



January 1995

Zündfolge



***Last Call
for Banquet***

***'95 Model
Highlights***

***David Donohue's
Winning M5***

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Cover:
David Donohue driving
his M5 to the Bridgestone
Supercar Championship.

Zündfolge

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Zündfolge Staff

Editors-in-Chief

Lucetta and David Lightfoot
2641 39th Ave. W.
Seattle, WA 98199
282-2641
Fax 448-7728

Production Editors

William Linder
Tom Williams

Editor Emeritus

Denny Organ

Columnist

Thomas B. Nast

Postal Notice

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Boilerplate

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Board of Directors

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

President

Gary Parr
3573 E. "L" St.
Tacoma, WA 98404
472-4505

Vice-President

Stephen Niver
2546 186th Ave. N.E.
Redmond, WA 98052
883-8577

Secretary

Michael Thompson
10821 S.E. 172nd St., #4-A
Renton, WA 98055
228-0848

Treasurer

Roger Wales
2515 140th Pl. S.E.
Mill Creek, WA 98012
743-9246

Membership

Mary Lee Helton
4700 Somerset Ave. S.E.
Bellevue, WA 98006
643-4729

Membership Promotion

Open

Roster Manager

Greg Mierz
2218 S.W. Willow St.
Seattle, WA 98106
768-0376

Zündfolge Editors

Lucetta and David Lightfoot

Track Events

Dan Alvis
8318 Northway S.W.
Tacoma, WA 98498
582-0803



Special Events

Al Lancaster
27820 37th Ave. S.
Auburn, WA 98001
854-4100

Past President

Paul Touby
3517 S. 8th
Tacoma, WA 98405
752-7549

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Calendar

- January 21** Annual Banquet and Auction. Last call, reserve your place now!
- January 27** Deadline for the February *Zündfolge*.
- January 27** Engine Building Clinic hosted by Dan Alvis. Call Dan at 206-582-0803 to reserve your spot (there are not many).
- February 2** Board Meeting hosted by Greg Mierz. All members welcome.
- February 18** General Meeting hosted by Vintage Racing Motors in Redmond. See the article in this issue for more information.
- March 5** Driving School at Bremerton Raceway. More next month.

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

25th Anniversary

This year marks the 25th anniversary of the founding of our club. Bill Linder has designed a modified version of our club logo to help celebrate this milestone. Throughout the year we will try to tie in a bit of club history to current activities. We will also feature a brief history of the club in a future issue.

— David Lightfoot



1970-1995



Club members look at Jerry Chinn's collection of weird stuff.

Chinn's Meeting

The morning of November 19th found about 30 club members at the only prop shop in Washington — Jerry Chinn's wacky and wonderful warehouse of weird stuff. But probably the best part

of the meeting was listening to Jerry tell stories about some of the movies and commercials they've been involved in. Great stuff. Thanks to Jerry Chinn and his staff for a fun meeting.

A Deal on Gas

Happy New Year! You have probably noticed by now that there is a brochure in the middle of this issue of the magazine. And you are probably thinking, what is this for?, or Does this have anything to do with me or my BMW? Well the answers are cheap gas, and yes.

Grenley/Stewart Resources is a fueling company associated with the Chevron's Commercial Fueling Network (CFN). What they are offering the members of the BMW ACA is the opportunity to fill up at their more than 30 CFN sites in the Seattle/Tacoma area.

What does this mean to you? You, the member of the club, can sign-up and take advantage of the cost saving by refueling at an automated card lock site.

How much will you save? It varies from day to day because the price of gas and diesel changes day to day. However you will save anywhere from 5 cents to 19 cents per gallon depending on the type of gas you use. The other convenience is in the fact that you don't pay at the pump. You put your user card into a reader and bang, you're done. Just pump the gas and go home. Your Visa or MasterCard is automatically charged for the gas purchase. If you want a different payment plan or terms, you make those requests when you sign up.

If you have more than one car or a fleet of vehicles you can have a card for

each vehicle or a card for each driver, or both. At the end of the month you will get a detailed report of which car received how much gas at what location and when and what you paid per gallon. If you are using a driver card system you will know who is driving what vehicle when and where and how much fuel they are using. This is a very handy tool for the small business and the large business alike. To the average guy/gal driver it is a very good tool for planning budgets and forecasting expenses, or just keeping track of your auto related costs.

How much does it cost to get into this network? Nothing. It's free to anyone in the BMW ACA.

