



October 1994

# Zündfolge



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**General Meeting at  
Bradley's on Oct. 22**

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# Zündfolge

Cover:  
BMW racing in  
Touring car series.

Volume 24 Number 10 October 1994

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### Boilerplate

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

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# Calendar

- October 22** General Meeting hosted by Bradley's Autowax and Detail in Bellevue. See the article on page 3 for details.
- October 22** Track Day at PIR. Call Paul Touby or Dan Alvis for details.
- October 28** Deadline for the November *Zündfolge*.
- November 3** Board Meeting hosted by Steve Niver. All members welcome. Start time is 7:00.
- November 5-6** Laguna Seca Driving School. This is a BMW ACA, Los Angeles Region, event. For information contact Leif Anderberg at 909-595-6699 during business hours.
- November 19** General Meeting at Chinn's. Seattle's own movie prop shop. An amazing place, don't miss this.
- Nov. 19-20** Sears Point Driving School. The host club is the Golden Gate chapter of BMW CCA.

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

## October Meeting at Bradley's

Brad Zefkeles and his crew at Bradley's Autowax and Detail will be hosting our October general meeting. The date is October 22nd, Saturday. We'll get started about 9:30 and be finished around noon, leaving your afternoon free.

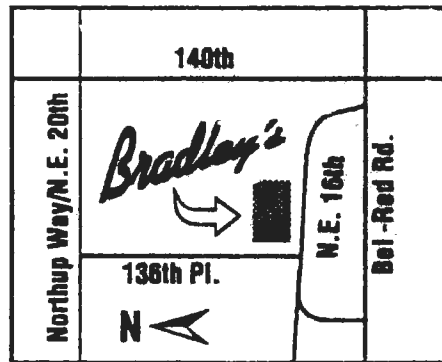
Starting at 9:30, Bradley's will make available some refreshments. Until about 10:00 we'll have an opportunity to socialize. Come early and get acquainted! As an extra incentive, the first ten people to show up will receive a free hand wash and dry.

### Winter Prep

The first topic for the meeting will be cosmetically preparing your car for winter. Brad will demonstrate how to protect your bimmer from the ravages of the dark season. Coverage will include storing your car and how to prepare your BMW if you plan to drive it through the winter. The Bradley's crew will demonstrate a proper pre-winter detailing for us.

### Dent Wizard

Also part of the program will be a demonstration by the Dent Wizard of paintless dent removal. This is a service almost everyone can use at one time or



another. It's perfect for removing minor door dings without having to repaint the area. It's cheaper than pulling out the dent and repainting, plus the result is usually better. A member's car will be used for the demo.

### Leather Redyeing

Another subcontractor that Bradley's turns to, will be an expert at the art of redyeing leather seats and other interior parts. Sun and wear will eventually cause a loss of color in most leather. Here's the way to restore the leather to factory new.

Bradley's is located at 13600 N.E. 16th St. in Bellevue, near Furney's Nursery. Use the map provided to help you get there. And remember to come early.

— David Lightfoot

## November: General Meeting at Chinn's

If you only make one general meeting this year, this should be it. Stepping into Chinn's is like stepping into a timeline of the past. If you can imagine a warehouse, a LARGE warehouse full of every garage sale you have ever been to it begins to give you a vision of just what Chinn's is like.

Jerry Chinn leases props to just about every movie studio and theatrical production company on the west coast. If your wife thinks you have packrat problems, as mine does, five minutes in Chinn's and she will know we aren't even in the same league. Everything from canned goods to clothes are housed in the warehouse, some items running as far back as the turn of the century.

Televisions, radios, furniture, a large neon collection, bicycles, even automobiles and motorbikes are stored on racks as far as the eye can see.

A great deal of automobile memorabilia is also included in the collection. Some of the props are sorted by age, some are sorted by type and many are set up in the stages or scenes in which Chinn's acquired them. You can sit on a stool in a soda fountain drug store scene from the early fifties, authentic down to the salt & pepper shakers and menu. Or stop in at an old hunting lodge complete with stone fireplace and giant stuffed bear. Chinn's even has props you will recognize from past television commercials. Last time I was roaming the warehouse I ran across a huge prop from an old McDonalds commercial. "I bet you will remember this one if you find it ..."

The meeting will be held November 19th commencing about 10 am. Mark this date down on your calendar now... We will have a follow on/reminder article with directions and additional information in next month's *Zundfolge*, but plan on making this event. It is an experience you will not soon forget.

— Al Lancaster



## New Members

Member	Referred By	BMW's
Brian Parks	Motorsports Racing	'92 325iS
Gail DeSpain		'87 325iC
Jim & Julie Anderson		'93 325iS, '93 525i
Edward Carmick & AnnMarie Gordon	BMW Seattle	'90 525i
Lance Schaefer	Lightfoots	'85 635CSi
Don Eng		'88 M3
Hoa & Khanh Van Vu	Ultimate Motor Works	'87 635CSi,
James Jessup	George Bradshaw	'58 Isetta
Donna Hoskins	BMW of Bellevue	'88 M6
Richard Doherr	Autosport	'74 2002 tii
Anthony Chan	BMW Seattle	'94 530i
Graham Williams	Dan Alvis	'94 530i
James Griffin	BMW Northwest	'84 318i
Sue Ferguson	BMW Seattle	'69 2002
Jay & Carol Langhurst		'89 535i, '86 528e
Harvey & Tiffanette Litt	BMW Seattle	'88 535i
Richard T. Wurdack	BMW of Bellevue	'85 535i
Jeff & Mary Hale	BMW Seattle	'76 2002
Fred & Sandy Hendrickson		'94 325ia
Carl & Evie Livingston	BMW Seattle	'88 735i
Steve Lin	BMW of Bellevue	'89 735iL
Raymond & Bryanna Scott	BMW Seattle	'91 525i





# Stalls

By Thomas B. Nast

## Radar: Palindrome

Speed enforcement is a wonderful substitute for safety enforcement. It allows the police to compile statistics showing how much busier they were than the year before (therefore justifying funding increases); it allows the police to avoid getting mixed up in complex and messy crimes, like white collar fraud (therefore justifying funding increases for more police); it clogs the courts (therefore justifying funding increases for more prosecutors, judges and magistrates); it generates significant revenue (therefore justifying funding increases), and it significantly raises the insurance premiums of the convicted. In short, it is as American as Prohibition, the War on Drugs, Skylab and the other multi-billion dollar investments which have made us the economic powerhouse we are today.

