factory rigs with the trick fold-out everything. Adding to the concern was the fact that the teams had to cross the country with all this in tow, having competed at Sebring the week before. There were reports that the

Mercedes team was fearful of crossing the desert (huh?) in late October. But with well stocked coolers of Warsteiner in the back they fought their way west to Laguna.

And fortunately so. Our fears were put to rest as we did a quick inventory of the pits early Friday morning and found all the team trailers, tents, and tractors in full livery. The BMW team even had a cargo container with a full spare car next to their rig. Now we could settle in and do the full immersion thing.

Our team (of fans) included '98 ACA pres Hugh Golden, his friend and wrench Andrew Spain, Kevin York of BMW Seattle fame, and me. We would meet up with Bill Morris (another ACA member) at the track, and see numerous other familiar faces during the weekend. It's funny how the same group make their way to most of the same events during the year.

The races would last for three days. Friday saw practice sessions, running the entire gamut; GTS 1, 2, & 3 (the PTG Tom Milner team in GT3), FIA GT (the Works McLaren/Fina cars), WSC (World SportsCar—Andy Evans et al), Barber Dodge Pro Series (open wheel cars with Dodge V-6 engines). Saturday brought more practice and the Exxon Supreme GT championship—with the Barber Dodge 30 minute race, the FIA GT three hour race, and the WSC two hour race on Sunday.

Being the last race of the year for WSC and FIA GT, there were championships on the line for both teams and drivers. But for the 'at the track' fan, the wheel to wheel racing is not easy to follow. We were there to see the cars and teams and to experience all the trappings of a full out race weekend. There is nothing like standing on the Dunlop bridge and *feeling* the Panoz shake the structure


and your bones as it accelerates towards turn four. Or seeing the McLaren's brake rotors glowing under hard braking coming into the turn 5 sweeper and then accelerating hard up the hill. And if you've never seen a million plus dollar car lock the front brakes, smoke the tires, and toss itself sideways before falling off the mountain into the corkscrew, well, you haven't lived.

What About Next Year?

Andy's PSR toy is now gone and he will have plenty of time to wander his 40 acre island in British Columbia. Tom Milner of PTG along with three other partners will act as a holding company until a suitable owner can be found. The buyout was sought as an alternative to Evans simply folding the tents and locking the door. This would have put the struggling U.S. professional racing scene in further turmoil and left a nasty taste in the mouths of many fans and sponsors. Milner couldn't let this happen. The WSC cars and teams would be an integral part of putting together a series and keeping sponsors interested. What will probably happen is PSR and USRCC will unify, each bringing their committed tracks and sponsors to the table and counting each others points toward a season championship.

There is the possibility that the FIA GT teams will return to the U.S in 1998. It really depends on what shakes out in the PSR/USRCC blind date, and how that influences sponsorship and television coverage. Laguna Seca has reserved a weekend in October looking to repeat 1997's PSR and FIA GT combo which surpassed expectations in terms of fan support. They will sign whoever puts together the best package. Let's hope FIA GT is part of that package.

The FIA series will look different, however, with the Mercedes CLK GTR and Porsche GT1 as front runners. The incredible factory McLaren F1 GTRs will not be back as BMW is moving on to Formula One, and has tentatively announced plans for a WSC entry. There is the possibility that independents such as Parabolica or Gulf would bring their teams back to Laguna Seca.

I'll be waiting for the brochure to show up in the mail box. 



Laguna Seca SportsCar Races

October 24-26, 1997



Mattco Racing's #77 BMW M3 entering turn 5.



The Dalmas/Wollek Porsche 911 GT1.



Mercedes CLK-GTR #11 in the corkscrew.



The #8 McLaren F1 GTR of Lehto and Soper exits the corkscrew.



Steve Soper confers with the pit crew after a driver change.



Antonio Hermann gets strapped into the #30 Ferrari 333 SP World Sports Car.



The Porsche Works drivers and their funny jammys.



The beautiful Parabolica McLaren FI GTR exits turn 2.



GTS-3 co-winner Marc Duez gets a little luck.



Hugh seals the deal for more Red Bull from M Brand Manager Erik Wensberg.



Thomas Bscher experiences front wheel lock-up setting up for the corkscrew in the Gulf/Team Davidoff McLaren FI GTR.

Tokyo Motor Show

by Ray Kirkland

There are Autoshowes and then again Autoshowes. Recently, I attended two: Tokyo and Seattle. There is no comparison.

