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Puget Sound Region**

Zündfolge

January 1994



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Zundfolge is published monthly (except November) by the BMW ACA Puget Sound Region. Office of Publication: 2641 39th West, Seattle, WA 98119. USPS publication number 715250. Subscriptions are \$10 annually (available only as part of the \$25 membership fee). Second Class postage paid at Seattle, WA. Postmaster: send address changes to *Zundfolge*, POB 1259, Bellevue, WA 98009.

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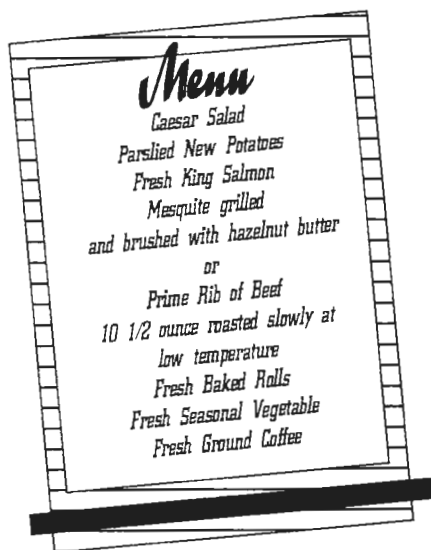
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Calendar

- January 22** Annual Banquet with David Hobbs at the Kayak Grill. Last chance to register is now!
- January 30** Deadline for February *Zundfolge*.
- February 3** Board Meeting hosted by Gary Parr.
- March 6** Ski Day at Crystal Mountain. See Dan Alvis' article for the details.

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



That's right, all. It's last call for attending the annual banquet. If you haven't already registered to attend, do so now! The February *Zundfolge* will cover the event; this is your final notice. Be there!

As we told you in the last two issues, our banquet speaker will be David Hobbs. Mr. Hobbs is a veteran race car driver, (especially of BMWs), television color commentator, businessman and popular dinner speaker. A person needn't be a car enthusiast to enjoy David Hobbs. He's a natural storyteller whose British accent and wit will charm most anyone.

Come early and chat with Mr. Hobbs during the auction and cocktail period prior to dinner. Offer to buy him a drink, he'll accept. And get his autograph. Bring something with a Motorsport logo on it for him to sign. Or just bring this *Zundfolge* and have him sign the "David Hobbs Gallery" in the centerfold. David's been "Mr. BMW Racing" in America and the "Gallery" will give you an idea of just some of the cars he's driven.

The big night is January 22nd, Saturday. The place is the Kayak Grill on Lake Union in Seattle. Make your reservation by filling out the Registration Form provided and sending it to the club post office box. The deadline is January 17th at the latest. So send it now! Any no

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Car Toys
Griot's Garage
Valentine Research
Zymol

Last Call for the Banquet

by Al Lancaster

shows will be charged, since the restaurant will charge the club. The price is \$25 for prime rib or salmon.

Auction

Prior to dinner, we will have our customary silent auction. Goods and services donated by club supporters will go to the highest bidder. The proceeds go to the club treasury.

Each item in the silent auction will have a bid sheet. To bid, you place your bid number and the dollar amount on the bid sheet. You must bid more than the previous high bid. At the closing of each table, the bid sheets are picked up. If a higher bid is offered at that time, the item goes to the oral auction.

Schedule

- 6:00 Silent Auction Opens
- 6:45 First Table Closes
- 7:00 Second Table Closes
- 7:15 Third Table Closes
- 7:30 Live Auction
- 8:00 Dinner
- 8:45 Program/Speaker

For those of you that have never attended a club event, this is a good one to try as your first. You'll have a good time. Dress is typically sports coats and ties for men and dresses for women.

Driving Directions

From Interstate 5, take the Mercer St. exit, which is just north of downtown. You can take Mercer St. from either northbound or southbound I-5. At the end of the exit ramp, turn right onto Fairview Avenue (two lanes turn right). Go about a block and follow the flow of traffic as three lanes turn left onto Valley St. There's a Burger King dead ahead when you make the left. At the next intersection, turn right onto Westlake Avenue North. The first large building on the right is the AGC Building, which is where you want to be. The address is 1200 Westlake Avenue North. The Kayak Grill is on the water level. The banquet room is on the second level, which is the same level as the upper portion of the parking lot.

Northwest Harvest

We will be doing something new this year. At the door, we'll have a basket for donations to Northwest Harvest. This is strictly voluntary, but if you can bring something, someone less fortunate will appreciate it. Northwest Harvest requests the following items: peanut butter, cereals, powdered milk, canned foods, seasoning mixes, microwavable meals, boxed pasta mixes, small boxes of raisins, infant formula and infant cereal. Or any other non-perishable food.

Annual Banquet Reservation Form

Please reserve for (names): Salmon Prime Rib

Make check payable to BMW ACA.