Few unbiased studies have shown a correlation between speed and accidents. (Studies funded by the insurance industry are not unbiased.) Many unbiased studies have shown that the difference in speed on a road is what causes accidents. A car doing 50 when the prevailing speed is 70 is as dangerous as a car doing 90 when the prevailing speed is 70. What really causes accidents is, of course, inattention and unpredictability, but getting drivers to look, observe what they are seeing, and perform such exotic acts as signalling turns and lane changes is as Unamerican as the communist party. You will recall that highway speed limits were imposed not as a safety measure but as a fuel savings measure by the late, freedom-loving Richard M. Nixon.

Most of us are aware of these precepts, but being basically bovine in nature, we do nothing about it. So it was to my considerable surprise that, fighting off somnolence and ennui, I recently found in the pages of the "Washington Appellate Reports" the case of City of Bellevue v. David R. Lightfoot, 75

Wn.App. 214 (August 1, 1994). It turns out that David R. Lightfoot is the same David Lightfoot that edits this journal (and I invite readers to submit, in writing, their speculations regarding his middle name, the initial of which heretofore has been unrevealed).

*(It's Randall, but don't ever call me that. - Editor)*

It seems that on 11 July 1990 officer Rasko of the Bellevue Police Department cited David for going 49 mph in a 35 mph zone. At trial before Judge Pro Tem Georgia Kravik, officer Rasko did not appear, but submitted a written statement regarding his skills at catching miscreants such as David with the Kustom Falcon, and that David was the only car on the road and the radar was calibrated before and after the stop.

After a motion to dismiss on the grounds that the engineering accuracy of the Kustom Falcon was not authenticated, the City of Bellevue invested tax dollars in the presentation of Edward Cole.

Mr. Cole had a great deal to say about his education and training; his experience maintaining, calibrating, testing and certifying radar devices; and the certification and quality assurance tests, signal generator and internal calibration checks. David then had the temerity to question whether Mr. Cole had any experience or training as an engineer.

This did not sit well with her honor, Judge Kravik. She declared that Mr. Cole "is an expert in his field" and directed David to stop pestering him about just what made him an expert. David was duly convicted, and the conviction was duly affirmed by Judge Nancy A. Holman of the superior court. This case, as in many of those in which John Orwick (of the Drivers Defense Fund) is lurking in the background, did not fare particularly well in the appellate court. Let it be said that David's conviction was reversed, and the matter sent down for a new trial. (The fate of three

companion cases was not so happy; their convictions were overturned by the superior court and reinstated by the court of appeals.) But the law was "clarified" in an unfortunate way.

To quote the court: "It is sufficient that, in addition to testimony that the device was functioning properly, a qualified expert testify that the particular device passed the requisite tests and checks to ensure its operational accuracy." The design accuracy of a radar device's engineering is not, according to the court, a matter on which inquiry is permitted. It doesn't matter if a clock runs backwards, so long as it keeps time.

And so the war runs on, on the roads and in the courtrooms. David learned the old lesson that a person who represents himself has a fool for a lawyer, and now manages to win his battles, with paid counsel, before making pyrrhic trips to superior court and the court of appeals.

Meanwhile, several new fronts are seeing action, which I may address next month. One is photo radar in Federal Way, and the other is Seattle's .08 blood alcohol limit. At law schools, these may be known as the "Full Employment for the Class of '95" ordinances. And it is unlikely they will make the roads a scintilla safer; the misallocation of resources involved will probably make them less safe.

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From Left to Right: Barbara Gútnn, Greg Pardee, Nelson Nakasone

## GREAT SERVICE STARTS AT THE TOP

Year after year customers continue to rave about the quality of service at Acura of Bellevue. When I purchased BMW of Bellevue in December of 1992, the same comments were not expressed by past or present customers. I am going to have a successful BMW franchise and that means my personal commitment to customer service. For that very reason, I have brought Greg Pardee and Nelson Nakasone to BMW of Bellevue. Because of their dedication to our service customers at Acura of Bellevue, we have won the prestigious Precision Team Award, Acura's highest industry award for customer service and satisfaction, for two consecutive years. These two gentlemen understand my commitment to Making Customers For Life. If you have not had a pleasant service experience at BMW of Bellevue, we want to be the first to know about it. We will do whatever it takes to ensure your complete satisfaction in the service of your BMW. We truly are dedicated to Making Customers For Life.

*Barbara Nelson Gútnn*



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# 1995 BMW 5-Series: Evolution of the Benchmark

If you took a survey of the world's independent auto experts, you'd find wide agreement that BMW's 5-series — the "middle" of the BMW line — is the benchmark for sports sedans. Actually, in addition to the three purebred sports sedans in the Series, there are also two Touring models that some see as sports wagons, others as sports sedans with added utility. In any case, whether it's officially designated as a Sedan or Touring, each of the five models in this Series embodies the BMW ideal of a practical, comfortable midsize automobile that is supremely competent on the road and genuinely enjoyable to drive.

The present generation of the 5-series made its debut in 1989, and has undergone careful, meaningful evolution ever since. Perhaps the most important updating came in mid-1993, when three new V-8 models were added: the 530i Sedan and Touring and the top-of-line 540i Sedan. For 1994, this trio of V-8s continues with significant refinements — especially the 540i, which appears for the first time with a manual transmission, and a 6-speed at that. The two 6-cylinder models, 525i Sedan and 525i Touring, get upgraded option packages and new front-end styling. And all models have freshened styling details as well as a sophisticated new deployment system for their passive restraints.

## Series Refinements for 1995

All 5-series models get a round of refinements for the 1995 model year. All-season tires, incorporating the latest technology to reduce rolling resistance, are now standard on all models; these boost EPA mileage ratings for the 530i models and, in combination with a new final drive ratio, for the automatic 540i model. A further benefit for the automatic 540i is the elimination of the Gas Guzzler tax previously required. Ellipsoid (projector) foglights will be phased in when January 1995 production begins — a functional improvement over the already powerful Free Form lights now fitted — and there are new marker lights on the front fenders for enhanced visibility from the sides. The rocker panels and lower portions of both front and rear body aprons are now body color, versus a dark gray color applied to these areas before; all models now have

the wider grille "kidneys," and matching hood contours first seen on the V-8 models.

Security systems throughout the Series are improved. BMW's special friction anti-theft feature, which positively prevents the doors from being opened from the inside when the central locking system is engaged even if a thief has gained access through a broken window, now engages anytime the car is locked; previously the car could be locked without engaging this extra protection. Driveaway Protection, introduced in 1994, disables the engine electronics anytime the central locking is engaged.

Inside, there is a new steering-wheel design, and all models with leather interior (525i Sedan and Touring with Premium Package, 530i and 540i models standard) now have gathered-leather door trim as well as leather-covered door armrests/pulls. (This feature is being phased into the Touring models as of September 1994 production.)