It's a long story that I won't relate here, but I recently found myself in Japan. The day before I was leaving to come back to the states I went to the Tokyo Motor Show. I was escorted by a young lady named Reiko who interpreted for me and helped bluff extra materials out of the press relations people by telling them that I was a major freelance writer from the West Coast. Well, two articles in *Zündfolge* is more major than a school paper.

The show's theme was electric cars and saving the earth was the premise

Of course, many of us that drive sport sedans, M cars and the like, though empathic with the goals of having green vehicles, still don't want 0 to 60 times that can be measured with an hourglass, and ranges that would not get you to town and back without a four to eight hour recharge. Some of the Japanese companies had some great light weight vehicles with very forward-thinking systems and hybrid engines that are getting close to getting good mileage and having decent speeds, but still would never get past our safety restrictions.

To get to the grist of the show: It was large, noisy, crowded and great. Three main buildings had the mainstream offerings from around the world. Around them were another seven areas that broke it up into sections. There were classics that were tied to a movie theme. Trucks, bikes and scooters, little sedan deliveries, full rooms that had the different electric applications. Lots of retro designs. An outdoor course for off-road vehicles. They don't get off road any more than the Americans do, but...

One thing that comes home to me is the number of cars that either will not sell in the US or, due to restrictions, cannot be sold here. We really are limited in our access to the world's unique vehicles: great city cars, cool retro styling, 70 mph but too small to pass crash tests. Alfas like the new GTV and Spider, or the 164 or 155, or the Barchetta and Coupe from parent company Fiat. They just don't sell here. My guess is they don't have enough cup holders. Or the ride height maybe?

Audi had their A3 hatch 1.8T. Popular in Europe and completely out of favor in the US where there is a very limited market for hatches or wagons. Maybe if a company made one that weighed 2 1/2 tons and didn't handle it would sell better? Mercedes had on one side the A-class compact and on the other side a vehicle called the Maybach that made the S-class look like a pony car. Both are being made. I don't believe that they are aiming at the same market though.

On some of the Japanese stands you had trouble seeing the cars for the photographers. But they were not taking pictures of the cars. It seems that the Japanese are not troubled with being politically correct. Every car manufacturer had on their stand from one to five scantily clad young ladies assisting the unwashed to understand the virtues of that particular maker's cars. I could be wrong but one of Nissan's displays may not have had any cars. I went back three times, but for the life of me cannot remember any cars.

Subaru is gaining popularity in Japan with a series of retro-looking cars based on their standard models. They have a model of the Imprezza wagon with split bumpers, round chrome lights front and rear and an upright grill that looks lifted from the old MG sedan. I think it's great. It adds a lot of personality to the me too look that CAD/CAM designed cars have developed

About the only vehicle from the US that looked like it was developing a following was the new Cadillac Seville. This is the same model that was first shown at Frankfurt. It is an interesting car that I feel will have some success in both Europe and Asia. If the systems that feed back the

yaw and speed and adjust the ride and handling work as billed, it should become the techno leader in large car handling for the non-driver type. The driver's seat has some 27 motors in it and feedback circuits that set it up completely for your bod. After it is set up, if you make a major movement, it readjusts to support you from knee to neck. This car will not be available in the US for at least a year but is being sold now in Europe and Asia. I don't want the car but a set of those seats in my Dodge Diesel might be nice.

When I got to the BMW exhibit they had the Z07 in metal on display. They showed both the double bubble hard top and the roadster. Very much a proper extension of the '50s 507 into the '90s. It was black with a red interior and gorgeous.

The usual Zs, 3s, 5s and 7s were in abundance with more European engine flavors than we get in evidence. The Zs were especially popular with the Japanese public.

They had the M coupe with the Europe M3 running gear on display and I am being definitely won over by the design of that car. When I saw the photos of the coupe I could not handle the roof line from the B-pillar back. But from almost any angle but directly from the side at roof height, it does work. Of course, this is coming from a person that put about 70k miles on a Volvo 1800ES and loved its looks. I also loved the Jag funeral car in Harold and Maud so consider the source. Also, Alpina had some great offerings based on the 5 wagon and 7 sedan. Heavy lust factor.

About a week back into the States I got a call from one of my truck guy friends who wanted me to go to the Auto Show in the Kingdome. He drives a Dodge king cab short box for his daily transportation and the little woman has a new Suburban to get the groceries. I think I have lost him forever.

