



Zündfolge

March 1994

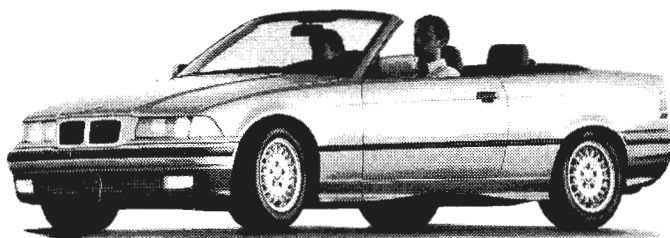


***BMW Beginnings:
Dixi DA-1***

***840Ci: A New
Super Car***

***Lots of
Track Events***

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Boilerplate

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Inhalt

	Coming Events by Dan Alvis	3
Stalls	Stalls by Thomas B. Nast	4
	840Ci: A New SUPERCAR by Leif Anderberg	6
	Track Events by Dan Alvis	8
	BMW Beginnings by Duane Carling	9
	International Council Meeting by John Bergen	14
	M-formation from the Editors	16
	Classified Marketplace	20

Calendar

- March 27** Deadline for April *Zündfolge*.
- April 7** Board Meeting hosted by Dan Alvis.
- April 21** Video Night at Engine House No. 9 in Tacoma. See the article for all the details.
- May 22** Swap Meet and Go-Kart Day at Pt. Defiance Park in Tacoma.
- May 27-29** Classic Motorcar Rally sponsored by the Mayflower Park Hotel, BMW Seattle and others. Call Dennis Howell at 206-325-1207 for an entry application or to volunteer to work a checkpoint.
- June 1** Wednesday Nighter at the track.
- June 25** Bavarian Beer Tasting hosted by Merchant du Vin. You're going to want to attend this event. Set aside this Saturday, 3-5 pm. More in future issues.
- July 31** Concours d'Elegance at Columbia Winery in Woodinville.
- August 14** High Performance Driving School at SIR. Finally, a warm weather driving school. Plan on it.

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

Color Cover

Last month we mentioned that you would be seeing more changes in *Zundfolge* this year. This month the change is pretty obvious — the addition of a color cover. We will have a different color cover each month in the future. This has been made possible by two things. First, the extraordinary changes that have taken place in printing because of computer software. The color separations that would have required a lot of hand work five years ago, can now be done with a desktop scanner and Pagemaker.

Second, we've got a new printer who is giving us a good deal. Presswerks on 85th in Seattle is owned by Barry Russell. Barry is a car enthusiast and has provided us with pricing that allows us to add color while staying within our budget. If you've got a printing job, give Barry a call at 783-3152.

We will continue to work with the layout and add upgrades in the future, but don't expect anything else as dramatic as this month's change.

— The Editors

Coming Events

CHANGES, CHANGES, CHANGES, there have been some changes to the schedule of events as they have been previously published. April will mark the return to the famous Engine House 9. We will watch some exciting videos of BMW's in action like the German Touring Car Championships and the British Touring Car Championships. One of my favorites is the La Carrera Classic which is an in-car (BMW M6) view of the coast-to-coast race in Baja California.

The night for the meeting is April 21st, Thursday, at 7:00. Next month we'll have the address and driving directions.

May will mark the long awaited first annual BMW ACA Swap Meet at Point Defiance park in Tacoma. There will be Go Cart racing for the whole family at a club discounted price, and there will be special races. For example, an all women race, a kids under 10 race, kids over 10 race, and of course, the big boys race. I will warn you now, that the management does not like to see their carts trading paint, so be advised.

In addition to all this fun, you can bring all the reusable junk out of your garage to sell to your fellow club members. So if you have that stock set of rims from your M5 you want to part with, bring 'em. Or anything you feel you can finally live without, bring it to

the Swap Meet for everyone to see and say, "Who would ever put that in their BMW?" The date has been, you guessed it, CHANGED to May the 22nd, a Sunday. For more information call me anytime. My number is 206-582-0803.

— Dan Alvis

Errata

Last month's *Zundfolge* omitted an important piece of information from the BMW Seattle ad. While stripping in the photo, the printer removed one line of text and neglected to replace it. The ad dealt with the 1.75 percent financing offered on the remaining '93s in inventory. The disclosure should have read, "30% down payment with up to 24 months financing on approved credit. Offer expires on 2/28/94."

Sorry for the mistake, BMW Seattle.

Repeat Business

Disclosure or not, at least one club member took advantage of the 1.75 percent rates. Jessica Greenway, who is a financial planner, must have found the deal almost irresistible. Free money!

Jessica bought a 325i, in Laguna green, to replace her 1977 320i. The 320i has served her well for 16 years. The BMW dealers would probably like to sell Jessica a car a little more frequently than once every sixteen years, but still, she didn't buy a Lexus or Infiniti in the meantime.

New Members

Member/Car	Referred By
Frank Ricco/'94 325iS	BMW Seattle
Jim Barber/'94 325iC	
Tom Blahut/'74 2002	BMW Seattle
Frank Nieto	Paul Touby
Dave Hagel	Paul Touby
Jim Kulinski/'88 M6	
Harold & Eileen Broomell/'89 535i	BMW Seattle
Margo Easton/'90 325iC	Exeter Garage
Steven Bye/'87 325iS	
Adrien Zeumault/'88 735i	BMW Seattle
Paul Bondarenko/'81 528i	Capital City Auto
Keith Vasey/'76 2002	
Peter Wikstrom/'84 633 CSi	BMW Seattle
George Bradshaw	
Mitchell & Carrie Lucas/'85 318i	BMW Seattle
Ken & Susan Olsen/'84 533i, '71 2002	
Richard Hinojos/'87 325	BMW Seattle

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Stalls

By Thomas B. Nast

The human genome project is an effort to map every gene in the human body. It is thought that this will lead to the understanding, and eventual cure, of such conditions as Parkinson's disease, manic depression and halitosis. A gene which we have not heard about, and which may be overlooked, is the transportation gene. It has probably migrated to some lonely outpost, like the 3rd spiral, 2nd chain, 10^{-6} from the end, or thereabouts — but still, it must be found.

Most of us, now that BMW's Age of the Yuppie has passed (a sort of automotive Triassic period), will save some of our nose hairs for posterity, to make sure our car genes are preserved. Obviously, we got the right ones. There is a certain justice in the rate of nose jobs among Lexus owners, a Darwinian way of ensuring that their nose hairs are not passed on to succeeding generations of geneticists, thus sparing them an appreciation of peculiarly styled, overweight and altogether soulless cars. But I digress from the topic at hand.

In some people, the transportation gene goes seriously awry. And I'm not talking about hang-gliders and gasoline pogo-stickers here; I mean genes so warped they should be turned on a lathe. The result of such warpage is, unfortunately, often fatal; hence the urgency in finding that pesky gene.