All models are now equipped with BMW's new differentiated deployment system for the dual airbags and automatic front seatbelt tensioners. The system differentiates the deployment of these two restraint systems in two ways: In a frontal impact of less severity than that which would require airbag deployment, only the seatbelt tensioners are activated. At a higher threshold of impact severity, the tensioners and airbags are deployed. If the passenger seat is not occupied, the airbag on that side is not deployed. In cases where the car can be repaired after an accident, the undeployed airbags can save repair costs.

BMW's highly effective traction control system, All Season Traction (AST), continues as a very reasonably priced option for every 5-series model except the 530i Touring, where it is standard. With the addition of the 6-speed 540i, all Sedans are now available with a choice of manual or automatic transmission. Other standard features in all 1995 5-series models include 4-wheel disc brakes with an antilock braking system (ABS), 15 x 7-in. alloy wheels, vehicle-speed-sensitive windshield wipers, a telescopically adjustable steering wheel, multi-adjustable power

front seats and head restraints, a 10-channel/200/10-speaker audio system with diversity antenna, climate system with individual left-right temperature controls, and pre-wiring for BMW's custom-engineered phone systems and CD changer. A recent addition to the BMW Cellular Phone line is the CMT 2000 VR, a state-of-the-art in-car/portable system that provides remote functions from the steering-column stalks, display of memory numbers in the instrument cluster, voice activation, and full 3-watt power as well as charging of the handset battery when docked in the vehicle.

Like other BMW's, all 5-series models employ the computer-driven Service Interval Indicator, which recommends routine maintenance on the basis of actual car use rather than fixed mileage intervals; in practice, this feature gives owners the opportunity of less frequent servicing. And the 5-series' low-maintenance engines require little more than periodic oil, filter and sparkplug changes according to the SII recommendations.

## Top-of-Line 540i Now Available in Sports Version With 6-Speed Manual Transmission

As the top-of-line 5-series Sedan powered by BMW's largest V-8 engine, the 540i has firmly established itself as one of the highest-performing, most enjoyable-to-drive, finest all-around sports sedans ever. "It's big, fast, and comfortable," reported *Automobile Magazine* in January 1994, "and it steers and stops like a good German car should." *AutoWeek* put it this way on January 3, 1994: "That's what BMWs traditionally have done better than any sedan — cover chunks of miles quickly, comfortably with a premium on driver satisfaction. The 540i enhances the tradition with the smoothness and torque of a great V-8." *Road & Track's* November 1993 issue, summing up a comparison with a key competitor that also had a new V-8 engine, concluded that "The 540i, though, comes through the transformation with a more driver-oriented, raucous character. A character that places the 540i at the top of our wish list."



## 1995 5-series Specifications

	<u>525i Sedan</u>	<u>525i Touring</u>	<u>530i Sedan</u>	<u>530i Touring</u>	<u>540i Sedan</u>
<b>Curb weight-lbs.</b>					
- manual	3483	—	3627	—	3693
- automatic	3560	3759	3693	3880	3803
<b>Weight distribution</b>					
- front/rear %	50.2/49.8	47.5/52.5	50.7/49.3	48.0/52.0	51.0/49.0
<b>Drag coefficient</b>	0.34	0.35	0.32	0.33	0.33
<b>Engine type</b>	DOHC 24-valve	inline 6		DOHC 32 valve (4-cam)	V-8
<b>Displacement, cc</b>	2494	2494	2997	2997	3982
<b>Power @ rpm, hp</b>	189 @ 5900	189 @ 5900	215 @ 5800	215 @ 5800	282 @ 5800
<b>Torque @ rpm, 16 ft.</b>	182 @ 4200	184 @ 4200	214 @ 4500	214 @ 4500	295 @ 4500
<b>Manual transmission</b>	5-speed	N/A	5-speed	N/A	6-speed
<b>Automatic transmission</b>	4-speed	4-speed	5-speed	5-speed	5-speed
<b>Front suspension</b>	Struts, double-pivot lower arm, coil springs, twin-tube gas-pressure shock absorbers, anti-roll bar				
<b>Rear suspension</b>	Semi-trailing arms, track links, coil springs, twin-tube gas-pressure shock absorbers, anti-roll bar				
<b>Steering</b>	Recirculating ball, engine-speed-sensitive variable power assist				
<b>Acceleration, 0-60 pmh</b>					
- seconds man/auto	8.6/9.1	—/9.7	7.5/8.8	—/9.1	6.2/6.7
<b>Fuel economy, EPA est. mpg</b>					
- city/highway: manual	19/28	—	16/24	—	14/23
auto	18/25	18/25	17/26	17/26	17/25
<b>Base price</b>	\$35,300	\$37,700	\$42,750	\$47,050	\$47,950



Newly available is a 540i model with 6-speed manual transmission, sports suspension and sports seats.



The 5-series Tourings continue with a choice of inline 6-cylinder or V8 engines.

"Raucous" may be a bit of a stretch, for the 540i is a thoroughly comfortable, quiet (*R & T* measured an interior sound level of only 68 dBA at 70 mph) and luxurious sedan, lined with quality leather and wood. (As a matter of fact, more leather for 1995 with the addition of gathered-leather door trim.) But one can at least understand why a writer might use such a word when the 540i's full acceleration is called up: Its 4.0-liter, 32-valve, 282-hp V-8 engine takes on a throaty sound that fairly proclaims "Driver's Car!" as it thrusts the vehicle from rest to 60 mph in 6.7 seconds with the smooth, yet decisive BMW 5-speed automatic transmission. Only BMW offers a V-8 with 5-speed automatic; this remarkable unit incorporates Adaptive Transmission Control, a system that automatically chooses optimum shift programming according to the driver's current driving style, environmental factors like hills or slick roads, and specific driving situations such as stop-and-go traffic. It's an automatic for drivers — after all, this is a BMW. And the 540i automatic transmission has another salient quality: it requires no regular maintenance, not even an oil change, for the life of the car.

As advanced and as driver-oriented as the automatic is, BMW isn't about to abandon its tradition of offering the enthusiastic driver every possible choice. So it is for 1995 that a 540i with a manual transmission makes its debut: a 6-speed manual. This advanced transmission, made by Getrag and similar to that used in the \$98,500 BMW 850CSi, offers essentially the same optimally spaced five ratios found in the 5-speed 530i Sedan, but adds a 0.83:1 6th gear for quieter, more relaxed cruising.