Amount enclosed: _____ @ \$25 = \$ _____

Mail to: BMW ACA, P.O. Box 1259, Bellevue, WA 98009

Stalls

by Thomas B. Nast

On Halliday

For some reason, no doubt unjust, it is hard to associate the Scottish with a love of fine cars. Although a few Scots have distinguished themselves in the racing circuit (most notably Jackie Stewart), the lack of a manufacturing tradition, the inclemency of meteorological conditions and the smallness of the country have conspired to make one think of Austins, not Alfas, when contemplating the Highlands.

So there is a logic to George Halliday emigrating to Munich to pursue his affair with our pistoned friends. As noted last month, he died in October, after decades of running tours for English-speaking visitors of BMW's main plant. George was a car guy, pure and simple.

I had the good fortune to take George's tour in January, 1978. January is not the height of tourist season in Bavaria (for reasons perhaps lost on the Scottish), and the tour group was fairly small, maybe a dozen or so. The tour started in a waiting room, with George taking an inventory of the participants' rolling stock. There was the usual lot of 320i's, 2002s and 530i's. George took a real interest in me when I bashfully recited my then-current list: two Isettas, a '66 1800ti, a '67 2000CS and a R90/6 cycle. Here was a fellow aficionado!

The tour took its standard route, through body construction, casting, painting, assembly and testing areas. George asked if there were any other areas of interest. I requested a visit to the aluminum castings finishing area, because I always wanted to know how BMW got that bright, (somewhat) corrosion-resistant finish on the castings. Although this was well off the beaten track, we not only saw the area but I got a handful of the large beads used to create the finish. On the way we saw a fellow with a large mallet, who would take each valve cover casting, size it up, then give it a solid whack at the spot he deemed best. I could only think that this guy would have read entrails in an earlier era.

After the tour group was dismissed, I was kept for extra credit. George took me



to a back room where the Stella, Lichtenstein and Calder CSLs were kept. These were not museum pieces at the time, they were real race cars showing their abuse. It was a privilege to get as close to them as the pit crews had.

At some point I had mentioned that there was a great problem getting hydraulic brake parts for my red '59 Isetta.

retirement fund, and he was metering them out. This kindness helped keep the Isetta on the road another three years or so, after which it was sold to make room for more and different cars.

By then it was fairly late and George guided me as far as was convenient, and gave me directions back to the hotel. It is my regret that I did not stay in touch with him, but I am not good at that sort of thing. Even more lamentable was never getting to hoist a few steins with him.

George Halliday was my kind of car guy. His commitment was total, but not selfish — anything but. He appreciated the new and the fast, but was devoted to the old and the quirky. Each Spring brings a lush growth of new leaves and flashy flowers, but George's passion was nurturing the roots throughout the year. Like the cars he was devoted to preserving, another irreplaceable model has passed from the scene.

George A. Halliday

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At closing time (fairly early, as I recall, but Munich days aren't long in the winter) George (who also still owned an Isetta) took me via public transport to visit his parts man. His parts man was a retired garage owner, the sort of German who had to pull himself up by his bootstraps after the war. He was hard of hearing and spoke no English. George negotiated a couple of a master and a couple of slave cylinders for a fair (not cheap) price; I had the sense that this stock of Isetta parts was part of the seller's



Coming Events

by Dan Alvis

HAPPY NEW YEAR! I hope it was a pleasant holiday season for all of you. Well, the December meeting with the Department of Ecology at Lahaina Louis' was not a big turn out (20 folks). But it was definitely a very informative one. Glenn Turner, the speaker for the air programs of the Department of Ecology fielded a rapid fire of about 2000 questions relating to passing the emissions test with a modified BMW and stock automobiles. (Read Tom Williams' article in this issue)

I apologize for the last minute changes which may have kept anyone from attending. Hopefully that won't happen again which brings me to the next subject . . . FUTURE EVENTS!

By now you know that the annual banquet is on the 22nd of January. In addition, the club is planning a ski day at Crystal Mountain in March. For those who have never been, it is great fun and exercise. Here is the plan: on 6 March you will get out of bed and get dressed in warm clothes and drive to Enumclaw to the Safeway parking lot on Hwy. 410.

We will all try to meet there at about 7:45 am. From there we will drive (car pool if you like) to Crystal Mountain, and will split into three or four groups of skiers.

Group 1: people who have never skied or very little and have no equipment. Group 1 will be guided to the ski rental and skier improvement center and be outfitted with every thing you need to have fun. Then you will meet at the lesson area at 9:45 for a two hour lesson from 10:00 to 12:00. Following the lesson we will meet in the lodge on the upper level for lunch. Then it's back up the slopes for more fun and adventure. After you have had more fun than you thought possible, we will meet again to turn in all your rented equipment and gather at the Crystal Inn for an excellent gourmet meal. We will laugh at the day's foolery and look at photos and videos of all of you during various segments of the day's events. Then it's back down the mountain for home.