Where are these CFN stations located? There are 30 in the Seattle/Tacoma area and 125 in Washington and 800 nationwide. As a CFN user you have access to all of them. When you sign up you will receive a CFN network book which has every current location of all 800 sites with directions to their locations. They are located in mostly convenient sites off the main thoroughfares.

If you are interested, call the 800 number on the brochure and talk to Scott. It's a really good deal and if you sign up and don't use it you have lost nothing. Cheaper gas prices and nothing to lose. What could be better, except maybe free gas?

— Dan Alvis



February Meeting

Our February general meeting will be hosted by Vintage Racing Motors in Redmond. Vintage Racing Motors (VRM), is the top Northwest shop for the maintenance or restoration of vintage racing cars. The shop is run by Byron Sanborn, who has been a club member for over 20 years.

VRM has a very large shop area. But when we visit it will be filled with vintage cars of every description. What to expect? Old Formula 1 cars, Can-Am racers, a Shelby Can-Am car (the only intact one in the world), sports racing cars, Lemans veterans and so on. They also have a few classic non-racing cars around. It's pretty amazing.

The meeting will be February 18th, Saturday, at 10:00 am. We'll have the address and driving directions next month. Put it on the calendar for now.

— David Lightfoot



Stalls

By Thomas B. Nast

Rolling Around

The *New York Times* disclosed, in a story last month, that BMW will help Rolls-Royce build a new generation of luxury cars. According to the article, "After months of negotiations, BMW beat out Mercedes-Benz [presumably Daimler-Benz] to supply engineering expertise and key components, including engines, for future Rolls-Royce and Bentley models."

What's in it for BMW? Selling about 1300 cars a year, Rolls-Royce cannot affect BMW's year-end statement meaningfully. Oddly, nobody ascribes a motive for this alliance. The answer must be that this deal is really an exchange, of both marketing and technology.

This may have escaped you, but BMW's grille-building skills have been in serious decline for decades. The grilles have gone from polished metal, to painted metal, to high-impact plastic, to low-impact plastic, with a cardboard model on the drawing board (part of the recyclable car movement, no doubt). The last one I saw was signed by R2D2. A hand-built radiator, topped with a statue of the Unknown Bavarian, stein in hand, would be a welcome improvement.

Hand selection of Connolly leather for seats and trim is a well-known tradition at Rolls. Only the best hides are used, and only the best part of the hide finds its way into the seats, with the lesser parts (such as that from over the animal's spine) used for bindings, etc. Finally, BMW can get the assistance it needs to supply matching lederhosen with its cars. For those of us who feel that Nomex lederhosen is too ostentatious outside the race track, this will be a palpable benefit.

BMW has also lagged way behind Rolls-Royce in developing glass cabin dividers. This may be related to BMW obstinately insisting on installing bucket seats in all its cars. Once we get bench seats and front-and-back climate control

into BMWs, passengers will finally get the privacy they have been crying out for. (It is embarrassing to visit BMW Seattle when well-dressed citizens come in to complain, "I just won't ride in that 540i again until you can assure me the chauffeur won't hear my every word on the cellular! Give them the keys, Codpick! Call me when you get it right!" Such an oversight is indefensible in a top-tier marque.) And when BMW gets the hang of getting a glass divider to roll up and down, it may even be able to get its headrests to do the same thing reliably!

Fortunately for BMW, Rolls-Royce recently bought Bentley, in 1930. Thus Rolls-Royce can license to BMW the use of traditional Bentley model names, which are far more interesting and prestigious than the boring (and often misleading) monikers BMW assigns, such as "850i" and "325i." Who can forget the Mark VI, known for breaking new ground (due, unfortunately, to heavy chunks of steel departing the chassis because of rust; the idea of pressing steel instead of hand-beating it was new to Rolls)? Or the memorably-named R Type (though named for what, nobody can recall)? Or my personal favorites, the S1, S2 and S3, followed by the T (known as the Bentley T, to avoid confusion with the Ford product of the same name)? Thanks to the Rolls connection, BMW will soon be able to graduate the M-Series to the O-Series, and with the installation of R-R's patented commode, the P-Series.