And the manually shifted 540i is more than just a 6-speed gearbox in place of the 5-speed automatic. Actually, BMW has turned it into a special sports version, with a BMW M suspension system and 12-way power front sports seats in place of the automatic model's conventionally contoured 10-way seats. The special BMW M sports suspension calibration consists of larger anti-roll bars (25 vs. 23 mm front, 18 vs. 15 mm rear) and firmer, lower springs for a 0.6-in. lower ride height; the sports seats add power-adjustable thigh support and more prominent side bolsters at the cushions and backrests. All this is highly reminiscent of the legendary M5 that BMW offered until 1993 — except that the 540i Manual has six speeds instead of

five, two more cylinders, 30 lb.-ft. more torque and a base price \$12,000 lower than that of the 1993 M5.

In addition to the Series refinements already described, other 540i updates for 1995 include a slightly "taller" final drive ratio for the automatic transmission (2.81:1 vs. previous 2.93:1), and new power lumbar support for the driver's seat in the automatic-equipped model. Premium standard equipment in both 540i models includes 4-wheel ventilated disc brakes, special honeycomb-design alloy wheels, a remote keyless-entry security system with its remote control built into the master key, a righthand outside mirror that automatically tilts down when the driver shifts into reverse, power-adjustable steering wheel, memory system, 2-way power sunroof, and BMW's versatile Onboard Computer for useful travel- and fuel-related functions.

### 530i Sedan & Touring: The More Attainable BMW V-8s

The 530i Sedan, powered by BMW's 3.0 liter V-8 engine, offers silky-smooth performance at a more attainable price level than the 540i; its Touring stablemate adds sports-wagon versatility and standard All Season Traction.

Both 530s are very special offerings. In 1994, the 530i Sedan was the only BMW V-8 available with a manual transmission — indeed the *only* imported luxury sedan so equipped — and it inspired this praise from *Car and Driver* magazine in a January 1994 test: "The taut and controlled handling that we've always loved in the 5-series is complemented by this flexible new V-8 and a superb new gearbox that is too wonderful to accurately describe in a western language. Surely some arcane Chinese character would better describe the state of bliss achieved while gliding this superbly shaped and highly polished wooden knob from gear to gear." The 530i's combination of a smooth, free-revving "small" V-8 engine with optimum gear ratios and precise shift linkage are an enthusiast's delight aptly communicated by such colorful language — or better yet, a test drive.

The 530i Sedan is also available with a 5-speed automatic transmission, with specific ratios that harmonize well with the 215-hp V-8's torque characteristics. It comes with most of the luxury and convenience features found in the 540i: The leather and wood interior continues,

as does the 2-way power sunroof; the Onboard Computer and a remote keyless-entry security system are recent additions to its standard-equipment list.

As the higher-performance edition of BMW's sports wagon concept, the 530i Touring is a unique quantity in the U.S. market: the only imported model of this body type with a V-8 engine. The Touring comes standard with the 5-speed automatic transmission; standard All Season Traction enhances its capabilities in inclement weather.

BMW selected the Touring designation precisely because this is not merely a station wagon in the conventional sense. Its body lines, though extended rearward from those of the Sedan to enclose additional cargo space, are every bit as graceful as the Sedan's — and if that means somewhat less cargo space than in a typical wagon, so be it. A multi-function tailgate, whose rear window can be opened separately or with the tailgate, lends convenience and adaptability for loading and carrying objects of different sizes, while split fold-down rear seats provide a variety of possibilities for carrying cargo. An available multi-function roof-rack system can be configured to carry a variety of goods on top. Optional vertical restraining nets can be raised to separate the cargo area from the passenger compartment without impeding the driver's outward view: just the thing for carrying pets, for example. And the 530i Touring comes standard with a twin-panel power sunroof which allows both front and rear occupants to enjoy open air.

### Comprehensive Warranties, Roadside Assistance and new Maintenance Programs

All 5-series models are covered by the BMW Limited Warranty, which provides basic coverage for 4 years/50,000 miles and corrosion coverage for 6 years. BMW Roadside Assistance is also provided for the first 4 years/50,000 miles and corrosion coverage for 6 years. Extended coverage is available at extra cost via the BMW Service Card. Two BMW Maintenance Programs are also available, which for a moderate advance outlay cover either scheduled maintenance only, or virtually all foreseeable maintenance expenses for the first 4 years/50,000 miles.

— BMW NA Press Release

# YES! BMW STILL RACES . . . JUST NOT HERE

By Tom Williams

North American BMW aficionados can be forgiven for not being aware of BMW's racing program. The company's marketing in this country has been directed to other areas, and not without some success. But as we'll see, BMW has not abandoned the racing game. Far from it, in fact.

True to its heritage, BMW has an extensive racing program going elsewhere in the world. Six teams carry the flag for the Bavarian marque, primarily in the 2-liter classification of the Touring Car Championships, held in a number of European countries as well as Japan, Australia, and South Africa. What is this 2-liter "Touring Car" series, anyway? A timely question.

## The Series

Basically, the series involves two-liter cars of any marque that chooses to compete. In Europe, BMW's foes include Audi, Alfa Romeo, Opel, Renault, Peugeot, and Nissan (the U K - b u i l t Primera, which shares a lot with the Infiniti G20). In the Far East and Australia, the likes of Toyota and Ford are prominent as well. For 1995, Honda is poised to join the party, both in Europe and the Far East.

While the moniker "Touring" may evoke images of lazy summer jaunts at a relaxed pace, the road course competition that constitutes the European series is anything but serene. While road race dilettantes will fairly point out that a certain decorum prevails at road racing that doesn't at ovals, the frequent paint-exchanging that goes on in Touring Car racing is a source of delight to NASCAR-loving heathens like myself.

BMW's entry in this knock-down, drag-out affair is the 318i 4-door sedan. And quite a success story it's been: in 1993, its first year of competition, the car won both the Italian and British 2-liter championships. However, in the neo-socialist manner common to so many race-sanctioning bodies, the BMW was rewarded for winning last year's two series by being saddled this year with a 100 kilogram (220 lb) weight penalty vs. the front-wheel drive opposition. Needless to say, for most of this year the car has had a terrible time keeping up with the competition, particularly in the high-profile German, Italian, and British championships, which have been dominated so far this year by the Audi 80, Alfa 155, and Peugeot 405 respectively.

But the sanctioning body's commissars, God love 'em, went back to the drawing board and decreed a second change, effec-

tive mid-season this year, which decreased the BMW's weight by 25 kg and *increased* the weight of its major rivals by the same amount. The results were immediate: three straight wins in Britain, the occasional triumph elsewhere, and better placings across the board. Unfortunately, this all comes a bit late: the poor early results have left BMW in such a bad position that it appears at this point that there will not be a lot of silverware added to the Munich trophy case this year.