In the waning days of 1975, we all recall, one Ron Shere-Davis (of California) determined that it was his mission in life to cross the country in his Isetta (the "Overland Flyer"). He solicited donations, and the Puget Sound Chapter came to his rescue in January 1976 with a ten-dollar contribution. (Don't laugh. This was back when a dollar was still worth forty cents.) We received a nice thank-you note from Mr. Shere-Davis in mid-March, with a progress report, a promise to send postcards, and a denial that he used doughnuts for tires. Later that summer we learned that the trip had been scuttled for reasons I can't recall

(but would suspect financial), following which Mr. Shere-Davis had taken his own life.

Crossing the country in an Isetta is legal, and is perhaps not madness, but is not an appropriate choice of weapons. Recall that this was the waning days of the Ford administration; inflation was out of control, and gas lines were not a distant memory. Still, Mr. Shere-Davis was attacking the dragon with a pea-shooter, when guile might serve better. We will never know if it was his transportation gene which went awry, because nobody had the perspicacity to save his nose hairs, but it's a good bet that was the problem.

What reminded me of this was the brief aviation career of Mr. Larry Walters (of California). No, I could not remember his name either, but a little research turned up more than expected.

Mr. Walters, on 2 July 1992, achieved his "lifelong dream of flight" by mounting 42 helium-filled weather balloons to a \$109 Sears lawn chair, complete with water ballast and descending apparatus (a pellet gun). Departing from his girlfriend's San Pedro home, he was reported by three airline pilots while crossing through 4000 feet. He achieved an altitude of 16,000 feet, by which time the cold, lack of oxygen and, no doubt, pressure on his bladder from the two liters of Coca Cola he brought, persuaded him to reverse course. He landed in Long Beach, eight miles from the launch site.

The FAA was livid, and publicly muttered things about jail, taking away his Sears charge card or filling Mr. Walters with lead weights. Ultimately he was cited for operating too close to an airport, flying recklessly and failing to maintain contact with the control tower; the proposed \$4,000 fine was reduced to \$1,500. He appeared on a few talk shows, but quickly faded from view.

Mr. Walters put a bullet through his heart on 6 October 1993. He was described as "chronically depressed",

but we know better. It was that transportation gene. Or, come to think of it, could it be something to do with there being too much sun in California for people who don't wear hats?

There is a catfish fry in Mr. Walter's honor in Dublin, Georgia this summer to celebrate his feat. My one regret is that time does not permit my driving to it in my 700 Convertible.

Errata

Dave Mason called a few weeks ago to point out that the Triumph Stag used a different aluminum V-8 than the Rover, MGC, etc. The Stag V-8 was, I gather, a much less successful venture than the ex-Buick product, and is a perpetual headache to Stag owners. My regrets for the mistake, and especially to all who own Stags. Incidentally, Mr. Mason will be unable to attend our next banquet, but he suggested Charles Morgan might be interested if BMW goes through with its plans to acquire Morgan Motor Co. Ltd. and put the Dixi back into production.

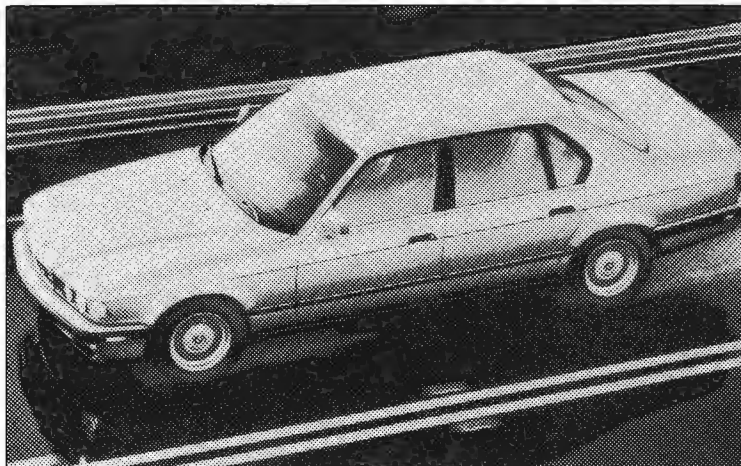


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A P A R T O F T H E G U I N N A U T O M O T I V E G R O U P

840Ci: A New SUPER CAR

By Leif Anderberg

In the middle of January, I had a chance to participate in the official introduction of the BMW 840Ci held in New Orleans. After driving around the area and ending up in Vicksburg, MS, I also drove the car back to Southern California.

First some pertinent data about the car: Ci stands for Coupe Injected and 840 simply means it is powered by a 4-liter V-8. The engine is actually the same power-plant used first in the 740i and then the 540i. It produces 282 hp at 5800 rpm, and 295 ft-lbs. of torque at 4500 rpm. The 4-liter engine has four valves per cylinder and the two camshafts are driven by chains. It has hydraulic lifters which eliminate the need for any valve adjustments. About the only maintenance needed would be oil, oil filter, fuel filter and air filter changes at various intervals. It also has a micro filter in the heating/ventilation system which filters out just about all impurities

in the air, as small as bacteria. (It doesn't filter out all smells however. I drove past a dead skunk on the way home, and I could certainly smell the odor). The micro filter should probably be replaced at regular intervals as well.

The transmission is a five-speed automatic from ZF. No manual gear boxes are available as yet. In the future they might be on special order only through BMW M Individual, a division of BMW that can tailor-make any car to the owner's specifications. The five-speed is more than adequate. It has three modes of operation: **Regular Economy**, which shifts at moderate rpm and shifts into over drive. It is activated by putting



the lever in D. Then there is **Sport** mode. By pushing the button next to the shifter it is activated. It locks out the overdrive/fifth gear and shifts at higher rpm into the next gear. Then there is **Manual**. It locks the gear in place and requires that the driver moves the lever for every gear change. The transmission "Winter Mode" locks out the first gear for smoother starts in snow and sleet. For every day driving the Economy mode is perfect.

When driving back from Vicksburg I was able to maintain an average speed of 66.8 mph for the whole trip. At that speed the engine was loafing at a little over 2500 rpm. That is why it also delivered 21.4 mpg for the whole trip. The EPA mileage rating is 16/22 and it is slapped with a "gas guzzler" tax of \$1300. It needs 91 octane unleaded gasoline.

The wipers are speed controlled and work faster the faster the car goes.

Of course the car is also equipped with ABS brakes, dual air bags and all season traction control. The steering is power assisted with a speed sensitive feel. This takes away almost all power assist at high speeds, feels great.

It is the first ever car I have driven with cruise control where it maintained a constant speed no matter how high the hill or how steep the down grade. Very impressive. I assume it is all that torque at work.

BMW NA feels that this particular model is the successor to the 6-series model of yesteryear. To let the 6-series owners know that, a mailing campaign is planned where all the owners are targeted and invited for a thorough test drive and comparison test. That is something for the 6-series owner to look forward to.