Now, if you are a person who has skied before and do not feel you are in the novice category, you will be in Group 2. The itinerary will be the same as Group 1 except that you will be skiing more of the mountain (not just the lower slopes), with your instructor. If you are an experienced skier, and have your own equipment, you will be in Group 3 or 4 depending on your skiing ability. Groups 3 and 4 will do a Black Diamond touring ses-

sion for two hours, then do lunch. After lunch, back up for more fun, then dinner with the other members.

Now, you are probably wondering, "What is this all going to cost?" Good question! If you are a Group 1 novice, the cost is \$32 for the ski package. If you are a Group 2, the cost is \$53 for the ski package. If you are a Group 3 or 4, the cost is \$45 for the lesson and lift ticket. Dinner will be off the menu because everyone has different tastes and needs, so order away. The range of prices are from \$6 to \$16 for full dinners. We have an option for a hot pasta lunch with salad, garlic bread, and beverage for about \$7. But that has not yet been coordinated. Please call me if you have any comments: 582-0803 at home or 964-1001 at office.

Now if any of you have ever looked at the prices for these same products at Crystal Mountain, you will notice that you are saving a few dollars here and there. But that's not why we are doing this. No no no. We are doing it for the fun of it. To get out of the house and socialize in a completely different environment. To boldly go where no BMW club has ever gone before.

So how do I sign up you're asking yourself? Just check the appropriate blocks below and send a \$20 deposit check to the address below and you're there. See you on the slopes.

CRYSTAL MOUNTAIN SKI TRIP

MARCH 6, 1993

Name _____

Address _____

Phone Number _____

(Check one of the following)

- ☐ I will be a beginner and need all equipment
- ☐ I have skied before and will need equipment
- ☐ I have skied before and I have my own equipment
- ☐ I have skied before and I am an advanced to expert level

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The new 7 will be slightly bigger than the current car.

BMW is among the hottest car companies in the U.S. at the moment, with sales up 18 percent in 1993. But it's not resting on its laurels: The company will, over the next few years, introduce a new 5-Series, a new 7-Series, a 3-Series hatchback and a two-seat roadster, to be built at its new plant in South Carolina.

The 5-Series features a slightly more curved look than the present version, with the front and rear pillars running into the roof, rounding off the tops of the side windows.

Under the hood, the differences are greater. The six-cylinder gets an overhaul resulting in more torque than 2.5-liter versions. The V8s, a 218 hp 3.0-liter and a 286 hp 4.0-liter, remain unchanged. The rear suspension will also be upgraded, getting a multi-link system similar to the one on the current 3-Series.

Options that should be available on the new 5-Series include four-wheel-drive, traction control and electronic dampers. The four-door version will be followed by a five-door Touring and an M5.

The upcoming 7-Series also has minor exterior changes. It's a couple of inches longer and about an inch wider. The engine lineup will remain the same at first, but after a year the V12 will grow to a 5.4-liter, from 5.0. And the 3.0- and 4.0-liter V8s will go to 3.5- and 4.6-liters.

The new car that has BMW-philes salivating the most is the U.S.-built roadster, which will be unveiled at the Detroit show in January of 1995.

Codenamed E36-7, the two-seater is based on the current 3-Series, made of steel with a can-

vas top, with a hardtop option to follow. Early engine talk centers around a single choice, a 1.8-liter, 16-valve dohc four-cylinder.

And finally, BMW also plans to reintroduce its ti and tii nameplates as high-performance spinoffs of its upcoming 3-Series hatchback, debuting at Geneva next spring. Coming in the spring of '95, the ti version will get a high-compression edition of the four-cylinder, 16-valve, 1.8-liter engine.

The tii uses a new alloy motor dubbed M80, available in 200 hp 2.0-liter and 225 hp 2.3-liter capacities. As of yet, there's no word on U.S. exports.

-AutoWeek

BMW: A Bright Future



The 3-Series based roadster to be built in America.



The new 5-Series will feature a front similar to the 3.

The cute 3-series hatch is almost ready.



Membership Contest

by Steve Niver

Happy New Year! The old year (1993) and our membership drive are over. Here are the *final* standings for our Membership drive. (I will update our lists to include any additions past the publication date.) We have gained many new members this year; the Board and I thank each of you for your efforts in seeking new club members. We would like to especially thank our corporate members who, while not eligible for this contest, have continued to be a strong source of new members for our club.

As you are aware the membership drive ends December 31 and the drawing for the new CD-player will take place at our annual banquet. For someone, the drawing will provide a great beginning for the New Year. I wish you all good luck; see you at the banquet.