BMW's relative lack of success in the current year is certainly not typical recently. In addition to a dozen national titles in various countries, the marque has won a number of European Touring Car championships, with the most recent victories being

taken by the 635CSi (1983 and 1986), and the M3 (1987 and 1988). These competitions, contested on a national as well as a continental level, were generally not limited to 2-liter engines in the 1970s and 1980s, and BMW enthusiastically took part. The Touring Car series for 2-liter cars alone is apparently a relatively recent



Joachim "Smokin' Jo" Winkelhock in his 318i Class 2 car.

development.

An aside: channel surfers may have noted the occasional BMW while watching Prime Sports Northwest's coverage of the German Touring Car Championship. The PSN coverage is of the series for cars with more than 2-liters displacement, so the BMWs one might see there are generally privateers running either a 325i or an M3. The series this year is little more than a parade of Mercedes, with Alfa Romeo, last year's champion, providing the main competition, particularly with the recent addition of former F1 driver Stefano Modena to its stable of drivers.

## The Car

Let's return to the 2-liter cars, or more specifically, BMW's entry in that series. How does a stock 318i differ from its racing counterpart?

Outwardly at least, the cars look much like the street cars on which they are based. And while a number of tweaks can be made to increase power or improve the chassis, there are more than a few nods to practicality: the cars must run on supreme unleaded from the pump and use catalytic converters.

While the body is the same, precious little else is. The car has been **lowered** 4 inches, and 18" magnesium alloy wheels

have been fitted. A racing rollcage, kevlar racing seat, and driver-actuated in-car jack system are included. The standard dashboard has been replaced by a digital display unit that covers all major functions.

**Suspension** changes include stiffened springs and dampers, reinforced subframes, and front struts whose pivot points move with virtually no restriction. A handy cockpit-adjustable front sway bar completes the package.

The **gearbox** is a six-speeder, but the similarities with any road car end at that point. The forward gears are unsynchronized, and they are all on the same plane like those of a motorcycle, to allow much quicker shift action than that available with the shift pattern on a street car. A variable limited slip differential is included, along with a wide choice of transmission gear and final drive ratios. Basically, what BMW is doing is no different from what Ford and GM do for their aspiring racers in this country: providing customers who wish to race with the technology to be able to do so successfully.

**On to the engine.** It's a 2-liter version of the former M3 motor. Bore is 3.57 inches, stroke 3.05. Power is 280 bhp that is achieved, according to the spec sheet, between 8000 rpm and the maximum allowed 8500 rpm. The torque peak is 240 lb-ft at 7000 rpm. Modifications to the power plant include a new cylinder

head, connecting rods, and a forged camshaft. A flat slide valve on the inlet side and a carbon-fiber air collector with intake manifold pipes of matching lengths are featured. Lubrication is provided by a dry sump system, an oil pressure pump and two extraction pumps. There is a modified flywheel and heavy-duty clutch, and keeping the whole operation cool is a 7-series radiator.

As one might suspect, stopping this beastie takes some doing. This task is left to front **brakes** which are 14" in diameter and 1.25" thick. The rears are 12" wide and 1" thick. No ABS is allowed, ostensibly to keep costs down.



Fast lady! Yolanda Surer-Egger in a Group N M3, rather than her usual ride, a 318i.



The 1800 TISA as raced by Ravno Aaltonen and Dieter Quester in the Historical Championship for European Touring Cars.

## The Drivers

BMW's current "works" drivers come from a variety of interesting backgrounds. A thumbnail sketch of a few of them:



**Johnny Cecotto:** Born in Venezuela, the 38 year-old Cecotto has been racing competitively for over 20 years. He began with motorcycles, winning world championships in 1975 and 1976 (350cc class) and 1978 (750cc class). A brief stint in Formula 1 ended after a near-death experience at Brands Hatch in England. He won the 1989 Italian Touring Car Championship in an M3.



**Steve Soper:** The English-born Soper is another who has been racing for 20 years. Steve has been with BMW since 1989. He finished 2nd to teammate Joachim Winkelhock in last year's British series, driving a 318i. His 1994 itinerary includes both the British and Japanese series.



**Roberto Ravaglia:** The Italian is without doubt the most decorated of BMW's current stable of Touring Car Champion-



**Joachim Winkelhock:** The 33 year-old German is the defending British Champion in the 2-liter category. Over his career, he has been involved in a number of European series, piloting Fords, Renaults, and Porsches. He won the 1988 German Formula 3 title in a Reynard-VW. In 1994, he is racing in the German series as well as defending the British crown he won in 1993.





**Astrid Grunfelder:** Astrid is one of three women who feature prominently in BMW's racing plans this year. A former ski racer, she started her motor racing career in slaloms (autocross) before moving on to a Ford Fiesta series (yes, they do race those things back in the Old Country, and a lot of other weird stuff besides). In 1993 she won all three of her starts in an Opel Astra Gsi, before taking over the helm of an M3 in an Endurance Trophy Series, where she had four class wins in six starts. In 1994, Ms. Grunfelder will be taking her M3 to the Austrian State Championship.



**Sabine Schmitz:** Sabine's career has followed a path very

similar to that of her colleague Astrid Grunfelder. She started in slaloms before moving on to Ford Fiestas, where she won the 1992 championship. She began racing BMWs in 1993, winning four times in class in an Endurance Trophy series. She is racing in the Nurburgring Endurance Series in 1994.



**Yolanda Surer-Egger:** Relatively late to the racing game, Yolanda did not drive competitively until she was 28. She began in the Swiss Cart Championship, spent a bit of time in Formula Ford and Formula 3, before taking on a 325i in the 1992 Group N (larger-displacement cars) Series of the German Touring Car Championship. In 1993, she won one race and finished 7th overall in the series. This year she is racing a 318i in the German 2-liter championship.

**Dieter Quester:** Born in Vienna, Quester is without doubt the grand old man of BMW racing. Now 55, he's been involved in racing in one form or another since 1957. Beginning his career in boat racing, he turned to cars in the early '60s. He has won four European championships for BMW: in 1968 and 1969 (2002ti/Turbo), 1977 (3.0 CSL), and 1983 (635CSi). In 1994, he shares driving duties with the Finn Rauno Aaltonen in the Historical Championship of European Touring Cars, driving an 1800 TISA, as well as mentoring the aforementioned Astrid Grunfelder in the Austrian State Championship.