He and I spent the day at the Kingdome checking out the cup holders, seat removability and running boards on the latest offerings that are selling like popcorn in the U.S.

Jaguar had their black on black XJR

with the turbo. This is a good looking car with almost no wood showing. Ford's cash influx did not include any styling influence, but word has it that the quality control is much improved.

I saw the new Audi A6 for the first time at this show, as well as the VW Passat based on the Audi A4. These are great looking cars that are going to get some market share at the expense of the 3 and 5 Series BMWs. Good looking, well put together, with some good multi-valve motors and quattro all-wheel-drive available. VW/Audi is back in the US in spades and a welcome return it is.

For me, the best part of the day was the fact I worked the miss out of my bone-stock '74 02 and we drove it to and from the show. There were not half a dozen cars in the whole show that I would rather drive than that tii, even with over 200,000 miles on it. But I must confess that I have three BMWs and they are all sorely lacking in the cup holder department. ☺

Red Hook Round-Up

I want to thank everyone that turned out at the Redhook Brewery last month. We were able to accommodate everyone that wanted to attend. In all, we had 33 people in attendance. There was much discussion about our favorite automobiles. A lot of the discussion centered around tires and wheels, track combinations vs. street/track combos.

There were some new faces that I have not seen at other events. Good to meet you. And there was a lot of discussion about the new formats we used this year for our driving schools. The general theme was that the schools were good and that they drew a lot more people out to the track. Some would prefer we stick to just hard-core lapping days, but they shall remain nameless...

One topic that came up is holding some informal tech sessions. The idea would be for some do-it-yourselfers to pass on to others what they have learned. There are a lot of E36 cars that have the

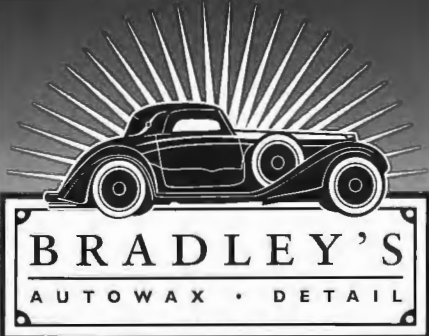
in-cabin microfilter that needs to be changed. This is an inexpensive filter but it is expensive to have it done since there is a fair amount of labor involved. Some of the guys have done it, and once the tricks are learned, it is possible for most to do this task themselves.

There are plenty of other tasks that one can perform on their BMW, even the newer cars. I'd like to get together a group of four to ten, once or twice a month. For starters, we can hold them at Redmond Motorsports, where I am part owner. I'm planning on organizing some of these small tech sessions, so if you're interested in participating or leading one, please give me a call. My number, and email address, is on page 2.

One major person missing at the Redhook event was the original planner, Jackie Kahn, our track chairperson. I fear I was a poor substitute for her. We missed you, Jackie. Thanks to all for coming.

—Ray Kirkland

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David & Anne Hamlin	Kevin York	'87 L7, '89 325i, '91 525i
Daniel Melchoir	Internet	'83 533i
David & Courtney Keel		'88 M6
Michael Keel		'88 M3
Thomas & Regina Olsson	BMW Seattle	'75 2002
Roger & Elizabeth Jocovn		'95 325i, '89 325i
Connie LaChasse		'88 M5
Barry Anton & Maren Stavig	BMW Northwest	'94 318iC
Angus Proud	Bill Proud	'88 M3
Gary Hahn	Request	'82 528e, '72 2002tii
Hal Antonson		'90 525i
Jim Simonson	Kevin York	'93 740i
Roger Hoffeditz	BMW Seattle	'98 Z3 2.8
Sally Bundy	Kevin York	'88 325i
Stephen & Tamie Malaska	Ralph Paul	'91 M5
Andrew Keyes	Strictly BMW	'72 2002tii





Lotus 49B F1 Car

Pete Lovely From Dirt Ovals To Formula One

by David Lightfoot

How many people can say they have raced automobiles for fifty years? Not many, one would think. But our banquet speaker, Pete Lovely can say it. He started his racing career in 1947 racing a '32 Ford roadster with a truck engine. He competed in dirt oval track racing from 1947 until 1951. He had considerable success, but with success came more pressure. That meant less fun. And Pete's philosophy is, "It has to be fun, or it isn't worth doing." So he quit racing on the ovals.