A car such as the 840Ci comes equipped with much standard equipment. The seats are upholstered in leather, which smells great. The wipers are speed controlled and work faster the faster the car goes. That is true for the interval mode as well. Standing, the wipers take a long while between wipes, but the faster the car goes, the faster they wipe. Very neat! The windshield washer jets are heated, as are the outside rear

view mirrors and the driver's side door lock. This car is well set up for cold climates. The seats are equipped with memory which also controls the mirrors

It also has enough speakers — 12 — and enough power — 250 watts — to make anyone totally deaf.

and steering column, which has power telescoping and tilting adjustability. The steering wheel also tilts upward automatically when the ignition is turned off to make it easier to exit and enter the vehicle. Another neat feature is the passenger side rear view mirror which tilts down when reverse gear is activated. This helps in parking. Of course it also has a completely automatic climate control system, which has separate controls for driver's and passenger's side. The car can also be programmed to start it's own ventilation system going even if the car is standing by itself at some parking lot in the sun. Really great for Southern California summers. It also has enough speakers — 12 — and enough power — 250 watts — to make anyone totally deaf.

One of the best innovations I have seen is the new key. It has automatic door locking capability and alarm built into it. All the owner has to do after leaving the car, is to push the button on the key twice, once to lock the doors and a second time to activate the alarm. Of course the doors can also be locked manually. The key can be turned backwards to open or close the sunroof before entering or after having exited the car. A very handy gadget. When the deadbolt mode on the lock is activated, the car also activates a disabling device which prevents it from being started.

As I said earlier, I did get to drive the 840Ci back from Vicksburg. Without a

Bummer was I ended up in a dry county in Texas, and couldn't even get a beer!

doubt, long distance travelling is what the designers of this car had in mind. The first day I drove over 700 miles, and believe it or not, I felt pretty good. Bummer was I ended up in a dry county in Texas, and couldn't even get a beer! My wife, Fia, flew out from Los Angeles, and I picked her up at the Albuquerque airport. We continued on to Laughlin, Nevada, and spent the night there. That place has got to be the worst place on the Earth! Six or seven casino/hotels on one side of the road, RV parking on the other side and sand everywhere else.

I am digressing, and to get back to the car: WE BOTH LOVED IT! The price for this car will be \$68,100, which is quite a bit less than the 850Ci, which lists for \$85,500. Some time this spring we will also see the 850CSi. It will be the 8-series prepared by BMW M (formerly BMW Motorsport). It will sell for \$98,500. It will have a killer engine with 372 hp and a 0 to 60 time of 5.7 seconds, as opposed to 7.1 for the 840Ci and 6.9 for the 850Ci. The CSi will also have different aerodynamic aids and be

If what you are looking for is a great touring car, comfortable and very able, this is the car for you.

lowered with fatter and larger tires.

BMW NA figures they will sell about 800 840is, about 400 850Cis, and will only bring in 200 of the 850CSi. Of those 200, 100 are already spoken for.

If what you are looking for is a great touring car, comfortable and very able, this is the car for you. If you are a 6-series owner, wait for the letter of invitation from BMW NA and take them up on their offer. In all probability they will make it worthwhile for you with some kind of promotional gimmick, something free for just showing up. ☘

(Leif Anderberg is the founder of BMW ACA, Los Angeles Region)

Track Events

June 1st marks the first of four track days for this year. It's a Wednesday night/afternoon event. For those who have never attended a Wednesday Nighter, it is just lapping around the 2.5 mile track at Seattle International Raceway in Kent just off of Highway 18. There will be instructors on hand to assist those who are not so familiar with the track and the procedures. However, you must have attended a prior driving school to participate in a Wednesday Nighter. These are not appropriate for novices.

There will be a Driving Instructor Clinic in late May but that date has not been set yet. Those who would like to be considered for instructors or who have instructed before and want to contribute/take part in the clinic please sign up with Mike Helton or myself soon. The number of people participating may have an effect on where we hold the clinic.

In the adjacent sidebar you will find a schedule of track events in the Puget Sound area. Most of the events marked as schools are open to anyone who wants to participate with their own car. For the schools at SIR call Jeff Clark at 206-735-9632, and for schools at Portland International Raceway (PIR) call Gary Bachman at 503-644-4379. For those of you that want to view racing, the race schedule has been included in the school schedule. In the next issue I will try to have the Vintage Race schedule as well.

That's it for this time, I'm already late to the editor so if you have any comment or questions please call me at 206-582-0803. Drive safely and ready.

— Dan Alvis

1994 SCHOOL/RACE SCHEDULE

Feb 12	PIR	BMW School	Portland ACA
Feb 26	PIR	ALFA School	Portland
Mar 5	PIR	BMW School	BMW ACA
Mar 12	PIR	School	CSCC
Mar 12	SIR	School	IRDC
Mar 19	PIR	School	TC
Mar 26/27	PIR	Race	SCCA
Apr 9	SIR	School	IRDC
Apr 15 (Fri)	PIR	School	TC
Apr 23/24	PIR	Race (Conf)	CSCC
Apr 30/May 1	PIR	Race	SCCA
May 16	WIL SPR	School	LA ACA
May 21-22	PIR	Race	CSCC
May 28-30	SIR	Race (Double)	SCCA
Jun 1	SIR	Wed Nighter	BMW ACA
Jun 3 (Fri)	PIR	School	TC
Jun 4	PIR	School	All Clubs
Jun 4/5	SIR	Race	IRDC
Jun 10-12	PIR	Race	CSCC
Jun 17-19	PIR	Rose Cup Race	SCCA
Jul 2/3	PIR	Race	SCCA
Jul 6	SIR	Wed Nighter	BMW ACA
Jul 23	SIR	School	IRDC
Jul 29-31	PIR	Race	SCCA
Aug 5-7	PIR	Firehawk	IMSA
Aug 13/14	PIR	Race	CSCC
Aug 14	SIR	School	BMW ACA
Aug 20/21	PIR	Race	SCCA
Aug 20/21	SIR	Race	IRDC
Aug 24	SIR	School	BMW ACA
Sep 26	WIL SPR	School	LA ACA
Oct 1/2	SIR	Race	IRDC
Oct 8	PIR	School	TC
Oct 15	PIR	Enduro	CSCC
Oct 22	SIR	Enduro	IRDC
Oct 22	PIR	School	BMW ACA
Nov 5	PIR	School	CSCC
Nov 6/7	LAG SECA	School	LA ACA
Nov 12	PIR	School	BMW ACA

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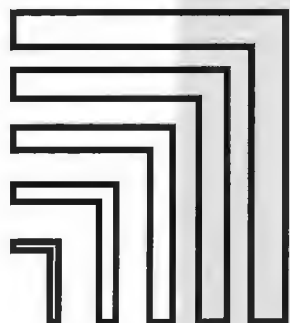




BMW BEGINNINGS

By Duane Carling • Photography by Alan Yorgason

The Nazis invaded Poland in the fall of 1939, triggering the start of World War II.



The proud owner of the beautiful BMW roadster pictured here, hid his car in a safe place and left home to serve in Hitler's army. Instead of hiding his car in the barn, which would have been the usual choice, he drove it to the middle of his fields, filled the engine completely with oil, and stacked the autumn harvest of new mown hay around and on top of his precious car, hoping to return soon to drive it in the lovely Bavarian countryside. He never came back.