**Leopold, Prince of Bavaria:** "Poldi," as he is known, is indeed descended from Bavarian royalty. But dispense with any thoughts that the man doesn't take the sport seriously. He has been racing for 30 years, starting in hillclimbs, going on to Formula Super VW, then to a Porsche in the German and World Sportscar Championships, before seeing extensive German Touring Car duty in an M3. This year he will run a 318i in the Japanese Touring Car series.

### BMW's Racing Future: a few questions, along with some idle speculation

Will BMW ever return to full-scale racing in North America? Perhaps. A series could conceivably be built around the new roadster. But with no high-profile sedan racing in this country except for NASCAR, and given BMW's stated desire to race the same vehicle worldwide, it probably makes little sense for BMW to devote a lot of resources to competitions which are unlikely to bear fruit in terms of expanded showroom traffic. It's all well and good to say that the factory should be giving more support to those who publicize the marque by racing, but the venues for the type of concerted effort required to achieve success in both the racing and marketing arenas simply do not exist here at present. It may be hard to accept, but BMW's typical Mr. or Ms. Prospect may be easier to reach on any of a number of upscale marketing vehicles rather than via some racing series buried somewhere in cable's nether regions.

As for a return to higher-profile racing overseas (read Formula 1), it probably wouldn't be healthy to hold one's breath there either. From an emotional standpoint, however, it's easy to see the attraction: there's nothing like strutting your stuff on the big stage, and F1 is the biggest stage of them all. But there are

some sobering realities to confront, not the least of which are the astronomical costs one must incur to be successful in F1. If such a venture was undertaken, it could adversely affect other parts of the racing program, in which the company has invested a lot already. Also, one could argue BMW seems to be doing quite well without F1 involvement. Nonetheless, wouldn't it be nice to see a BMW-powered F1 car with one Michael Schumacher behind the wheel?

As one can see, BMW has taken a stance of selectively targeting its racing involvement. The focus is to race the same, easily identifiable car worldwide, with the dual goals of increasing awareness of the marque and to facilitate a two-way technology transfer between the racing program and the street cars. For the competition-minded in North America, the lack of a racing presence here is a sore point; nonetheless, it is obvious the company's commitment to racing elsewhere in the world is anything but casual. In the long run, BMW's involvement in racing, regardless of locale or the form it takes, should benefit the cars we all drive. And with the racing program enjoying markedly better results as the '94 season winds down, there is every reason to be optimistic about the prospects of the company staff having to polish some new silver in the near future.

### The Teams, The Drivers, Where (and what) They Race

The following teams and drivers race a 318i in the named Touring Car Championship:

Team:	Driver(s):	Venue(s):
BMW Motorsport	Johnny Cecotto	Germany
	Alexander Burgstaller	Germany
BMW Team Schneider	Altfried Heger	Germany
BMW Team Isert	Yolanda Surer-Egger	Germany
BMW Motorsport Team Schnitzer	Steve Soper	Britain, Japan
	Joachim Winkelhock	Britain
	Leopold, Prince of Bavaria	Japan
BMW Castrol Team	Roberto Ravaglia	Italy
	Emanuele Naspetti	Italy

### Other Drivers, Their Activities, and Their Cars

Driver:	Venue:	Vehicle:
Mike Strotmann	German Touring Car Trophy	Group N M3
Astrid Grundfelder	Austrian State Championship	Group N M3
Sabine Schmitz	Nurburgring Endurance Trophy	Group N M3
Dieter Qvester	Historical Touring Cars Champ.	1800 TISA
Rauno Aaltonen	Historical Touring Cars Champ.	1800 TISA

# BMW ACA New Car Rebate Program

BMW of North America has generously provided a special rebate program to BMW ACA members who have been club members for at least one year. The rebates are based on the purchase of selected new BMW models. See below for details.

Thanks BMW NA for this super deal!

## Special Purchase Program Price List

As a member of the BMW ACA, you are eligible to receive the following allowance on your purchase or lease of a new BMW automobile or motorcycle. After purchase through an authorized BMW dealer, please submit your proof of purchase and Special Purchase Allowance Check Request Form to BMW of North America, Inc., Special Sales Programs, P.O. Box 1227, Westwood, NJ 07675-1227.

### Allowances:

#### Automobiles

8-Series* (excludes 850CSi)	\$3000
7-Series (all)	\$2000
5-Series (all)	\$1500
3-Series (excludes M3)	
325i/is/iC	\$1000
318i/is/iC	\$ 500

#### Motorcycles

K 1100 Series	\$1000
K 100 Series	\$1000
R 1100 Series	\$1000
K 75 Series	\$ 500
R 100 Series	\$ 500



## Eligibility

Individuals who have been members of the BMW ACA for a minimum of one (1) year are eligible to receive a special allowance on their purchase or lease of a new BMW automobile or motorcycle.

## Financing

Financing will be available through BMW Financial Services. Approval for financing is based on the credit worthiness of the applicant. Incentive lease and retail programs can be used in conjunction with your purchase price negotiated with the dealer.

## Procedures

You deal directly with the dealer of your choice. After negotiating the best deal you can with the dealer, submit proof of purchase to BMW of North America, Inc. with the Special Purchase Allowance Check Request. Once approved, the allowance check comes to you directly from BMW of North America, Inc., not the dealer. Your BMW dealer, however, will handle all ordering, financing and delivery.

## Terms and Conditions

Program is subject to cancellation. Program is effective September 1, 1994 through December 31, 1995.

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Model: \_\_\_\_\_

Vehicle Identification Number (VIN): \_\_\_\_\_

Allowance: \_\_\_\_\_

Finance Contract #: \_\_\_\_\_

*Please attach proof of purchase to this request form.*

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Authorized Signature: \_\_\_\_\_

BMW Department Manager

Account/Cost Center: \_\_\_\_\_

# ...from the editors formation

## New 3-series

The current E36 3-series is still the best car in its class, but BMW isn't getting complacent. The replacement, the E46 3-series, is due in 1997. BMW

considered making the fourth generation 3-series front-wheel-drive. But the takeover of Rover means the new 3 will remain rear-drive. BMW wants a clear distinction between Rover (front drive cars and Land Rover four-wheelers) and BMW (rear-drive cars and a few iXs). BMW has handed over the results of its research on a front-drive 3-series to Rover.

The new 3-series will have all new bodies and modified engines and suspensions. But the car will stay true to the current concept. The first version out will be the four-door. Later, the coupe, convertible and Touring will come.

The E46 3-series is the first BMW designed by American Chris Bangle. The design will feature a shorter front overhang than the current 3, a wider track, larger rear and a stretched wheelbase. Roof pillars will be slimmer and the windshield and back window will both be more steeply raked. The interior will be noticeably roomier.