*The beautiful
1959 Ferrari
Testa Rossa 250*

*The 'Pooper' and the
Testa Rossa on parade.*



Lotus 69 Formula Two.

Pete these days with shorter sideburns.



Fortuitously, Pete watched his first road race at Pebble Beach in 1952. This looked like fun. He tried a club road racing event at Fort Lewis. The hook was set. He has been road racing ever since. His accomplishments include:

- ◆ Winning an SCCA championship in 1955 in a special he built himself.
- ◆ Driving as a Lotus Team Formula One driver in 1959.
- ◆ Competing in Formula One as an owner/driver from 1969 to 1971.
- ◆ Managing Gary Gove's championship-winning Can-Am 2-liter program in 1980.

Pete Lovely has raced dozens of interesting cars through the years. And many have been specials he has built himself. One of the first was a roadster with a Porsche engine and VW gearbox. Pete got the weight down to 1,020 pounds and was able to blow off the heavy, by comparison, Porsche Spyders. The lesson he learned was, as Colin Chapman once said, "add lightness."

His next special was a Cooper in which he installed another Porsche engine. The result was a rewrite of the SCCA record books and the memorably named "Pooper."

Pete raced at every race track on the West Coast. He even won the first ever race at Laguna Seca. Then he branched out by heading overseas and racing at such venues as Nassau, Brands Hatch, Silverstone, Le Mans, and Monaco. His performances in Lotus cars (he co-drove with Colin Chapman at Sebring) earned

Transporters in a simpler time.



him a spot as teammate to Graham Hill as a Lotus Formula One driver in 1959. His pay was prize money only and that year the Lotuses won none. So when his personal money ran out he headed home.

In 1960, he returned to F1 with a Ferrari-engined Cooper. Later, in 1969, he was able to buy the Lotus 49B that Graham Hill had driven to a World Championship. His best Grand Prix finish was seventh at the Canadian GP. He also scored a ninth in Mexico. He still owns that Lotus and vintage races it today.

Although he was never able to challenge the front runners, that wasn't why Pete competed. He was there because he had the opportunity to have a fun experience. To be able to drive with the best drivers in the world. That wouldn't be possible today, and Pete relishes the fact that the opportunity was not missed.

Pete has owned the Volkswagen dealership in Fife for decades. He owned Grand Prix Motors in Seattle for many years. He is an active vintage racer. Besides the Lotus mentioned above, he races a Ferrari Testa Rossa. This TR was



Pete with sideburns a few years back.

purchased by Pete, in terrible condition, in 1970. He recently restored it to virtually perfect condition. Despite its beauty, and extreme value, Pete races his Ferrari as it was intended. This is no garage queen. He races it because, "It has to be fun, or it isn't worth doing."

Pete Lovely will share his stories from fifty years of racing at our annual banquet. Don't miss it. 🍷

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M Roadster

We will see the M Roadster in the next year, probably about March. We'll get the US spec M3 motor with 240 horsepower. The Euro motor would just make the car too expensive here: \$65,000. But imagine driving a Z3 with more power than an Acura NS-X. (Car & Driver)

BMW to Build Brand Activity and Training Center

BMW announced on December 16, 1997, that it will expand its investment in the U.S. through the establishment of a \$12 million brand activity and training center. The new facility, to be built on 125 acres near the company's manufacturing facility in Spartanburg, S.C., will provide BMW owners, employees and the public with the ultimate BMW brand experience. The facility will house a domestic and foreign "tourist delivery" center, a vehicle dynamics/active safety driving school for automobile and motorcycle enthusiasts, and a center for corporate and retail professional development activities.

"BMW, both the products and the brand, are most fully appreciated through hand-on involvement," explained Victor Doolan, president, BMW of North America, Inc. "With the possible exception of traveling to BMW's headquarters in Munich, this new facility, combined with the existing Zentrum and factory tour programs, will offer the fullest range of BMW experiences available anywhere in the world. Upstate South Carolina's role as an exciting BMW destination will grow even more," he added.

While activities will be phased in over a two-year period, the new center is scheduled to be fully operational in the fall of '99. BMW will be the first international company to offer such an expansive array of services in one location in the U. S.

BMW Delivery Center

While BMW has been providing customer deliveries at its Spartanburg manufacturing facility since 1996, the center will take the experience to an entirely new level. In addition to offering international BMW customers the opportunity to pick up their South Carolina-built Z3 roadsters in Spartanburg, North American customers will now have the chance to take delivery of any BMW car or motorcycle at the new center.