Rolls-Royce can also teach BMW a great deal about electronics integration. For example, unless you share my keen interest in these matters, you may not be aware that R-R presently installs a digital clock in their products. This is because the analog clock was too noisy; the driver could actually hear it ticking. What is most impressive is that the time on this clock can be set without a degree in particle physics or *reference to a handbook*. Rolls can help BMW inte-

grate that clock into its cars, perhaps with a more suitable trip computer, one that shows, for example, how much wine is left in the cooler and the current interest rates in Zurich. BMW, in turn, can apply the technology used to tame its traditional tappet noise to R-R's analog clock, which can then be reintroduced in the '96 models.

Finally, there is the matter of hub-caps. BMW just doesn't make good ones any more; insofar as I know, BMW doesn't make any at all. Rolls builds a particularly good one; the badge in the middle doesn't even fall out. The Boys of Crewe could teach the Munchkins how to do it, and we could all start enjoying the benefits of steel wheels again.

It is always exciting to see cross-fertilization in the automobile kingdom. With Rover and now Rolls-Royce, the Bavarian (is it still Bavarian?) Motor Works is poised to shock even Darwin himself with its creative output.



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From Left to Right: Barbara Guinn, 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 Guinn



BMW of BELLEVUE

13617 NE 20th (Northup Way) Bellevue

643-4544

1-800-404-4544

Last Call for the Banquet

**Saturday
JANUARY 21st
6:00 pm**

**The Harbor Club
801 Second Avenue
17th floor Norton Building
Seattle, Washington 98104**



If you haven't already made your banquet reservations, do so now! The banquet is coming up on January 21st, Saturday, so don't delay.

As mentioned in previous issues of *Zundfolge*, our guest speaker will be Steve Pool from KOMO television. He's a great speaker so you're not going to want to miss this.

Here's the schedule for the evening:

6:00	No Host Bar/Silent Auction
7:30	Live Auction
8:00	Dinner
9:00	Program

Please note the Silent Auction. There will be goods and services available to bid on. These are items donated by club supporters. The list of items donated as of press time is in the sidebar. We will have a complete list next month.

The banquet location is the beautiful Harbor Club, at the top of the Norton Building. In the basement of the building is a parking garage. The club has reserved the entire garage. So don't pay - it's been taken care of.

Do come and enjoy yourself. It will be a wonderful evening.

One last item: We will have a basket at the door for donations of non-perishable foods for Northwest Harvest. Please bring something to contribute.

BANQUET RESERVATION

NAMES OF THOSE ATTENDING:

Contact phone: Home: _____ Work: _____

Dinner Choices

	No.	Cost
Roast New York Steak	_____	\$32.00
Seafood Skewer (Salmon, Prawn, Fish)	_____	\$32.00
TOTAL ENCLOSED		\$ _____

All dinners are served with seasonal greens with Cabernet vinaigrette, potatoes or rice, fresh market vegetables, coffee or tea and roll and butter. Dessert will be a surprise this year, you'll just have to come and see...

Make checks payable to BMW ACA. Mail reservations to: Al Lancaster
Deadline is 1/19/95, (checks must be in Al's hands!) 27820 37th Ave. S.
Auburn, WA 98001

E. STEVEN POOL BIOGRAPHY

CURRENT POSITION:

KOMO News 4 weeknight weathercaster and host of weekly nationally syndicated program "Front Runners"

AWARDS:

Seven Emmys for work in special programming and reporting
UPI Feature Reporter of the Year in 1984
Three Sigma Delta Chi awards for Excellence in Broadcast Journalism from Western Washington Chapter, Society of Professional Journalists
Four New York International Film Festival Medals National Iris Award

EXCEPTIONAL ACCOMPLISHMENTS:

Has appeared on ABC's "Good Morning America" over 55 times delivering weather reports for the nationally televised morning program

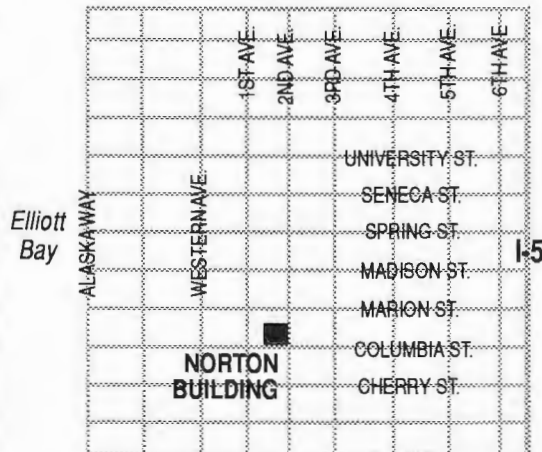
COMMUNITY SERVICE:

Honorary chairperson of Youth Eastside Services' Hundred Club
Museum of Flight Board of Trustee Member
Honorary Chairperson of the annual Steve Pool Celebrity Golf Classic, benefiting Childhaven
Steve appears at 75 speaking engagements and public appearances yearly for community organizations

EDUCATION:

Bachelor of Art's degree in television/radio

Driving Directions



Directions to the Harbor Club located in the Norton Building: **From Northbound I-5**, exit at Seneca St. Go downhill on Seneca. Turn left on 1st Avenue. Go three blocks south. **From Southbound I-5**, exit at Columbia St. Go downhill on Columbia. Turn right on 1st Avenue. The Norton Building Garage is located on the east side of 1st Ave. between Marion St. and Columbia St. Parking is prepaid by the club. Just tell the attendant you are with the BMW Club. Take the elevator to the top floor.

Auction List

Item

Golf with Pool
BMW Maui POGS (three) sets
Air Flow System
Deluxe Guest room for one evening
AutoCare Package
Complete Sets of Logo Floor Mats
Leather Cleaner, Leather Conditioner
Carpad Bench Saver
Carpad, Carpad Cap
MOMO Steering Wheel
Springs for 318i
Radar Detector

Synthetic Gear Oil 1 case
Water Wetter
Autographed Photographs
Interior Detail
Exterior Detail

Wheel Cleaner, Gear Shift Knobs,
Money Clip, Wheel Cleaner
T-Shirt, \$20 Gift Certificate
Assorted Truffle Basket

Vendor

Steve Pool
The Lancasters
Autothority
The Salish Lodge
Griot's Garage
Ultimate Motor Works
Mother's Products
Carpad Products

BMP Design

K40 Electronics/
BMW Seattle
Red Line Oil

Gary Parr
Exeter Garage
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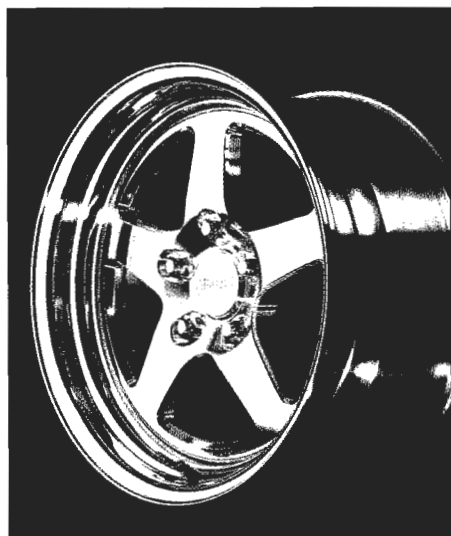
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Donohue, BMW and FIKSE Forged Modular Race Wheels Capture IMSA Supercar Championship



Strong, lightweight, and made in the United States, the Fikse FM/5 Forged Modular wheel raced to a remarkable 1st, 3rd, and 4th place in the 1994 IMSA Supercar Series.

David Donohue, driving a factory-backed BMW M5 sedan equipped with FIKSE FM/R Forged Modular Racewheels, captured the IMSA Bridgestone Supercar season finale at Sebring on October 23rd — a victory that also clinched the Supercar Driver's and Manufacturer's title for Donohue and BMW.

The series championship also completed a spectacular professional racing debut for FIKSE Forged Modular Wheels, winning a championship the first time out. With Donohue (son of the late Mark Donohue) at the wheel, the Ed Arnold Racing-prepared BMW sedan captured two pole positions and two first-place wins, at Long Beach and Sebring, enroute to the title.

"It's great to be part of a winning team, especially on your first effort," said Jim Fikse, president of the Seattle-based wheel manufacturer. "Our lightweight, forged modular wheels performed flawlessly. The race track is the most demanding of all testing grounds, and FIKSE FM/R race wheels passed the test with flying colors."

FIKSE wheels utilize state-of-the-art aerospace materials and construction: CNC spun aluminum rim halves fastened to centers machined from forged aluminum. FIKSE forged wheels are extremely strong and light and can

be built with any offset a race team demands.

Ed Arnold Racing selected FIKSE wheels for two main reasons: performance and service. FIKSE manufactured and delivered the wheels on an impossibly tight deadline — less than five days from order to delivery. According to Donohue, the quality of the wheels was superb, and they came in lighter than expected.