Please join me in welcoming the following new members:

Don & Marilyn Bunker	David & Karen Beagle
Ming & Han Wong	Cecilia Carlos
Larry & Kristin Franks	Gordon Lewis
William & Lisa Holderman	Fred & Kathleen Mattison
David Hamlin	David & Cynthia Klein
Mark Swardstrom	Jon & Paula Jones
Richard Dunn	Roger Lawson
Danice Bergman	Gary & Michelle Luccio
Chris Poullos	Grayson & Myrna Capp
Lubo Dolak	Richard Hinojos
Roger & Bron Harmston	John Morris
Steve & Carla Darr	Eric & Kathleen Bradley
Martin Gabel	Laurie Bakke
Paul & Pauline Johnson	Robin & Christine Mitchell
Scott Jarvis	Mark Callaghan
Dianne Ferguson	Thomas Jones
Michael & Mary Dawson	Marty Blanchard
Larry Sakamoto	

MEMBERSHIP CONTEST FINAL STANDINGS

Member/Business Name	Number of Chances	Member/Business Name	Number of Chances
Dan Alvis	27	Dan Patzer	9
Gary Barnet	3	Bill Proud	1
Patrick Barrett	3	Ted Rodgers	3
Paul Benoit	4	Stuart Shelton	1
David Chenaour	3	Paul Touby	1
Jim Dunham	1	Denny Warner	3
Bob Gerth	3		
MaryLee Helton	4	Autosport	16
Barry Hibbing	2	Bellevue Motor Works	18
Al Lancaster	3	Bellevue BMW	4
David Lightfoot	5	BMW NW	22
Bill Linder	3	BMW Seattle	174
Dean Lipke	4	Capital City	9
Greg Mierz	3	Strictly BMW	17
Tim Narby	3	Ultimate Motor Works	6
Stephen Niver	3		

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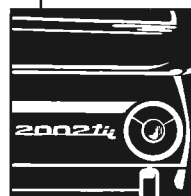
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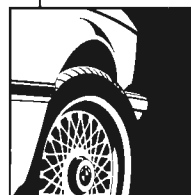
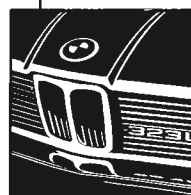
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***The
David
Hobbs
Gallery***



David at our 1986 banquet.



Mr. Hobbs with the BMW IMSA GTP car.

David Hobbs Career Highlights

- 1959 Borrowed his mothers car to race in English club events. DNF his first event.
- 1961 Won 14 races in 18 starts in a Lotus Elite fitted with an automatic transmission invented by his father. Class victory. Nurburging 1000 kms, in his first European event.
- 1962 Won the index of performance, the index of Thermal efficiency, and the class with Lotus Elite at LeMans. Won his Formula Junior debut. First race in USA at the inaugural Daytona Three Hour.
- 1963 Third in British Formula Junior Championship. Debut of the Lola GT at LeMans.
- 1964 Became a professional driver. Drove factory Lotus Cortina. First at Road America.
- 1965 Drove Lola T70 to four wins in sports car events
- 1966 Formula One debut at Syracuse Italy. Finished third.
- 1967 Formula Two with Lola-BMW on John Surtees team. Set U.K. closed course record
- 1968 Formula One, partnership with John Surtees on the Honda team. Drove John Wyer Ford GT40 on world Sports Car Championship winning team. One win.
- 1969 Third place 24 Hours of LeMans In John Wyer Gult Ford GT 40. Debut in F5000, winning first race for team Surtees. Second in the U.S. F5000 Championship competing in only half the races. Four wins.
- 1970 U.S. F5000, three wins.
- 1971 Formula 5000 Series Champion. Five wins. Indianapolis 500 debut with Penske.
- 1972 Held the highest average speed record for a race in England. Two wins.
- 1974 Fifth place, Indianapolis 500. Last appearance in Formula One, finishing eighth.
- 1976 Debut at Daytona 500 NASCAR event, became the first European to lead a NASCAR lap. First television broadcast for CBS at the Pocono 500.
- 1977-9 IMSA Series, eight victories in the BMW 320i Turbo.
- 1981 IMSA Series, debuted the first BMW Group 5 M 1 and then the first prototype (GTP) car, a BMW M1C in IMSA competition.
- 1983 SCCA Trans-Am Champion. Four wins. Won three IMSA victories in Porsche 935.
- 1984 Third at LeMans in Skool Bandit Porsche 962. Drove limited IMSA with Bruce Leven.
- 1985 Fourth at LeMans in American 100 Porsche 962.
- 1986 IMSA Series, BMW GTP team, three top ten finishes.
- CURRENTLY: Commentator for CBS and ESPN television broadcasts.



David leads Sam Posey through the Corkscrew at Laguna Seca, 1971.



The 320i turbo.