The center will mirror BMW's already established and successful European Delivery program. This year more than 1,200 Americans will purchase a BMW through an authorized BMW retailer in the U.S., but take delivery of it in Germany.

BMW Driving School

A key element of the center will be an optional driving school. On the facility's "Driver Safety Course," new BMW owners and potential customers will have the chance to experience the responsive performance that has set BMW apart from the competition. A variety of courses will be offered covering vehicle dynamics, accident avoidance, and overall vehicle control. Customers also will have the chance to experience innovative technology features, such as All Season Traction and Directional Stability Control in a safe and controlled environment.

Some of the driving experiences offered include:

The American Delivery Experience, a half-day program that includes active safety, adjustments and comfort.

A Basic Driving Skills Program, a one day program that covers driver ergonomics, accident avoidance, and general vehicle dynamics.

A two-day Advanced Driving Skills Program covering all of the above as well as a more in-depth exposure to active safety technology.

BMW Motorcycles Integral

Not only cars can be delivered in Spartanburg, but motorcycles as well. North American customers will have a choice of several programs in which to participate. Some may choose the motorcycle version of the Driver Safety Course. Others may choose to take a scenic tour through the Carolinas including a ride along the historic Blue Ridge Highway. All motorcycle training programs are designed to make the rider

more comfortable with their BMW and more skilled on the road.

BMW Professional Development

The new Spartanburg facility also will serve as the hub for the brand's orientation, sales, service, parts, technical and management training programs for retail center employees. The training programs will be divided into three different schools:

A Management School where retailer personnel will be trained on all aspects of the company's "Retail 2000" program.

A Technical School that will include an advanced diagnostician course, similar to a masters degree in automotive diagnostics. The adjacent factory will provide an excellent environment for technical learning, too.

A Retail Operations School which will introduce new BMW retailer employees to the company and teach them how to do everyday jobs. Additionally, the school will offer advanced educational opportunities for experienced sales, service and parts employees.

One of the unique programs already conducted in Spartanburg will continue at the new facility. The center will offer a comprehensive new employee orientation program specifically designed to encourage age, gender and ethnic diversity in BMW's corporate and retail environment.

More details will be announced later in '98 in conjunction with the facility's ground-breaking.

—BMW NA Press Release

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Rolls-Royce

Will BMW buy Rolls-Royce? There's no official confirmation yet, but there are a couple of developments. Mayflower, a relatively small auto industry supplier, has made an unsolicited bid to buy Vickers, the parent company of Rolls-Royce. This would give Mayflower not only Rolls-Royce, but also Cosworth and a tank building business, amongst other things. Mayflower is a smaller company than Vickers, so the bid is rather audacious. If successful, Mayflower might split up the holdings, including selling Rolls-Royce to BMW. However, success is unlikely. Mayflower would need to issue stock and borrow heavily. BMW could do the deal with a two-finger dip into the petty cash drawer. If Mayflower were to acquire RR and keep it, it is unlikely they could finance the needed development of new models.

Meanwhile, BMW UK held a dinner for British motoring writers. No high level German executives attended, which was unusual. Were they avoiding questions from the British press? Perhaps. It is also rumored that BMW's 1995 component supply deal with Rolls-Royce contains a stipulation that BMW must OK any new model from Rolls. BMW Chairman Bernd Pischke has said that Rolls-Royce "would fit." And recently, BP has added a 1931 Rolls-Royce Phantom II to his garage.

Vickers continues to maintain that they are mostly concerned about the welfare of Rolls-Royce. In fact, most observers believe that Vickers has been preparing RR for sale and that they have only their own self-interest at heart. Evidence of this is the timing of putting Rolls up for sale. It was done during a period of transition so as to not affect either the old model or the in-coming model with BMW running gear.