In addition to racing wheels, FIKSE manufactures and markets wheels to owners of high performance street vehicles. FIKSE FM/5, FM/6, and FM/

10 forged modulars are available for Acura NSX, BMW, Corvette, Ferrari, Mazda RX7, Porsche, and many other vehicles. Widths range from 8.0-to-14 inches; diameters come in 16-, 17-inch and 18-inch.

For more information on FIKSE wheels, contact FIKSE USA, Inc., 922 SW 151st, Seattle, WA 98166, 800-682-1214, Fax 206-248-1622.

— FIKSE Press Release

BMW Motorsport IMSA Competition Program IMSA Supercar Series

Chassis: BMW M5

Four door, five-passenger sedan

Engine

M Power 3.8 liter in-line six, dual overhead cams, four valves per cylinder. Fuel injection with Bosch Motronic engine-management system.

Bore: 94.6 mm

Stroke: 90.0 mm

Maximum power: 360 hp

Maximum torque: 300 lbs. ft.

@ 7300 rpm

@ 5000 rpm

Transmission

Five-speed manual

Differential

Limited slip; 3.91:1

Front Suspension

Independent, double-pivot spring struts, positive scrub radius, anti-dive geometry.

Rear Suspension

Independent, semi-trailing arms, anti-dive and anti-squat geometry.

Steering

Ball and nut, variable power assist; 15.0:1 ratio

Brakes

Front: fixed caliper dual piston discs (ABS)

Rear: single-caliper ventilated discs (ABS)

Tires

Bridgestone Potenza RE-71 radials

Front: 275/40ZR17

Rear: 315/35ZR17

Wheels

Fikse aluminum alloy

Front: 9.5J x 17

Rear: 11J x 17

Dimensions, Weight

Track, front 57.49 in.

Track, rear

58.34 in.

Wheelbase 107.68 in.

Weight

3075 lbs.

Height 54.29 in.

Width

68.29 in.

Length 184.08 in.

Early Releases Highlight BMW's 1995 Vintage

By Tom Williams

As BMW entered that time traditionally associated with the beginning of the new model year, the company appeared to be gathering its breath. And well they should be, after a number of exciting new announcements earlier (M3, 540i with a sports package, new 7-Series). Nonetheless, there are some interesting detail refinements throughout the entire 18-model range. The most important of these changes are discussed below.

Further information is provided in the accompanying table on page 11.



The 318i - now built in both Germany and South Carolina.

New M3, Expanded Option Packages Accent 3-Series For '95

The big news here is the previously-announced M3, the 240bhp license-loser that made its way here this past summer. The M3 was covered in detail in the February and May issues of *Zundfolge*. The remainder of the line (318i and 325i 4-door sedans, 2-door coupes, and convertibles) soldiers on as before. However, there are a number of new options available for the 318i, including leather upholstery, foglights, adjustable steering wheel, and an 100-watt, 10-speaker sound system in a "premium" option package. A "sports" package includes a limited-slip differential, more aggressive springs and shocks, and larger tires and wheels; it is not available for the convertible. Perhaps the biggest news of all for Statesiders is that the 318i sedan is now being produced at the Spartanburg, SC factory. Early production is being deliberately kept low to ensure BMW quality standards are met.

The 6-cylinder 325i also gets a "sports" package with sports suspension, 16-inch alloys with 225/60-ZR tires, sports seats, and on-board computer; all but the stiffer suspension is either standard or available with the convertible. A limited slip differential is no longer available, but one may now specify BMW's All-Season Traction System. The "premium" option package consists of wood trim, on-board computer, upgraded audio, and leather upholstery in the sedan (leather is standard in the coupe).

Refinements for the entire line include what are termed "freewheeling" door locks; if the wrong key or a theft device is inserted, the lock will rotate freely to prevent damage. BMW's "differentiated deployment" passive restraint system is also fitted. In the event of a frontal impact of less severity than that requiring deployment of the airbag, only the seatbelt tensioners will activate. Also, the airbag will not deploy on the passenger side un-

less that seat is occupied. Thus, if the car is repairable, some savings can be expected. Side marker lights just behind the front wheels are now included; they've been on the Euro-spec cars for some time. Finally, body-color bumpers and outside mirrors are standard, as is cruise control for all models except the M3, where it's optional.

There have been published reports that the 6-cylinder will get a new 2.8 liter motor which is said to be more powerful and more fuel efficient.