DOE Outlines Our Clean(er) Air Future

by Tom Williams

Most of us answering to the term "auto enthusiast" would view people who work for the state Department of Ecology as unalloyed enemies, pure and simple. They run the smog test stations which pain us no end, they won't let us modify our cars, etc., etc. Dealings with the sub-morons that populate some of the test stations would only reinforce that impression. But in a lively question and answer session in Redmond on December 16, DOE representative Glenn Turner and fellow DOE staffer Kevin Bentriff left the strong impression that there are people in their agency who do the best they can to apply at least a modicum of common sense to an issue more often illuminated by heat than light.

A number of topics hit the table during the freewheeling discussion. **None got more attention than the subject of modified cars.** Keep in mind that while the federal EPA may mandate that emissions testing be done, the states are given certain amount of leeway to administer the program as they see fit. So while the EPA views any modification as illegal regardless of whether it affects emissions equipment, the state DOE will, according to Turner, handle mods "on a case by case basis." They gave the impression the DOE was generally not going to force owners to make repairs which are either impossible (because the parts are no longer available) or economically unreasonable. Accordingly, such cars may qualify for a repair waiver (\$100 for 1980 or older models, \$150 for newer cars), even though they are technically scofflaws by federal reckoning. Even a aftermarket turbo may get by in some cases. And if you're worried about your power chip, don't. They're illegal, all right, but as Turner pointed out, who's going to tear the car apart to check? But he cautioned that the feds are putting a tremendous amount of pressure on the states to restrict mods, so the rules are probably going to get stiffer as time goes on.

And what about your friend who did such a wonderful job modifying the car it's now "cleaner than stock"? The feds aren't buying; in effect, only manufac-

turers certified by the federal government may produce a vehicle to comply with the rules. So much for the lone wolf who designs the proverbial better mousetrap. In cases like this, process is apparently more important than results.

At several points during the evening, Turner emphasized that people having modified or gray-market vehicles are encouraged to contact the DOE field office in Bellevue. Doing so could help in getting a repair waiver; while that isn't cheap, at least the car can still be driven legally.

The new test procedure also provoked some discussion. Currently, cars are run on a dynamometer, because, said Turner, EPA found that the test was more accurate than the previous test. While the new procedure has caused concern, at least one club member has found that his car did better on the new test than on the old one. And Turner also made an interesting admission in response to a question: methanol in sufficient concentration can fool the test equipment, depending on the amount of cam and the fuel/air ratio.

Despite what you may have read or heard recently, there is no serious discussion about eliminating testing any time soon, notwithstanding the improvement in the Puget Sound area's air quality. In fact, according to Turner, those areas of the state requiring testing (with the possible exception of Clark County) will probably be instituting the much more stringent Federal IM 240 test. This test is also done on a dyno, but will involve acceleration and deceleration as well as a steady-speed check. The visual check will continue, but from 1995 on, it will be done before the tailpipe test. In addition to the new IM 240 test, the feds also want all states to return to annual testing.

Turner and Bentriff provided some interesting statistics concerning the current testing program. There are approximately 500,000 tests annually in King County. Of these, 20% fail the first test; of those, 80% pass the second time.

The DOE is trying to get approval for roadside sniffer programs which can

monitor emissions from a given vehicle as it is driven by the test equipment. They would be spaced over a given area, and three failures in say, a half-mile would trigger a photo of the offending vehicle and a resulting letter to the registered owner inviting them in for a test. This would be in addition to regularly scheduled testing.

The oxygenated fuel thought to be used only in winter is used all year round, according to Turner. The concentration of oxygenates can be lowered in the summer, as engines reach operating temperature sooner in the warmer weather. And if you're wondering why oxygenates are in the fuel all year round, look no further than the federal regulation which gives oil companies a 9 cent/gallon tax break for oxygenated fuel.

Other initiatives. DOE is considering a establishing a limited-use license for cars rarely driven. The types of cars eligible and the specific guidelines governing use are being discussed, but collectors would certainly benefit. Old-car hobbyists will also be glad to know that current thinking at DOE holds that a "clunker" bill would be too expensive. Finally, they are attempting to start a program to identify certified gray-market vehicles, perhaps by a special notation on the registration.

What the future holds. It ain't pretty. One might think the ever-encroaching presence of government in terms of more onerous tests and restriction of modifications is bad enough. But, according to Turner, the worst is yet to come. He told the audience that vehicle manufacturers, apparently in a quid pro quo for getting their products to comply with ever-tightening Federal smog rules, want to maintain proprietary control over all emission and on-board diagnostic equipment on their cars. And the EPA, in their zeal to clean the air, cost be damned, is seriously considering this.

The result, of course, would be manufacturer monopolies over parts and service. One must wonder whether clean air advocates have even considered the higher prices that consumers would have to pay

Feds Ban Radar Detectors in Buses, Trucks

to these government-sanctioned monopolies. The long-term effect, says Turner, may be to require drivers to get a new car every 2-3 years. Not a happy thought. Turner added that this was part and parcel of EPA's guiding philosophy, which is to reduce usage of single-occupant vehicles.