Chrysler Connection

Rumor has it that future Rover cars will be based on Chrysler models. Chrysler may buy Rover outright, but the more likely arrangement is a joint venture between Rover and Chrysler. The Rover 200/400 replacement would be based on the Neon. Rover would also supply capacity to build Chrysler minivans and Jeeps. Chrysler and BMW have a joint venture in South America to build four cylinder engines. The motor will go in the new Mini. (Roundel)

BMW Sets A Record

BMW's are not just on two and four wheels. They are also in the air. BMW started in the airplane engine business and has returned with its joint venture with Rolls-Royce. Recently, a Gulfstream V fitted with two BR710 BMW Rolls-Royce engines, set a new record. It covered 6,951 miles nonstop in 14 hours and 48 minutes. This is the longest flight ever by a business jet. The Gulfstream flew at mach .8, about 600 mph. The BR710 engines produce thrust of 14,750 pounds. The engines will also be supplied to Bombardier Aerospace for a competitive business jet. (BMW Magazine)



Bellevue BMW and Republic

As reported previously, Republic Industries has purchased Bellevue BMW along with 38 other car dealerships. Republic is the latest brainchild of Wayne Huizenga, of Waste Management, Blockbuster Video and Florida Marlins fame. Republic aims to create a nationwide network of car superstores. The acquisition of Bellevue BMW was unusual in that it was Republic's first luxury car franchise. Republic plans to make other acquisitions in the Puget Sound area. Al Monjaze, former owner of Bellevue BMW and current president of the dealership, spoke with *Zündfolge* recently. He said that the dealership has been very successful and that Republic has targeted dealerships that are doing well. He also said that the Republic ownership would open up some other opportunities, which he could not reveal at this time.

PARABOLICA

Despite the withdrawal of the BMW backed McLaren F1 GTR cars for the 1998 FIA GT series, the Oxfordshire based Parabolica team has tentative plans to return with the McLaren. The 11 man team was the most successful privateer in 1997, but will face stiff competition from Schnitzer McLarens in 1998.

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Technik Trivia Answer

The Alco-Slalom was the brainchild of then Club President David Lightfoot (name sound familiar?). It was an autocross at the Kingdome parking lot done with the help of the Seattle Police department where select club members and people from the media were taught a simple autocross and then given drinks to show the degradation that alcohol causes. We were the first to do an event of this type. It showed the affects on driving that alcohol has at less than the legal limit of .10% .



Ten Best

Car & Driver named their choices for Ten Best Cars in their January issue, as they do each year. Two BMWs made the list: the 328i/M3 and the 5 Series. The rest of the Ten Best were the Audi A4, Chevrolet Corvette, Dodge Intrepid, Honda Accord, Honda Prelude, Lexus GS300/400, Porsche Boxster and Mazda Miata.

Of the 328i/M3, Car & Driver said, "...the 328i and the M3 continue to execute the sports-sedan recipe better than any other car in the world. The heart of the package is a smooth, powerful, rev-happy six that's couple to a slick and precise-shifting manual gearbox. A sophisticated rear-drive chassis with a supple, well-controlled suspension provides vigorous grip without beating up the passengers on even the worst sort of road. This terrific machinery is housed in compact body shrink-wrapped around four adult passengers and a decent trunk." The 3 was named to the list for the seventh consecutive year.

The 5 Series was noted for its excellent ride, a surprise given BMW's performance orientation. But the editors noted, "They somehow manage to envelop and smother bumps large and small while controlling body motions tightly at high speed." The engines and gearboxes in the 5 Series were also noted for their excellence. The conclusion was, "The 5 Series is a high-end sedan, so it comes with a roomy cabin, beautifully stitched upholstery, and a full complement of luxury and safety features ranging from a heated steering wheel to head airbags to an excellent navigation system. We expect nothing less from one of our favorite luxury sedans."

Z07

BMW claims no decision has been made about Z07 production, although it is a foregone conclusion that the car is a prototype for the new Z8. And BMW Chairman Bernd Pischetsrieder's eyes gleam when talking about the car he calls a "Ferrari-eater." When shown at Tokyo, the Z07 had both a double-bubble roof, or with another rear section, an open roadster top with twin fairings behind the driver's and passenger's heads. The production version will get a more convention arrangement. The center mounted instruments and push button starter probably won't see production either. (Road & Track)



BMW in WSC

BMW is to announce its anticipated World Sports Car (WSC)-style prototype Le Mans car at the North American International Auto Show. The company plans to run the car as early as next season in the United States, although it's waiting to see how the PSR/USRRRC dispute evolves. (AutoWeek)

Williams is designing for BMW an open-top sports prototype car for the 24 Hours of Le Mans. The car will be powered by a version of the V12 supplied to McLaren for the F1 sports car. Building of the cars will be handled by BMW Motorsports, Ltd. at the Williams plant in Grove, England. (Roundel)

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Ravaglia Retires

Roberto Ravaglia, long time BMW touring car driver has announced his retirement. Ravaglia, age 40, cited family reasons, business interest and a mystery "physical problem." Because of the physical problem, Roberto said he was not able to drive at 100%. Ravaglia has raced for BMW for 14 years. He is the most successful touring car driver of all time.