Four and six-cylinder engines will be available, as now. However, the new 3 may get the 3.0-liter V8, as an option. The V8 version may be badged the 330CSi. (Car)

❖❖❖ Britain's Car magazine recently skewered the new 316i Compact in a comparison test with the VW Golf GTI (with 4-cylinder 8-valve motor) and the Peugeot 306 Xsi. Major criticisms included mediocre performance from the 1.6 liter motor, uninspiring handling, and poor space utilization due to rear-wheel drive. High points included the usual high standard of BMW fit and finish and a generous amount of standard equipment. As reported last month, the US version will dispense with the 1.6-liter in favor of the 1.8-liter from the 318i/is, which should appreciably help performance.

**BMW is working on putting a five-speed automatic in the M3. The automatic is expected sometime early next year. (AutoWeek)**



One M8 prototype was built with the McLaren F1 Supercar V12. Price and packaging problems kept it from reaching production. The new 850CSi is the compromise. The 850CSi has 372 hp (vs. 296 hp in the 850Ci) and 402 lbs. ft. of torque (vs. 332 in the Ci). The result is 0 to 60 in 5.7 seconds. Top speed is electronically limited to 155 mph. The base sticker price is \$98,500. (AutoWeek)

## Garel the Guru on BMW

Garel Rhys is regarded as the guru of the economics of the automotive industry. In an *Automobile* interview, he commented on BMW a number of times. Vis-a-vis the BMW purchase of Rover, he noted that British taxpayers poured \$4.5 billion into Rover and its successors, only to have the company sold to BMW for \$1.2 billion. "As for the future, BMW and Rover is still a relatively small player. BMW, Rover and Honda is a very different kettle of fish. Getting them together is the ideal scenario. It may happen, because time is a great healer."

He called BMW the best manufacturer of niche products: "But the build quality has become appalling, and the future will not be like the past if they don't get it right. There has also been a lack of financial control."

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BMW has decided to build a small city car with a choice of gas, diesel or electric power. The car will be based on the E1 concept vehicle. BMW expects 20% of buyers to choose the electric version. The gas and diesel versions are expected to achieve 70 to 90 mpg. Availability, in Europe, will be by 2000. Although Rover is in charge of small car production within the BMW group, the E1 derivative will be built in Germany and badged as a BMW. This is due to the low volume, specialist model nature of the car. Production of the radical Z13 three-seater has not been ruled out. As both are based on the same underbody, they could be built on the same production line. *(Complete Car)*



◀◀◀The next generation 8-series coupes will be based on the new 5-series platform. This will make the new 8 smaller and less expensive than the current car, which has been a sales disaster. BMW is also working on an electrically retractable aluminum hardtop for the car. *(Road & Track)*

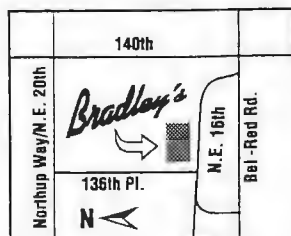
⇔⇔⇔The new director of the NHTSA is not your typical safety-Nazi bureaucrat. He's a trauma surgeon, thinks seatbelts are the best safety device around, and drives a white 1990 325is. *(AutoWeek)*

BMW talks of being a "transportation provider." BMW sees its business as cars, motorcycles, traffic management systems, and auto recycling. That more than semantic shift accounts in part for its emphasis on leasing—the present rage of the auto industry—which is a good way to build customer loyalty. In an ideal leasing world, a new car rolls into the customer's driveway every two or four years. *(Fortune)*

BMW funding will allow Rover to invest \$4.25 billion in new product development over the next five years. One project given the go-ahead is codenamed CB 40, a cross between a sport utility and a minivan. Basically a rough-and-ready station wagon, CB 40 will have full-time four-wheel-drive and a steel monocoque structure. U.S. price, if it comes here, would be about \$25,000. Launch is scheduled for '97. *(AutoWeek)*



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*The new 750i has been unveiled in Germany. Previously, only V8 versions of the new 7 had debuted. The V12 now has a 5.4-liter displacement and has 326 hp-26 more than the old 5.0-liter version. The big 7 will do 0-60 mph in 6.6 seconds. Average fuel consumption is 23.7 mpg, an 11% improvement over the old car. The new 750iL will come to North America early in '95. Our version will have extensive standard equipment including a revolutionary new communication system that combines a radio, trip computer, phone, TV and, for '96, a CD-ROM navigation system. (AutoWeek)*

HERE'S THE REAR PERSPECTIVE OF THE NEW ROADSTER. NOTICE THE NICELY INTEGRATED THIRD LIGHT. THE CAR WAS CLEARLY DESIGNED WITH THE U.S. IN MIND. THE PHOTO IS FROM **AUTO MOTOR UND SPORT**.



### News from Paris

Four new BMW models made their official debuts at the Paris Auto Show in early October: the new 750i (with revised V-12), the four-door M3 (we'll get it too), the 318ti (the version of the Compact destined for North America), and the 318tds (for Europe only).

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BMW latest homologation special is the 318iS Class 2- an awkward name for cars sporting a new aero kit. A run of 2500 cars is being made to qualify the aero-aids for racing purposes. The front dam is new, as is the rear valance, side sills and rear wing. Packed in the trunk is hardware to lift the wing further away from the body - an advantage at racing speeds. The rub strips feature Motorsport badges just behind the leading edge of the front doors. (BMW Car)



THE NEW 5-SERIES WILL BE OUT IN ABOUT A YEAR. THE CAR IS CURRENTLY UNDERGOING FINAL TESTING. STYLING WILL BE SOMEWHAT MORE CURVACEOUS THAN THE CURRENT 5. (COMPLETE CAR)



*The new BMW 7-series was tested by Auto Motor und Sport against the Mercedes-Benz S-class and the aluminum-bodied Audi A8. The 7 was declared the best car in the world, dethroning the S-class.*

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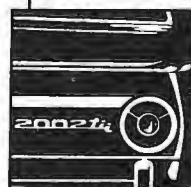
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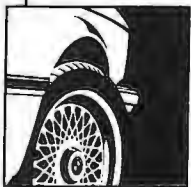
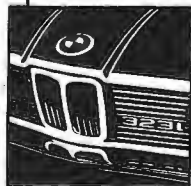
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## Letter from Germany

A BMW with an automatic tranny is a rarity in Germany. Interesting reading is the German BMW price list, which shows the incredible value of the M3 here in the U.S.