More Leather And Wood Trim For 5-Series, Along With A 540i Mit 6-speed

The 5-Series continues in 1995 with 6 variants: 525i sedan or Touring, 530i sedan or Touring, and 540i with automatic or 6-speed with a sports package. Only about 250 of the latter are scheduled for the US market. All models now have an improved locking system which prevents the doors from being opened from the inside any time the central locking is engaged, side marker lights, body color rocker panels and front/rear body apron areas, and a more attractive steering wheel design.

The automatic version of the 540i gets a slightly taller final drive ratio that, when combined with the standard all-season tires (now fitted to all BMWs except for the M3 and the 8-Series), manage to push the shiftless version of the big V8 out of gas guzzler tax territory. The manual version is still subject to the levy.

The 525i carries on, but receives freshened front-end styling with a "wide-kidney" appearance. Like the 3-Series, a "premium" option package is now offered which includes leather, wood trim, cross-spoke alloy wheels, on-board computer, and keyless-entry security system. The 525i Touring adds the unique double sunroof to the package. The 530i contin-

ues as before.

The current 5-Series is scheduled for replacement in the 1996 model year.

All New 7-Series: At Your Dealer Now!

The new 7-Series has arrived in North America in 740i form. Long-wheelbase versions (740iL/750iL) will hit these shores in the first quarter of 1995. While the car's styling has been criticized as unadventurous, in person the car has an elegant quality that totally escapes the slab-sided battlecruiser ugliness that so afflicts the Mercedes S-class, while at the same time maintaining an air of purposeful character that is completely absent from the bland Lexus LS400.

All models now have 5-speed automatics with logic that detects how aggressively the car is being driven and modifies the shift points accordingly. The 750iL motor now displaces 5.4 liters, with power up from 296 to 322 bhp, and torque up from 332 to 361 lb-ft. The 12-cylinder car also gets BMW's All-Season Traction with Dynamic Stability Control. The DSC part of the equation expands the system's capability to include lateral as well as longitudinal stability. If the sensors detect vehicle under- or oversteer, the system will reduce engine power and apply the brakes



The all new 7-series features covered headlights.

“highly sensitively to stabilize the vehicle.”

Options include a cold weather package (headlight/foglight cleaning system, heated seats, ski bag) and “comfort seats”,

which feature specially adjustable backrests. These seats will be standard on the new 750iL. For more information on the new 7-Series, see the *Zundfolge* article earlier this year.



The 840Ci has boosted sales of the troubled 8-series.

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More Power For 850Ci, 840Ci Sales Success Top 8-Series News

The fortunes of this model have taken a turn for the better in the last year with the introduction of the 840Ci, which is primarily responsible for a 90% increase in sales and remains basically unchanged for 1995. The 850Ci gets the same upgraded drivetrain as the 750iL sedan, including the aforementioned AST with Dynamic Stability Control. The top-of-the-line 850CSi remains a serious autobahn contender with its 5.6 liter motor cranking out 372bhp and 402lb-ft of torque. Overall, few changes are on tap for the 8-Series, which has been rumored to be on the way out, having failed in its mission to dislodge the Mercedes SL from its lofty perch. A coupe based on the next-generation 5-Series could be the replacement.

The Bottom Line

In line with recent practice, BMW has kept price increases down. The list price of the new 740i, for example, is only 3% more than that of the previous model. In past years, the cars came standard with almost everything you could get, now there are more options, particularly in the 3-Series