THE DISCOVERY

Twenty years later, American Sid Horman was studying architecture in Heidelberg. One day while riding a bus through the countryside, he happened to notice a skinny tire and cycle fender sticking out of a very old haystack. Being a curious sort, he got off the bus at the next stop and walked back to ask the land owner, "What is that sticking out of the hay?"

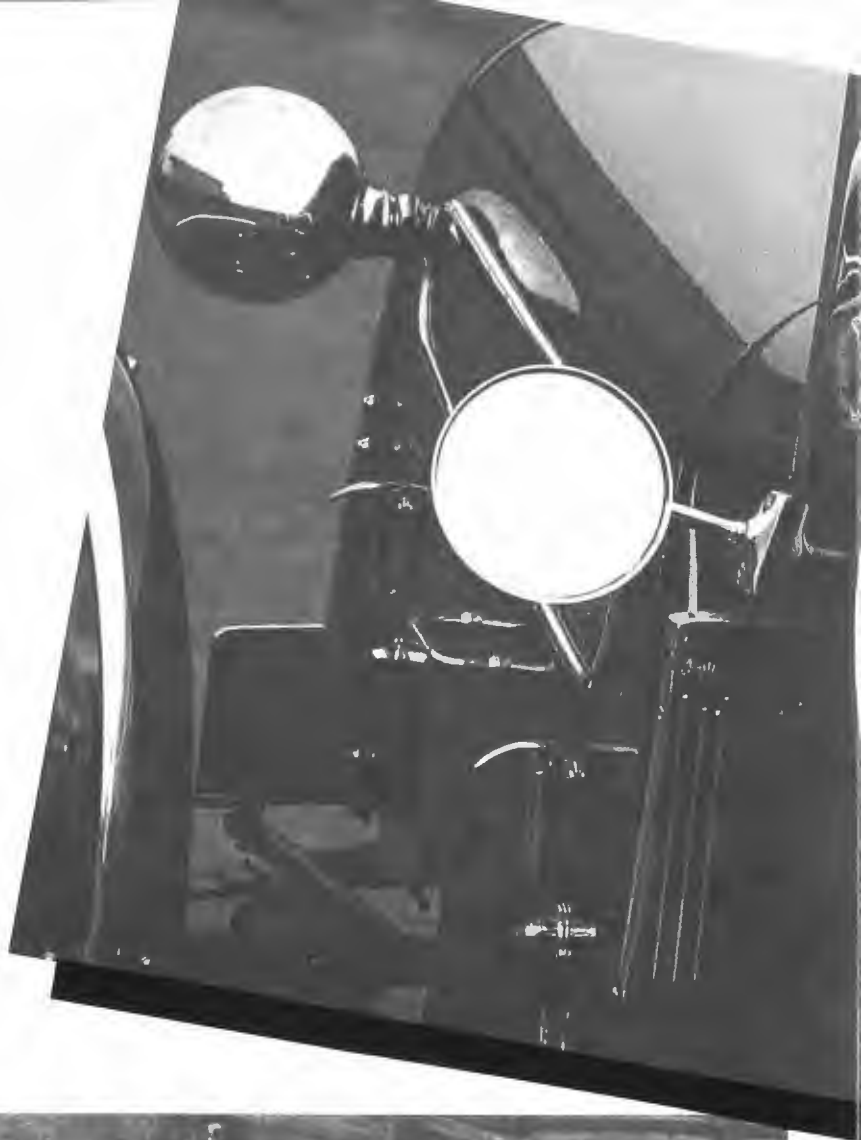
What was sticking out was the rear corner of a very old and very odd car, a BMW Dixi. The farmer turned out to be the son of the car's original owner, and was more interested in getting rid of the haystack, which had turned into a plaster-like substance, than in the car. He told Sid if he moved the haystack he could have whatever was inside for 150 American dollars, which was a lot of money at the time.

Apparently the son was not as well off as his father had been, because his only means of transportation was a horse-drawn cart with wooden wheels. He had become discouraged two days earlier when he started to remove the petrified haystack, freeing only the rear wheel. Sid returned to the farm with two friends, and using picks, shovels and the horse cart, spent a whole day dismantling the stack which had formed a water tight tomb over the car. Finally, clearing twenty year old hay out of the cockpit, they pushed the car onto a motorcycle trailer and took it home.

As Horman removed the grime from his odd little car, he discovered it had a BMW badge on its grill and a model number of DA-1 on the engine block. The oil had turned to black goo, but had done its job of protecting the insides of the engine. Within two days the car was running and four Michelin motorcycle tires just fit the rims. With a few other touches it became the hit of the Heidelberg campus.

But the Korean War was heating up, and the draft board back in the states decided they needed soldiers more than architects. Sid shipped his "toy car" back home where it sat in a warehouse. At one point, he sold the car. Seller's remorse set in almost at once, but the buyer wouldn't sell the car back to Sid. The seller did finally part with the car, to another party. Sid was able to repurchase "his" car from this person.

The car sat for many more years, this time in a warehouse rather than in a haystack. Sid's energies were devoted to running his development and construction business in Salt Lake City, and his hobbies, racing offshore powerboats and





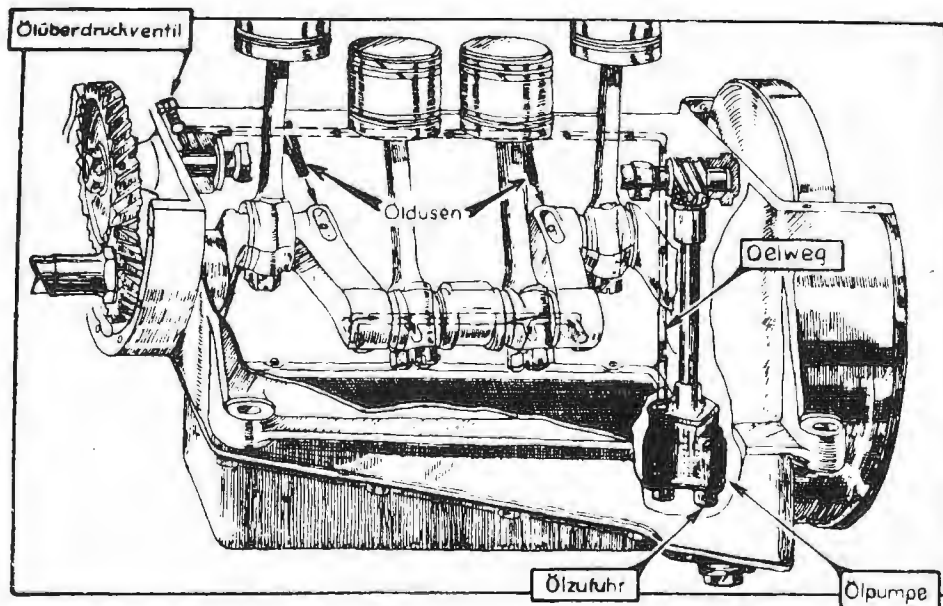
SCCA racing. Finally in the mid-1980s he got around to restoring the little car from his college days.