German owners have the option of putting the model number on the back. So, the 316i owners forgo the number while the 318i owners don't want people to think they have only a 316 so they pay for the option. The 320i owners also omit the number on the back so the 325i owners do have it there. So, how do you tell the difference between a 316i and a 320i? Simple, look for the single or double exhaust out the rear.

The BMW owners I talked with expressed amusement for the USA drivers' penchant for the bigger engine since the national speed limit is 65 MPH. From experience I can say that doing 210 KPH (130 MPH) on the autobahn is both exhilarating and frightening. Most accidents are fatal. —Norm Hardy

BMW NA has announced a special quarterly newsletter for M-car owners. The publication, called M Driver, will include insider news, new products, events and activities. (Windy City Breeze)

## BMW begins U.S. production

If the announcement that BMW had picked South Carolina to build its first U.S. plant was a shout from the rooftops, then word that it actually had begun building cars was a whisper in the basement.

With no public notice, the German automaker rolled its first four-door sedan — a white 318i — off its brand-new assembly line on September 8th.

The first 30 or so of the cars are to be sent to BMW dealers for more testing. Spokesman Bobby Hitt describes it as a reality check to make sure quality testing in the plant corresponds with the impressions of experienced BMW drivers.

Hitt said keeping first-car ceremonies private is an auto industry tradition. A public ceremony is planned for November.

The brief statement BMW sent out contrasted with the fanfare that accompanied BMW's announcement in June 1992 that it had chosen South Carolina for its first U.S. auto plant. Gov. Carroll Campbell and BMW chairman Eberhard Von Kuenheim held a joint news conference for that announcement.

Building the plant took \$400 million and two years. The company employs about 500 workers, but expects that to increase to 1,200 by the end of the decade, with the plant producing about 400 cars daily.

Before that can happen, however, company officials want to make sure their new American work force can assemble the simplest version of BMW's least-complicated model. Hitt said the first car is white not only because it's one of the colors in the company's blue-and-white logo, but because white is an easy color for the paint shop to handle.

The production schedule calls for a slow, steady increase in daily output to about 20 cars daily by year's end.

"We're building cars fairly slowly," Hitt said, "When we're ready from a quality standpoint we'll go to three cars a day, then four."

For BMW, getting all of the each car's 60,000 parts to the plant on time may be troubling in the beginning. Hitt said all but two of the plant's suppliers still are in Europe. The two now operating in the United States are Lear Seating and Spartanburg Steel Products. More suppliers are expected to open nearby facilities within the next year.

And with only a trickle of U.S.-made cars coming from the Greer plant, company officials don't want to begin shipping cars to any of their 350 dealers until each dealer can get several of them, Hitt said.

One of the plant's first employees, assembly-line worker Ryan Childers of Gaffney, drove the first car out of the plant and through a paper barrier marking the event. He was chosen by his fellow workers, Hitt said. (Daily Journal of Commerce)

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# Classified Marketplace

## Cars For Sale

**1993 740iA** \$1400 take over lease. Has ASC+T, CD, 100K mile warranty on engine, 17,000 miles. Brocade. Moving to non-BMW area, must sell. No luxury tax with great BMW Financial lease pkg. 206-883-1546.

**1991 318i convertible**, 59,000 miles, immaculate condition, white exterior, black top, black interior, CD player, new tires, 5-speed. Flawless. \$22,950. Al 746-7141.

**1988 M6**, Red/White Leather, 50K miles. Professionally maintained at Strictly BMW, Dinan Chip 296 HP, RE-71s on Polished MOMOs, Placed 2nd in class at BMW Concours '94, Spectators' Choice '93, Custom 10 speaker AM/FM cassette 6 disk CD. One of a kind and perfect. Family expanding, hate to sell, \$27,000 offers, work: 242-2328, home: 632-8350, ask for Brian.

**1983 320is** Original Henna Red w/ black interior. Korman/Bilstein/ Dinan suspension. Cell phone. P7's on 15" black spoke rims. VDO

voltage, oil P, manifold gauges. 140 MPH speedometer. Many other extras. Carefully maintained by original owner. \$5000 or best offer. 206-723-2233.

**1979 635 CSI**. Euro "Henna Rot". Factory service manual, papers; service and import, well maintained, cover, 112K, looks great, runs great, kids no longer fit, need a 5-series. \$4400, David 562-3072.

**1974 Bavaria 3.0**. 4-barrel, AT, AC, new sterling silver paint, sheepskins, tan interior, new windshield, new factory exhaust, recent brake work. Alloy wheels with new 225-60s, new upgraded triple-core radiator, new water pump, new lower control arms, tie-rods, drag-links, gas shocks. Passed last emissions test. \$2500 OBO. Jeff 206-820-2459.

**1972 2002ti**. Excellent mechanical, body and interior condition. Chamonix White w/Blue int. High end Yamaha Stereo. VDO water temp, oil press and ammeter gauges. Must see! \$4800 OBO. 868-8467 or 621-3531.

## Parts For Sale

**1985 325e** being parted out. Engine, trans., interior, some body parts, etc. Al 746-7141.

**1972 Bavaria** parts, good usable exterior and interior parts. Completely rebuilt engine, 7,000 miles. Brand new Spanish head, block tanked, new pistons, rings, and more. Up to \$3000 in parts. Dual Webers with stock EGR configuration. Have all receipts. Hear it run and drive it away. \$1500 OBO. Set of original Zenith-Solex carbs in good working condition with manifold, linkage, air cleaner. New used rotors, motor mounts, center bearing, radiator grills, extra molding, etc. Jeff 206-820-2459.

**Hardtop for 3-series Convertible** (1st generation). Glass rear window with defroster, storage frame included. \$1500. Mark Johnson 285-2684.

## Miscellaneous

Free ads for purchase or sale of BMWs or BMW parts-see Al at Bellevue Motor Work.



**Deadline for the November issue is Oct. 28**

### 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.

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**DETAILS**

**Thank you  
for your  
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to serving BMW  
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*- Doug and Nancy Garvey*

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**746-1976**

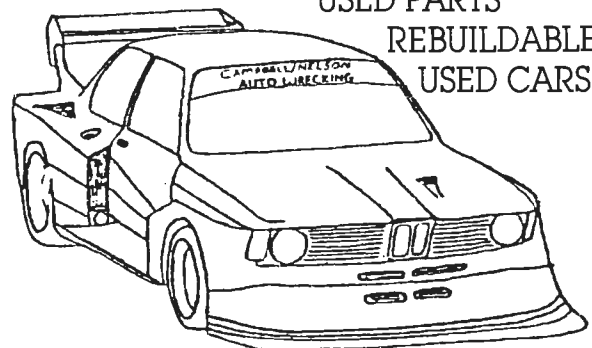
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