Our thanks to Glenn and Kevin for an evening that proved to be extremely informative. While a certain amount of residual wariness on the part of club members may be appropriate, some understanding (if not necessarily appreciation) of DOE's role is equally fitting. Not only are these folks apparently not ogres, they will even try to help those who have problems with the smog test. Suffice it to say, they show far more flexibility than their Oregon counterparts, whose basic philosophy is "pass it or park it".

In addition to answers to the expected technical questions, club members also got a look at the political burdens under which DOE operates. One was struck by the public desire of the DOE representatives to distance their agency from EPA; surely, the common perception of the enthusiast in this state is that they are one and the same. If you have a problem, give them a call at their Bellevue office. You may not get the answer you want, but someone will listen. That, at least, is something.

In a somewhat surprising move, the Federal Highway Administration has banned the use of radar detectors in commercial vehicles used in interstate commerce.

The rule, which takes effect January 19, 1994, is tightly drawn. In addition to radar detectors, it also bans laser detectors, or any other device used to detect the presence of any current or future speed-measuring technology.

At this time, there apparently is little desire to extend the ban to private vehicles. Although radar detectors are used in a far higher percentage of commercial vehicles than in private ones, neither the Administration nor Congress is thought to want a battle with voters on

the issue now.

The ban was enacted despite the fact that written public comment was 3-1 against it. The trucking industry was divided: major trucking firms lined up with the insurance companies in support of a ban, while owner-operators opposed it.

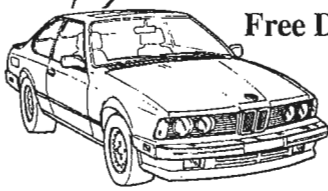
While there may be no current threat to the Passport on your visor, it would be naive to think that, after this big success, the self-appointed safety lobby will be satisfied with anything less than having the ban extended to all vehicles. These generally humorless types are surely having a laugh now. As are scanner manufacturers, no doubt.

-Tom Williams

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Ownership Change at BMW Seattle

BMW Seattle is in the midst of an ownership change. Several years ago, David Griffith and Steve Norman bought the dealership from Phil Smart. David had been the owner of Alan BMW in Edmonds. Now, Steve Norman is buying out David Griffith's share and will become the owner of 100% of the dealership. The transaction was initiated in August and has been moving slowly but surely forward. The final blessing of BMW NA and the closing should occur by mid-February.

The day-to-day management of the dealership is already in the hands of Steve Norman and has been for several months. There will be no changes of personnel, but there will be a number of other changes as a result of the ownership change. The facility will be upgraded and expanded in the relatively near future. We'll have more on that in future issues. Steve has initiated a number of steps to improve customer service (and the dealership was already known for its good service). To help the customer better communicate with the person servicing their BMW, customers are being given the opportunity to tape record the specifics of the problem, so that the technician can hear it directly. This supplements the service writer's notes.

Another new feature is the "Direct-to-Steve" line. In order to hear directly from the dealership's customers, a voice mail phone line has been installed which allows customers to leave a message for Steve Norman without intervention by any employee of the dealership. If you're not happy, go direct to the guy that owns the place. The number is (206) 217-5264.

Steve Norman is a long time club member, and was a BMW enthusiast before getting involved with BMWs from a business standpoint. And Steve is a car guy. He owns a very rare Bentley and is currently restoring a BMW 327 Cabriolet.

- David Lightfoot



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Steve Norman, left, and David Griffith. The photo was taken shortly after their purchase of the dealership from Phil Smart.

Detroit Auto Show

The Detroit and Los Angeles auto shows are being held the second week of January. Detroit now outshadows the LA show. The Big Three auto manufacturers have put their muscle behind the Detroit show, so that it is now a world class event. In fact, it is really the "North American" Auto Show. The LA Show is in BMW's biggest North American market, but Detroit is where the press is.

The North American market is extremely important to BMW. The U.S. is BMW's largest market outside Germany. And the Spartanburg plant will be the first full manufacturing facility BMW has outside Germany. Thus, the Detroit show is significant to BMW.

At the 1994 Detroit show, BMW is

showing a number of cars for the first time in North America. The 850CSi and 840Ci will debut, as will the American-version M3. The Z13 and E1 concept cars will be shown for the first time in the U.S.

And, in what may be a worldwide debut, the 318i Convertible will be shown. This car will make owning a cabrio less expensive.