SOME HISTORY

The Eisenach Vehicle Factory had been founded in 1896. The first vehicles called Dixi (Latin for "I have spoken"), appeared in 1904. The company built various vehicles under license and of their own design, but none met with much success. Salvation came in the form of an agreement to produce a version of the Austin 7 under license. In 1927 forty-two Dixi 3/15 DA-1s were produced. The 3/15 designated the taxable and actual horsepower, respectively. DA meant Deutsche Ausführung (German version) or Deutsche Austin. In 1928 assembly-line production was begun, with 6,742 cars built.

The little car was a success but the company still needed help. Meanwhile, BMW, which was making airplane engines and motorcycles, wanted to get into the car business. In late November 1928 the contract was signed that would make the Dixi 3/15 DA-1 the first BMW. In March 1929 the Eisenach Vehicle Factory was dissolved and the company became the Eisenach subsidiary of the Bavarian Motor Works AG. In 1929 the Dixi name was dropped and the car became the BMW 3/15.

Tom Graham of the Vintage BMW Club found Sid's DA-1, serial number 3874, was shipped as a bare chassis to a dealer in Berlin, and was then bodied by Ihle (pronounced "eely") Brothers Coach Works near there. This was a common practice in those days, in the U.S. and in Europe, for more expensive cars. It was unusual for relatively inexpensive cars like the Dixi. The body work may have been updated later by Ihle when the DA-1 was replaced by a newer model, also a common practice. Or, the chassis may have been at Ihle when the BMW purchase was consummated, and the body may have been "updated" originally.



THE RESTORATION

Sid Horman's car was from the middle of 1928's production run. The engine block and other parts are stamped "DA-1." Sid has a very similar, unrestored car of the same year which has some parts marked "DA-1" while others say "DA-2." Running production changes were common then, and actually remained a BMW practice at least through the 2002 in the 1970s.

Considering that most of the men who built this car rode horses or walked to work, it is remarkably advanced. All of what appears to be chrome is actually highly polished nickel plating. The drop in the center of the nineteen inch wheel



rims occurs on only one side of the wheel, which means each of the twenty different spokes have to be measured and put in its specific location in the wheel.

The side valve engine displaces 743ccs, and produces fifteen horsepower at 3000 rpm. The engine block and head are iron, but the pistons and crankcase are cast aluminum. A three-speed gearbox transfers the power to a solid rear axle. The generator is gear driven which in turn drives the distributor, which has a mechanical advance. Remember, this car was built in 1928.

The wheelbase is a diminutive seventy-five inches and the entire car weighs just 946 pounds. The listed top speed is 47 mph, but we felt most comfortable driving at about 25 on modern roads.

The brakes are mechanically actuated by a cable in front and two rods in the rear. Whether it was intentional or not, when the steering is turned to near full lock, the geometry of the cable pivot causes the inside front brake to drag, helping the car around the corner. The first DA-1s used a single, centrally mounted friction shock absorber in front, with two arms linked to either side and parallel to the front axle. Sid's uses later hydraulic front shocks, while the rears remain leather damped friction units. Aluminum is used under a soft woven lining for the brake shoes, some body trim, steering gear case, transmission housing and some dashboard items.

VDO, the original German manufacturer of the gauges, restored them and sent them back to Sid with a statement marked "No Charge." The wood on the dash

proved to be English Rosewood, not commercially available, until a 100 year old grove was discovered on the east coast of the U.S. When the body was disassembled, Sid found it was riveted together and the rivet size and metallurgy matched the top portion of a common 16 penny construction nail. He used such nails to make new rivets.

The amount of plastic used in a car of this vintage is surprising. The plastic distributor cap was made of "Bakelite" from the protein in soy beans. It turned out to be the same as the Bosch unit used on Indian motorcycles made in the U.S. between 1928 and 1942. Sid found a new one at the Hershey swap meet and later found that Bosch had several in stock here in the states. The perfect, unrestored steering wheel rim and dash knobs are made of casein plastic, derived from the protein in milk. The translucence of the steering wheel material is very warm and beautiful.

CLOSING THE CIRCLE

The hindsight derived from almost seventy years provides an interesting perspective. BMW got started in the automobile business by building Austins under license. With the purchase of Rover, one of the assets BMW will acquire is the rights to the Austin name. And BMW is about to start building small roadsters again.

(Reprinted with the permission of Automobile Quarterly, Kutztown, PA.) ♣

ACKNOWLEDGMENTS

♦♦♦♦♦

This special feature article was made possible by the generosity of a number of people. I would be remiss if I did not mention them.

The car owner, Sid Horman, spent considerable time on the phone with me. Sid is a true enthusiast, and owns two Isettas and a Messerschmitt, besides his Dixis. He has also raced some pretty interesting iron, including a Lola T165.

Automobile Quarterly publishing director Jonathan Stein was supportive from my first request. All he asked was a free ad for AQ in exchange for permission to reprint the article. He did insist on several corrections to the original article, based on feedback from knowledgeable readers. Automobile Quarterly is a hardcover, no-ads, extremely high quality, automotive magazine. If you have an interest in the historical aspects of cars, you'll love it. It has been published for thirty-two years.

Author Duane Carling kindly consented to use of the article and provided a rewritten version, with corrections to the original. He even encouraged me to edit as I saw fit. He was extremely helpful.

Photographer Alan Yorgason also allowed use of his work for a nominal fee. To really appreciate the quality of the photos, get the AQ issue which contains the original story.

Tom Graham of the Vintage BMW Club of America was also a tremendous resource. His knowledge of early BMWs is amazing. This man has a pre-war BMW as his daily driver! To get information about the Vintage BMW Club of America write to Tom at P.O. Box S, San Rafael, CA. 94903. You need not own a vintage BMW to join.

— David Lightfoot

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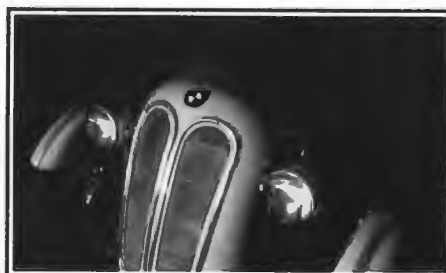
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The Connoisseur's Magazine of Motoring Yesterday, Today and Tomorrow

International Council of BMW Clubs Annual Meeting

By John Bergen

The 12th annual meeting of the International Council of BMW Clubs was held in Merano, Italy from October 6 to 11, 1993. The International Council is unique to BMW, and some background information is in order, since the Council is an important part of the BMW Club experience. First, what is the International Council, and what does it do?

Good question, if I might say so. The International Council acts as an "umbrella" organization for recognized BMW Clubs worldwide. It provides a forum for all such BMW Clubs to communicate with each other and the worldwide BMW organization. This holds true for all BMWs, motorcycles and cars. The Council seeks to ensure that the international BMW Club organization supports and promotes BMW's philosophy, BMW corporate identity, as well as corporate designs for all BMW clubs. In addition, the Council seeks to ensure the BMW clubs receive assistance and guidance in their operations, and support from the BMW organization, including BMW AG and the relevant "daughter," in our case, BMW of North America.