BMW's 1995 Model Range

Model	Base Price	Options
318i	\$24,975	Sport Pkg. \$1,595, Premium Pkg. \$2,345, Leather \$1,300; Foglights \$240; Folding Rear Seat \$275; Alloys \$800; 220 Watt 10-Speaker Audio Syst. \$500
318is	\$26,675	Sport Pkg. \$645, Premium Pkg. \$1,545, 220-watt 10-speaker Audio \$500
318ic	\$31,050	Premium Pkg. \$1,545; Rollover Protection System \$1,390, 220-watt 10-Speaker Audio Syst. \$500
325i	\$31,450	Sport Pkg. \$1,295; Premium Pkg. \$1,795; Leather \$1,300; Folding Rear Seat \$275; On-board Computer \$430; AST \$995
325is	\$32,750	Sport Pkg. \$1,395; Premium Pkg. \$695; On-board Computer \$430; AST \$995
325ic	\$39,600	Sport Pkg. \$1,195; Premium Pkg. \$695; On-board Computer \$430
M3	\$35,800	Cruise control \$455; Sunroof \$1,120; Heated Seats \$370; On-board Computer \$430
525i	\$35,300	Premium Pkg. \$3,525; AST \$995; Heated Seats \$370
525i Trg.	\$37,700	Premium Pkg. \$4,625; Double Sunroof \$1,325; Luggage Net \$260; AST \$995; Heated Seats \$370
530i	\$42,750	Gas Guzzler Tax \$1,000 (manual version, included in base price); AST \$1,350; Heated Seats \$370
530i Trg.	\$47,050	Luggage net \$260; Heated Seats \$370
540i	\$47,950	AST \$1,350, Heated Seats \$370
540i 6-sp.	\$48,600	Gas Guzzler Tax \$1,300; AST \$1,350; Heated Seats \$370
740i	\$57,900	Gas Guzzler Tax \$1,000; Comfort Seats \$1,000; 440-watt 14-speaker Audio with CD \$2,000; Cold Weather Pkg. \$1,000
740iL	not avail.	As 740i, prices not avail.
750iL	not avail.	Gas Guzzler tax, price not avail.
840Ci	\$69,900	Forged alloys \$1,100; Gas Guzzler Tax \$1,300
850Ci	not avail.	Gas Guzzler Tax, price not avail.
850CSi	not avail.	As 850 Ci

Notes Re Options

For details of sport and premium option packages, see text.

Destination charge \$470 for all models except 850Ci and 850CSi, where it will be included in price.

Where not standard, auto trans is \$900, except 530i, where it's \$1,100.

AST=All Season Traction System

Metallic paint \$475 for all 3-Series except M3, where it's standard.

Heated seats/mirrors \$450 on all 318i and 325i.

Limited slip \$530 option on all 318i models.

Cold Weather Package For 740i/iL: heated seats, headlight/foglight cleaning system; ski bag.

ies and 5-Series, enabling customers to tailor their cars to personal taste more than ever. For more info, check out the data

table accompanying this article, and if you do decide to take the plunge, don't forget to ask for your BMW ACA discount!



I recently returned from holiday in Greece; I think that I've found the perfect location for BMW to test the handling of their cars (see photo). In fact, I volunteer to test their next series of cars. Not too surprisingly, BMWs are very popular cars in Greece.

I had been a little apprehensive about driving in Greece (one travel guide mentioned that Greece has the highest accident rate in Europe) but driving turned out not to be a problem after you acclimate to the informal ing

It's Greek to Me!



Here is a sample of the mountain roads in the Peloponnese. I don't recall seeing any tunnels in Greece.

Greek driving rules:

1. The numbers given for speed limits are suggestions only.
2. Ignore any lane markings. Defin-

not mean that you are a complete idiot.

8. Motorcycles have the right of way and are either the most skilled drivers or the luckiest.

ing lanes was a government exercise.

3. The slow lane is the shoulder but watch for entering tractors or animal-powered vehicles [real hp].

4. STOP means pause if other traffic is present.

5. Signs providing turn information are not always posted for viewing from different directions.

6. Passing lines [single, double, dotted] are for decoration only. You may pass at any time.

7. Flashing lights and honking horns do

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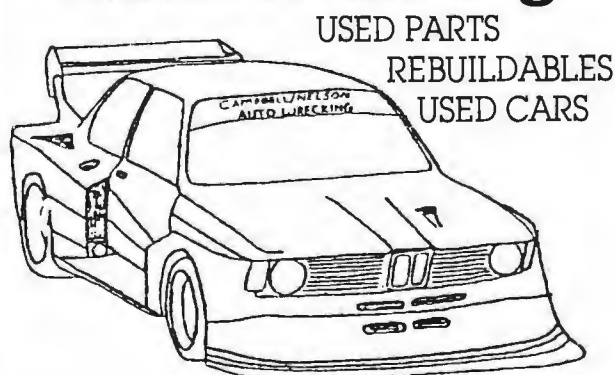
— Doug and Nancy Garvey

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when I accidentally [#10] wound up driving through Athens, I learned another rule — patience. In summary, October was a great time for driving in beautiful country like Greece.

— Stephen Niver

(Editor's note: If you're traveling and see an interesting BMW or BMW dealership or anything BMW related, take a photo and bring it back for Zundfolge. We'd like BMW news from around the world.)