The most significant event for BMW at Detroit is what won't be shown: the new 7-series. The car was supposed to make its worldwide debut in Detroit. But now it looks like maybe a year or so from now. Reason? We're just speculating, but probably the car was redesigned and "de-specced." BMW had planned on going further upmarket with the 7 to com-

pete with the S-class Mercedes. But BMW has benefited by witnessing the chilly reception to the S-class. Even Mercedes has admitted the car is a mistake — too big, too heavy, too thirsty and too expensive. Redesigning the 7 may have delayed the planned introduction, but it will also avoid repeating the costly mistake of M-B.

So, should we look for the new 7 at the 1995 Detroit Auto Show? Not likely. The 7 will probably be introduced elsewhere. The '95 Detroit Show is supposed to feature the worldwide debut of the new roadster. And that would overshadow the 7-series.

- David Lightfoot

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Nurburgring School

Tentative dates have been set for the 1994 BMW Driving School at the Nurburgring. The dates are June 26 through July 2. These dates should be accurate to within a few days.

The cost is estimated at \$1150 for the school and car. Airfare and accommodations are extra, but plan on \$2000 to \$2500 per person for the whole thing. A \$400 deposit is required to hold your place. Last year the school filled up quickly and there was a long waiting list.

The school will probably utilize the new drivers' training center, currently under construction and scheduled to open in May.

If you are interested, contact Leo Newland at (817) 923-2212 (Texas).

In the January issue of the English magazine *Car*, Paul Lienert reports that BMW is considering buying engines from Chrysler for use in 3-series cars assembled in South Carolina.

The powerplant would be Chrysler's 2.0 liter four, which in current single-cam form produces 130 bhp. A twin-cam version will bump output to 150 bhp. Chrysler slates these engines for duty in the Dodge Neon and the Mitsubishi Eclipse/Eagle Talon coupes.

Seasoned BMW watchers might recall that this isn't the first time the two companies have talked about using the others' engines. Chrysler had approached BMW at one time concerning use of BMW's small-block V-8. The deal was ultimately scotched because the cost was too high for Chrysler.

America may well be the home of cool V8s stuffed into unlikely chassis, but WE'VE JUST BEEN OUT-EXCESSED by Germany's Hamann Motorsport GmGH. They're offering up a reinforced 325i to which, and I quote, "in expensive fancy-work there gets installed the twelve-cylinder-engine of the 850i." Not just *any* twelve-cylinder-engine of the 850i, of course, but one punched out to 5750cc and 425 horses.

All that expensive fancy-work works out to a claimed 0-60 time of about four seconds.
(*Sports Car International*)



M3 Cabriolet prototypes are on the road.

formation

...from the editors

More details are emerging on the new hatchback that BMW is launching this month in Europe. Called the 316i Compact, the car initially will be offered with a 1.6-liter four producing about 100 hp. However, other versions are expected, including a sporty 318i as well as six-cylinder-powered 320i and 325i models. A red-hot M3 Compact is under consideration, but not before 1995. BMW officials said a U.S. version is not planned at this time.

BMW has developed a more practical five-door version of the hatchback and, depending on response to the three-door, may unveil it late in 1994.

The Compact will have to do as BMW's entry-level model until the E1 is ready to make an appearance later in the decade. (*AutoWeek*)

Robert Buchelhofer, BMW AG board member in charge of sales is currently under fire. Buchelhofer is being partially blamed for BMW's current sales slump. This despite the worldwide decrease in auto sales, and BMW's relatively strong performance. The 51 year old Austrian's board term is up in May 1994. Wolfgang Reitzle, R&D Chief, is one of Buchelhofer's main critics. Finance chief Volker Dopplefeld is more popular — he recently was re-elected to the board.
(*Auto Motor und Sport*)



Robert Buchelhofer:
why is this man smiling?

BMW is developing a new inline four-cylinder engine range for use in the next-generation 3-Series, codenamed E46 and due in 1997. The new engine, ranging from 1.6- to 2.0-liter capacity, is based around a lightweight aluminum block with a 16-valve cylinder head. (*AutoWeek*)

It was just a matter of time before the 3-series convertible and the M3 were combined. M3 Cabriolet prototypes are on the road in Germany. No word on U.S. availability.
(*Auto Motor und Sport*)

The 318i and 320i variants of the 3-Series Cabriolet will be launched in early 1994, to combat sales of VW's Golf convertible. (*AutoWeek*)

BMW is well known for turning out coupes, from the 3-Series to the 8-Series, that have enthusiasts drooling, but there is always a market for something better, and there's always a German tuner ready to satisfy it. Take the M3, the latest version of one of the top road cars of all time. The critics have raved about its performance, but AC Schnitzer, famous for its radical 6-Series racers of a few years back, feels it needs more. Like an extra 34 horsepower, bringing the 286 of the standard Munich-bred machine up to a tarmac-toasting 320; like 18-in. wheels, 9 in. wide at the front and 10 in. at the rear, fitted with extra-low-profile Bridgestone Expedias (rapidly becoming the favored tire for serious road performance).