Worldwide, BMW club members number more than 100,000 strong. Of that number BMW CCA, our larger, nationwide brother, claims some 28,000 members. That is a lot of club members, and BMW owners, and BMW views the clubs as an important part of BMW culture and tradition. BMW AG thus attaches a great deal of significance to the BMW club organization, and this is manifested in the support for the International Council, and the annual meeting, which is considerable.

Club delegates to the Council are from all "key market" areas. Included are Europe, North America, Japan, Australia, New Zealand, and South Africa. North America has the most delegates, including BMW Car Club of America, BMW Automobile Club of America, which includes the Puget Sound, Portland and Los Angeles regions, BMW Motorcycle Owners of America, BMW Riders Association, and BMW Car Club of Canada. The other markets have one delegate each. Also included are delegates from the

Veteran's Club in Europe, and the Nurburgring Driving School. BMW AG is, of course, the host, and very ably represented by our good friend Dirk Henning Strassl, Manager BMW Brand Promotion, by Christian Eich, International Brand and Product Communication, and by Hans Riedel. Dirk is also responsible for the BMW Magazine, among other things. Subsidiaries from Great Britain in the person of Nigel Topping, Italy in the person of Gianni Oliosi, and North America in the person of Craig Helsing, were also present. The hardworking staff of the Club Secretariat, Barbara Prockl and Andrea Nagel, who did much of the considerable work to plan and put on the meeting, were always there to help, with a smile I might add, both with the meetings, and with the many social events. Many of the clubs also had observers present, including Phil Muscat for the BMW ACA.

For 1993, the meeting was in Merano, or Meran, Italy. This is in the German speaking region of Italy, known as the South Tyrol. Everyone speaks German and Italian and most everything, from menus to road signs, are in both languages. This helps us very little, of course, since we don't do that well in either language. But we managed, or muddled. Waving your arms a lot doesn't help that much either. Anyway, it would be hard to find a more beautiful part of the world.

The meeting itself opened in Munich, at BMW's Research and Development Center, known as FIZ. While the ladies got a tour of the facility, which we heard was fascinating, the delegates and observers got right down to business, electing a new Chairman. Friedhelm Gunter, long time president of BMW Club Europa, replaced Peter Samuelson of Great Britain, who has served well and faithfully as Chairman for some ten years. Also elected were new Vice-Chairmen, Dr. Gerhard Knochlein and Mark Luckman of the BMW CCA. From there, all delegates were called upon to implement a new "Three Year Plan to Action—the Charter between BMW AG and the Clubs." In essence, this is a plan to improve the flow of information from BMW AG to the clubs, and vice versa.

Friedhelm Gunter emphasized that everyone must work hard to reach the specified goals. We even have a new motto, "The Best Must Get Better Still." The morning ended with a very informative presentation by Hans Riedel, Director Central Marketing, BMW AG. Finally, Mr. Reidel expressed thanks from BMW AG to Peter Samuelson for his ten years of service as Chairman of the Council.

After a reunion with the ladies, and a wonderful lunch at FIZ, we packed our cars, all provided by BMW AG. Ours was an 840Ci, but that is another story, and drove some 200 miles to Merano, where we met for yet another memorable meal in the castle, or "Schloss" Rubein, but more about that later. The next two days were filled with club presentations from each member club, and some very informative presentations about the world-wide automobile industry, BMW, and just about everything in between. While BMW is doing very well in the U.S., it is no secret that there is a very real recession world-wide, including Europe and Germany. BMW is holding its own, but times are somewhat difficult, particularly in Germany.

While the business of the Council proceeds during the day, the evenings are very busy as well. Each night we had yet another lovely dinner at a local restaurant. At these dinners, over food and drink, everyone becomes well acquainted, and by the end of the meeting, strong friendships are forged. By the end of the meeting, small gifts, such as club pins and the like are exchanged, and promises made to stay in touch. And, during the day, the ladies participated in a shopping trip to nearby Bolzano, and other local activities. And don't forget shopping in Merano, which is a truly lovely city. South Tyrol, as I said, is a beautiful spot. It is a picture book setting, and even though our weather wasn't the best, our stay was all too short.

Our group stayed in three different castle or "schloss" hotels, and the meeting itself was in a fourth castle, Schloss Schenna. This castle was built in 1350 and ranks among the most important castles in Tyrol. All of the castle's rooms contain collections of weapons,

furniture and paintings kept there by the Archduke John of Austria. The castle is now privately owned, and the furnishings, weapons, and paintings were very interesting. European castles really do have suits of armor, weapons, and this one even had a sword made specially for beheading. No demonstration was offered. Schloss Schenna sits high on a hill, and the view of the valley and the surrounding Alps is spectacular. Words don't do it justice, and neither do my photos, but I tried.

All too soon, the meeting was concluded, and we all left to go back to our respective countries with a new appreciation for the enthusiasm and commitment of BMW AG, and the International Council to BMW Clubs worldwide. Each of us was also asked to formulate clear cut objectives for our club in accordance with the Three Year Plan, and to periodically provide statistical information regarding our members. All member clubs will be asked to provide such data to the extent possible, in the future. The information will be completely anonymous, but it will help the Clubs and the Council to formulate a profile of all BMW Clubs world-wide. This data will include BMWs owned, and some basic information about members, such as age and occupation. This data will be important and useful to the Clubs and to the Council. And as the meetings closed, the message that the Clubs were important to the BMW organization was repeated.

All in all, the meeting gave a new appreciation for BMW Clubs the world over, and reassurance that mutual assistance was available and valuable. The final action of the meeting was to receive presentations from delegates seeking to host next year's meeting, which will be outside Europe. Both Japan and Australia have asked to host the meeting next year, and both made impressive presentations. Traditionally the meeting is held in Europe one year and outside Europe the next. The ultimate decision is made by BMW, but either place would be a trip of a lifetime.

Oh, the cars? We loved the 840Ci. I don't think you need the V12 in that car. It even had cup holders, really. We were assigned a 325i for the trip back, and it worked well too. But you can't believe how expensive gas is in Germany, try four to five dollars a gallon. Fortunately we didn't drive that much on this trip. All in all, a great trip and a great meeting.

(John Bergen is President of BMW ACA, Los Angeles Region. Subsequent to the meeting it was learned that Peter Samuelson of Great Britain stepped down as Chairman of the International Council because of cancer. We regret to report that Mr. Samuelson died in mid-February. - Editor)

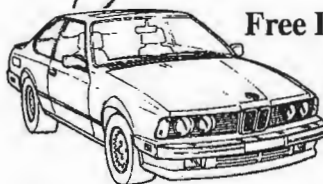


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INFORMATION ...from the editors

Name That Roadster!

BMW's worst kept secret is the 3-series based roadster to be built at the South Carolina plant. The car is supposed to debut at the Detroit Auto Show next January and then go into production in 1995.

About now, BMW must be trying to figure out what to call the car. Let's give 'em some help. Send in your suggestions for the name for this promising car. We'll print your suggestions and your name in the April *Zundfolge*. And since we mail *Zundfolge* to BMW of North America in New Jersey, they'll see your suggestions.