He started his driving career in karts. Soon he graduated to Formula 3, winning the Italian Championship twice and the European Championship twice. From 1984 to 1989 he competed in the European and World Touring Car Championships. In 1986 he won the European Championship in a 635CSi. In 1987 he won the World Championship in an M3. He maintained his streak with the European Championship again in 1988 (M3) and the German Championship in 1989 (M3 again). He then won the Italian Touring Car Championship in 1990, 1991 and 1993, driving M3s or the 318i.

For 12 years, Ravaglia raced for the Schnitzer team. When Schnitzer decided to campaign a McLaren F1 GTR in the FIA GT Championship, Ravaglia added that to his resume. He said at the time, "I consider myself very fortunate to be able to take on a new challenge without leaving the intimacy of the BMW circle." He came in a fine third in this year's 24 Hours of Le Mans.

Although born in Venice, Ravaglia maintains his home in Monte Carlo. He plans to spend more time with his wife, Franca, and his two daughters, Stefania and Francesca. He will also attend to his health, his BMW dealerships, and his hobbies, cycling and hunting.



BMW Wins Awards

Popular Science Magazine has selected the BMW R 1200 C cruiser motorcycle and the innovative Head Protection System as winners of their 1997 "Best of What's New" Award.

NANNY-GATE

The Times reports that in London, the competition to find good nannies is so fierce that candidates for live-in jobs can demand use of a BMW and a mobile phone. (Road & Track)

Tomorrow Never Dies

Those that have seen the newest James Bond film know that Bond's BMWs play a much more prominent role than in GoldenEye. The Z3 made its debut in GoldenEye, but the car was on the screen for a very short period. Not so in "Tomorrow." The 750iL is on-screen for an extended period in an incredible chase scene in a parking garage. Bond drives the 750 by remote control. His palmtop computer provides the video by which he steers. The bad guys all drive black Mercedes-Benzes. The 750 ends up flying off the top of a building and through the window of an Avis storefront. Later, there's a chase scene through the streets of Bangkok on the cruiser motorcycle, with Bond handcuffed to Michelle Yeoh. The Z3 that is featured in the promotional ads is no where to be seen. BMW's total financial commitment to the film is said to have been \$40 million. That includes the cost of 17 750iLs used (and presumably wrecked). Ouch.

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Deadline for the February Issue is January 30.

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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.

Parts For Sale

For 635CSi: Car cover with storage bag, factory black floor mats, Colgan bra. As new in original boxes. Total list \$340. For sale cheap. Bob Wilkins 206-324-4812.

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Leif Anderberg Campaign Statement

Please permit me to introduce myself. My name is Leif Anderberg, BMW CCA number 154, and I am running for Executive Vice-President. I have been active in the BMW club community since September 1969. I have been a die-hard BMW enthusiast all these years and as a matter of fact, my business card reads: "BMW Fanatic Extra Ordinaire." The International Council of BMW Clubs was kind enough to award me the "Friend of the Marque Award" in 1996.

The position of Executive Vice-President requires experience and I believe I am able to provide that. I have been the Chief Coordinator of the Los Angeles Chapter's twice-yearly driving school since 1976. In the early eighties I was BMW CCA Pacific Region Vice President (then called Zone Governor) for several years. I am also one of the founders of the Los Angeles club which started back in April of 1970, and I have been on the LA Club's Board of Directors since its inception, serving in virtually every position, including several terms as President. I was also one of the driving forces behind the merger of the BMW CCA and the Los Angeles ACA.

My main reason for running for office is that re-cycling the same Board members into different positions is not in the best interest of the club. "New blood" and new ideas are beneficial to the club and to club life. At the same time, experience and understanding of the club's history is a valuable asset. I can provide both a new perspective on the Board as well as knowledge of the past.

I am grateful to Michel Potheau, one of the original founders of the BMW CCA for nominating me for the office of Executive Vice-President. I am semi-retired and I have the time and energy to pursue all the duties of the Vice-President position. I welcome your ideas, comments and suggestions, either by phone: 626-968-7755, by fax: 626-333-3130, or by e-mail: H26C@aol.com. I would appreciate your support and your vote.

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