But that's just for starters. Schnitzer feels that if you're going to drive a car of such potential, you should do so in an environment that makes you feel the part, so the interior of Schnitzer's S3 Sport CSL is really the showpiece. Ahead of the suede-covered racing steering wheel there's just one "normal" dial. Bang in the driver's sightline, there is a tachometer with a redline at 7000 rpm. The dial surmounts an F-1 style digital display panel that gives all the rest of the information needed by the driver. A carbon-fiber theme runs throughout the cockpit, and even the toeboard for the passenger is made from the exotic race-bred material. Naturally, the superlight seats are racing buckets, but because this is a road car, they are trimmed in luxurious gray leather. There are lots of other enhancements in the S3 to bring its price to \$85,000-plus. (*Road & Track*)

A 1981 BMW M1 (see photo in the November 1993 *Zundfolge*) sold at the Pebble Beach auction for \$101,500. (*Automobile*)

The sport/ute craze is about to attract another high-end player. Bernd Pischetsrieder, BMW chairman, is set to speed development of a radical new recreational vehicle that may eventually be produced in the States.

Like its roadster due in 1996, BMW's new off-roader is based on the 3-Series, though the company is also looking at the possibility of using the 5-Series.

BMW is considering six different bodystyles for the sport/ute, slated to debut in Frankfurt in 1997. The early favorite is a two-door hardtop with a removable glass roof panel, though a soft-top could also make it to market if it tests well.

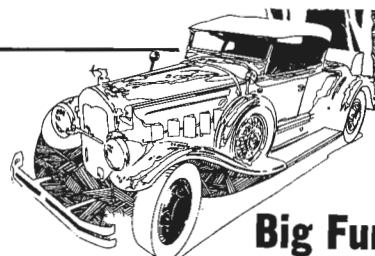
In the United States, BMW's sport-ute will be powered by an updated version of the current 24-valve, 2.5-liter inline six.

For Europe and other markets, a new range of four-cylinder gas and diesel powerplants are planned. (*AutoWeek*)

Car & Driver once again picked the BMW 325i as one of its ten best cars, the only German car to make the list. Here's what they said:

The 325i exemplifies the essence of BMW better than any other car in the Munich manufacturer's lineup. Ostensibly a compact sedan, the 325i is actually one of the most satisfying driver's cars on the planet. From the eager hum of its over-achieving, delightfully smooth in-line six-cylinder engine to the uniquely light and precise action of its gearbox, the 325i provides nonstop satisfaction, whether you're carving up the corners of a favorite mountain road or merely collecting the week's groceries. Despite the 325i's tight exterior dimensions—the car casts about the same shadow on the road as a Honda Civic four-door—there's a surprising amount of room inside, with a profile carefully scribed to accommodate four adults. Plus, it is simply beautiful to look at.

For those who can't make up their mind between BMW's compact 3-Series coupe and the top-of-the-line 850CSi, JML Motorsport, has just the answer. JML takes a 3-Series coupe and shoehorns in the 5.6-liter, 376-bhp V-12 engine from the CSi. This produces a beast that will cover 0-to-60 in 4.2 sec. and has a claimed top speed of 199 mph. There's a full body kit and an uprated sound system included in the package, which comes at a price JML will be happy to supply on application—which means if you have to ask, you can't afford it. (*Road and Track*)



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Deadline for the February issue is January 30th

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For Sale: 320i: dashboard \$200, instruments \$150, lowering kit (incl. subframe) \$650, doors \$100 ea., snow tire wheels \$25 ea., header \$90. **2002:** steel wheels \$15 ea., mag wheels (13, 14, 15), sway bars \$25, instruments, consoles, hoods, fiberglass fenders. **Bavaria:** fenders \$125 ea., nose clip \$250, grills, dash, instruments, wheels. **530i:** hood, dash, blue vinyl rear seat, wheels. **All:** used shocks, wheels and tires. Bill Proud 824-8242.

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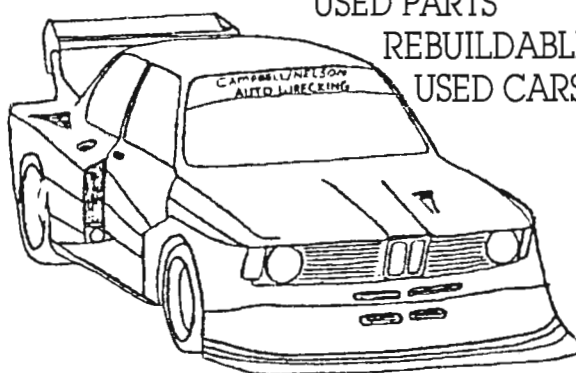
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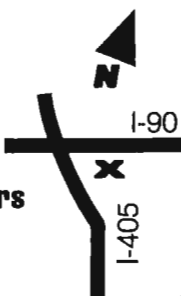
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