Remember, the car will be based on the 3-series, and will have a 1.8 liter engine. It's a 318 roadster. 318iR? Naw. 4-Series? Mazda uses MX-5 elsewhere, but uses Miata in North America. I like that. What's your idea for a real name, not just a number? The BMW Foxy Frauline? Maybe not.

Well, anyway, you get the idea. The deadline for submission of suggestions is March 27th. Mail your ideas (more than one is fine) to the Lightfoots, 2641 39th Ave. W., Seattle, WA 98199. Or fax to 206-448-7728.

We will try to print all suggestions in the April issue. Remember, this is audience participation, so get to work! — DL

➤➤➤ BMW, following the lead of other automakers, will market an electronic parts catalog and technical reference system—a "how-to" guide for fixing cars—to its dealerships through a marketing agreement with Reynolds & Reynolds (R&R), a Dayton, Ohio-based provider of hardware and software for dealers. R&R will develop an interface to integrate BMW's product into R&R's proprietary dealer system, which automates sales, service, and financial activities. To accommodate dealers of various sizes, R&R's Unix-based system runs on many servers, ranging from Pyramid Technology or Sun Microsystems platforms to PCs. (*Informationweek*)

⇒⇒⇒ **Sotheby's sold a 1937 BMW 328 for \$125,160 in early December. A near cousin, a 1938 Frazer-Nash 328 with a BMW engine sold for an identical price. (*Automobile*)**



The new 5-series in sedan and Touring form.

R-Roll 'Em
BMW confirmed it is still interested in buying luxury carmaker Rolls-Royce. Previous talks between BMW and Rolls-Royce's parent company, Vickers PLC, broke down a year ago when the two sides failed to agree on a price for the company. (*Seattle Times*)

Honda Spurns BMW Overtures

Despite friendly overtures from top BMW officials, Honda will apparently go through with its plans to sell its 20% stake in the British firm, the Rover Group.

BMW had made no secret of its desire to work with Honda after the German company had agreed to purchase 80% of Rover in late January.

Honda's publicly stated reason for being apprehensive at working with BMW was that the two firms were increasingly being positioned as competitors. However, automotive industry analysts cited other concerns: a weak Japanese economy and increasing pressure from the Big 3 in the US, which is Honda's largest market.

Even though Honda's intentions are clear, disentangling themselves from Rover will be very difficult in the short term, as Rover and Honda share floorplans and components on a number of models sold in Europe under both nameplates (eg. Honda Legend/Rover 827 sedan). In addition, Honda would face the added expense of going it alone in Europe or trying to find another partner to maintain its current market profile on the Continent. (*Wall Street Journal*)

Here's photos of the next generation 5-series, expected to go on sale in the U.S. as a 1996 model. The 5 will follow the 3's lead with lots of versions available: sedan, coupe, wagon and convertible. The 5-series will be available with larger six cylinder engines (2.3 and 2.8-liter), and 3.5 and 4.5-liter V-8s. (*Automobile*)



Buy American

BMW announced its intent to have 80% of the vehicle content of its Spartanburg-built cars come from North American companies. Parts for the 318i sedans and the new roadster will come from 20 suppliers in the U.S., Canada and Mexico.

As the Japanese auto makers have found, a high local content can have political and regulatory benefits. It can also act as a buffer against currency fluctuations.

BMW has acknowledged a potential marketing problem if the cars should fall short of BMW's image for top-quality German engineering. Dr. Burkhard Goeschel, the project manager for the Spartanburg facility said, "This is surely a major challenge that cannot be overcome with common processes and structures."

Suppliers are expected to build their own factories and warehouses near Spartanburg. With the cooperation of this "family group," BMW will develop the new roadster in only 38 months.

Unlike the Japanese transplants that produce mainly for U.S. consumption, BMW's Spartanburg plant will export 70% of its output. (*Wall Street Journal*)

The Buzz

The German Postal Service has signed a contract with Electric Fuel Co. to supply zinc-air batteries for a beta test of about 25 electric vehicles. If successful, the postal service intends to convert half its fleet of 50,000 vehicles to electric power. Existing vehicles would be replaced at the end of their normal service life. The vehicle manufacturers that supply the postal service are BMW, Mercedes-Benz and Volkswagen. All three are working with Israel-based Electric Fuel.



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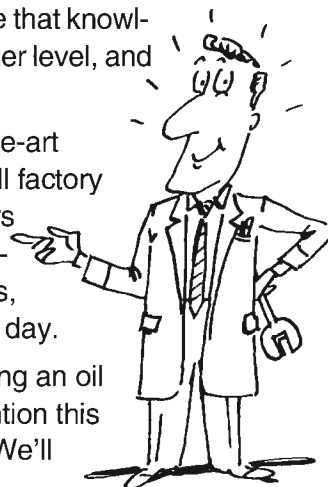
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◆◆◆◆◆ The BMW Driver's Club in the United Kingdom has about 5000 members. For a two day indoor exhibition they managed to draw 40% of their members, 2,000 BMW owners! (*Classic and Sports Car*)

☞ BMW's Eisenach plant in the former East Germany, will build both the tooling for the body panels, and the body panels themselves, for the new Porsche Boxster. Porsche is trying to cut 30% from its production costs. Porsche looked at various options, including Japanese suppliers, but decided BMW was the best solution. (*AutoWeek*)

BMW production in South Carolina is scheduled to start in 1995. The first cars built will be standard 3-series coupes and sedans. These will be used to *validate* the plant, in other words, they'll be used to make sure assembly procedures and vehicle quality are equal to the Regensburg, Germany plant, where 3-series cars are built for export.

Once the 3-series is going smoothly, production of that model will halt. Taking its place on the line will be the Z10 Roadster, a two-seat convertible based on a 3-series platform. The car will be sold in the U.S. and will also be exported.

Following the Z10, a 3-series Touring (station wagon) model will be built, though by the time production begins the vehicle may be based on the next generation 3.

Finally, BMW is said to be working on a small sport/utility, called E36/10. Word is that BMW would like to build the car in the U.S. to avoid any duties. There is also a luxury minivan in the works which may be built in the U.S. (*Autoweek*)

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ROVER MAKES BMW A FULL-LINE AUTOMAKER

For those who only know Rover cars by way of their Sterling Performance in the United States, news that BMW paid \$1.2 billion to buy British Aerospace's 80-percent interest in Rover Group surely must have raised a few eyebrows. At best, went the conventional wisdom, BMW was buying Land Rover's line of sport/utility vehicles.

It turns out that there was more method than madness to the acquisition by BMW chairman Bernd Pischetsrieder. By buying Rover, BMW no longer is a company with a fairly narrow lineup of sporting sedans and coupes. It has become a full-line manufacturer with everything from small, front-drive econoboxes to world-class sport/utes — with a potentially sensational mid-engine sports car somewhere in between.

And if there can be synergy from the BMW-Rover relationship, imagine what might come of a long-term relationship between BMW and Honda, once the Japanese company cools down over its new partner's end-around to buy Rover.

While the others were still trying to figure out BMW's moves, Pischetsrieder and his R & D chief, Wolfgang Reitzle, went to Coventry to see just what all they'd purchased. Not only did they see a labor force that works for a fraction of what German workers make and works in factories extensively updated by Honda, but they looked into the pipeline and saw:

- a stylish replacement for the Rover 200,
- a small car to replace the Metro,
- a mid-engined MG roadster,
- modular V6 and V8 engines,
- a couple of small sport/utility vehicles.

Pischetsrieder assured the British that Rover will remain "independent," but he sees obvious opportunities for synergism. For example, one of those Land Rovers, codenamed Pathfinder, should provide BMW with an instant competitor for the vehicle

Mercedes plans to build in Alabama.

On the car side, Rover's heritage is in front-drive. Ironically, Pischetsrieder's maternal grand uncle is none other than the late Sir Alex Issigonis, creator of the Mini.

And you can expect a new Mini. Pischetsrieder sees it as "an upmarket small car." For three decades, Rover has lacked the cash to do an updated version of the popular little car. Not anymore. "They will have the resources," he promised. "Others can manufacture minicars, but only Rover can manufacture Minis. This car has a unique position in the world. To give that away would be foolish."

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Metro is to be replaced in 1995 by the new Rover 100. Pischetsrieder may consider using the platform to spawn a BMW 2-Series to rival the new Mercedes A-Class.

BMW will also have the option of reintroducing the MG badge to America by bringing the mid-engine MG PR3 here. Though the MG name would create interest in the car, there is some concern that the vehicle itself might be too close a competitor for the 3-Series-based roadster BMW is to build in its new U.S. factory.

The last Rover car offered in the United States was the Sterling/800. It was based on a Honda/Acura platform, but Pischetsrieder confirmed that BMW's new 5-Series platform, due next year, will be the foundation for the 800's replacement. He also said the new 800 "is the car to relaunch Rover cars in the United States."

For his part, Pischetsrieder isn't resting after the sale. He's on his way to Japan to meet with his new "partner," Honda chairman Nobuhiko Kawamoto. Honda has a 20-percent stake in Rover.

It is expected that Pischetsrieder will assure the Japanese that BMW is willing to continue any works in progress. The chairmen also may begin discussion about possible new collaborations. (AutoWeek)



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1984 733i. Abundant luxury and performance - 123,000 miles, rebuilt transmission, refurbished air conditioning, Hella headlight system, recent complete service, performance tuned - plus one-German alloy wheels (chromed) high performance Michelin tires, Bilstein sport shocks - tuned suspension, new brake rotors and dust free pads, AM-FM cassette

Deadline for the April issue is March 27.

Classified Advertising Policy:

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 members, \$25 to non-members. Ads will be run for two consecutive months, space permitting. *Zundfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to *Zundfolge*, c/o Lucetta Lightfoot, 2641 39th Ave. W., Seattle, WA 98199. Attn: Classified ads. Make checks payable to BMW ACA.

CD controller, Kenwood 10 CD changer, PDQ 10 amplifier with 8 Boston speakers - power windows, door locks, mirrors, seats, sunroof, computer, rechargeable flashlight in glove box, tool kit in trunk lid, first aid kit in rear arm rest, owners manual, original brochure. Bronzit paint, black leather interior. Perfect condition! \$12,500. Call (206) 882-7997.

1979 320'S Pack, (ex Ted Rodgers), immaculate condition. Iberian red (original paint) with black interior. Sunroof, recaros, 5 speed, LSD, battery in trunk, lowered, larger front swaybar, rear swaybar, Tokico struts, Hartge stress bar, electric fan, vented front rotors. 15" alloy wheels with 50 series tires. Dual 45 DCOE Webers, Schrick cam, 10:1 pistons, Stahl header, sodium filled exhaust valves, balanced and lightened. Not only is this car quick, but it looks NEW! Must be seen to be appreciated. Need garage space for project car. \$6850. Phone John Crabtree (H) 557-9529, (W) 391-1210.

1978 320i. Alloys, Bilstein shocks, sunroof, Cibie headlights, 4-speed manual transmission, metallic red, runs well, could use paint. \$1500 OBO. Mike, home: 745-6943, work: 881-7544 extension 2450. Leave a message.

1975 BMW 2002. Solid, rust free body. Transmission is going bad. Needs TLC. Nice project car. \$1,000. I will haul it to any location for a reasonable fee. Call Ron Carpenter at 509-829-6009, Zillah, WA (20 miles south of Yakima)

1972 2002 white, 4 speed, rebuilt motor 100 miles ago, Weber carb, alloy wheels with 2 new tires, rear brakes new, fresh paint. \$3,200, consider trades. Birch 385-7605.

1966 1800, body rough, complete engine and brake rebuild with less than 100 miles. Over \$2000 invested in parts and labor, ran short of funds and time. Price? Call Phil (206) 392-6470 (H), (206) 392-4279 (W).

Parts For Sale

320i. Suspension Techniques adjustable rear sway bar with polyurethane bushings. Mike, home: 745-6943, work: 881-7544 extension 2450. Leave a message.

1985 535i. Driver and passenger seats, tan leather, good/very good condition, \$650/pr., offer. Reed 633-1319 (H), 292-2586 (W).

1980 733i Shop manual. \$50. Lory Watkins 243-1182.

320i. One pair Scheel front seats with mounting brackets. Dark blue cloth on seating surface, dark blue vinyl on backs. Excellent condition. \$500. Water heating heat pump, E-Tech model B104, 11,500 BTU/hr (3.4 KW) output rating, \$200 OBO. Bill 206-337-7001.

1971 2002. Malaga color, was restored and garaged. New hood, fenders, glass, window gaskets, Sikkens paint, new drive-shaft, rebuilt transmission and cylinder-head, engine very good, new bumpers and grille, Weber two/barrel DGV carburetor, Tii distributor, new Boge turbo shocks with ST lower springs. New Michelin XZX tires. Car was very reliable and was used for every day transportation. Call 723-2182 (H), 281-6456 (W).

Wanted

3.0CS. Repair and Owner's Manuals to buy or copy. Call Heinz hm: 784-9459 wk: 965-9231.

1988 535i, 5 speed, leather interior, one owner, no previous wrecks, low to average mileage. Brad 522-7218.

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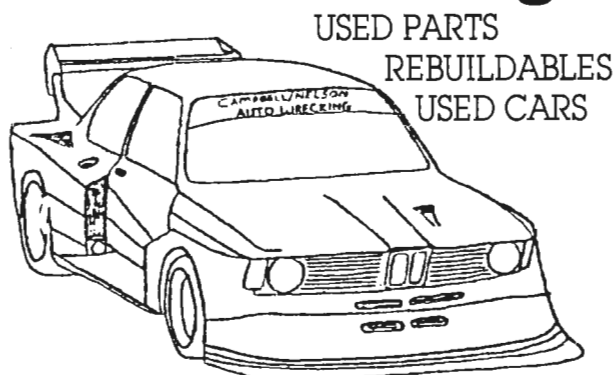
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