Here's the photo of a BMW dealership near the old part of Athens [across from Hadrian's Arch]. According to the salesman, they are doing very well. If you look carefully, you can see that they also carry the two wheelers. There is another dealership about three or four miles away from this one.

9. Police cars with flashing lights do not mean that you should pull over or even that they are chasing another vehicle.

10. Just because you didn't see the sign, don't assume that it was not there; it may be behind a parked vehicle, a shrub or another sign.

I followed these simple rules while driving around Greece for three weeks;

It could be a street in any American city, but it's downtown Athens.



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Car and Driver Magazine



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BMW's 1995 Motorsport Plans

By David Lightfoot

BMW is making big plans for motorsports in 1995. Again this year, the 3-series will be the focus of racing activities. BMW likes to race in professional series that feature touring cars in race trim, since this allows fans to identify with the cars on the track. Besides, BMW has a racing heritage in touring cars that is second to none.

The highlight of the season should be the D1 Super Touring Car Championship. BMW will enter all eight races in this series in Germany and neighboring countries. The blue-and-white will be represented by three teams and six drivers. The series is based on the FIA's two-liter regulations and is already very popular in Europe. In 1995 the series should be even better with more participants and even more television coverage. BMW will be defending the title won in 1994 by Johnny Cecotto in a 318is.

BMW will also be active in most other national two-liter series, being represented by competitive partners and drivers. Again, the weapon of choice will be the proven and reliable 318is. In fact, the 318is will be raced in about 40 countries! The factory-supported teams for 1995 include:

Germany

BMW Team Schnitzer will have drivers Joachim Winkelhock and Peter Kox from the Netherlands. Steve Soper will also be joining the team when his Japanese race schedule allows travel back to Europe.

BMW Team Bigazzi from Italy features BMW regulars Roberto Ravaglia and Alexander Burgstaller. BMW Team Isert drivers will be Harald Grohs and a young driver yet to be named. Send 'em your resume.

Great Britain

The British Championship will see the BMW Motorsport Team with Venezuelan Johnny Cecotto and a yet to be named driver. Also competing will be the British team, Team Metal Composite Technology.

Italy

The Italian Championship will be contested by BMW Team CiBiEmme with Gianni Morbidelli, Emanuele Naspetti, and Yolanda Surer-Egger.

Japan

BMW Team Schnitzer with Steve Soper will race in the Japanese series. Joachim Winkelhock and Peter Kox will lend a hand when time permits.

France

BMW Team Oreca with Yvan Muller at the wheel will represent BMW in the land of Renaults and Peugeots.

Belgium

The Belgium Championship will be fought for by BMW Team Valier with Thierry Tassin and Marc Duez.

South Africa

Shaunh van der Linde and Deon Joubert will be racing for BMW Motorsport Team South Africa in the local championship.

Australia

Down under, Frank Gardner's BMW Team with drivers Geoff Brabbam and Paul Morris will defend the marque.

Austria

In Austria, the Group N BMW M3

will be raced, rather than the 318is. Team Frick will have veteran drivers Dieter Quester and Leopold, Prince of Bavaria. BMW Team Valier will compete in the same races, but feature younger drivers: Mike Strotmann and Astrid Grunfelder. Mike will also drive occasionally in the D1 Super Touring Car Championship.

Other Series

BMW will continue its racing activities in Spain and Portugal. The BMW/ADAC Formula Junior (small, open-wheel cars with BMW engines) series will continue. BMW will compete in the new Asia/Pacific Series and the FIA Touring Car World Finals.

BMW won the 24-hour endurance races at Nurburgring and Spa-Francorchamps in 1994 and will be back to defend its titles. Sabine Schmitz will be racing a Group A M3 on her "home" track of the Nurburgring.

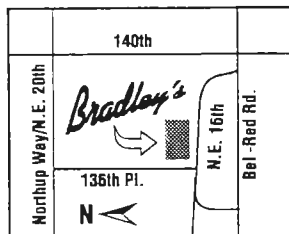
BMW will also be involved in historic racing again in 1995, but will run only selected races rather than the entire European Series.

TITLES WON BY BMW DRIVERS IN 1994

Steve Soper	BMW 318is	FIA Touring Car World
Joachim Winkelhock		Final Brand Champion
Johnny Cecotto		
Joachim Winkelhock	BMW 318is	Asia-Pacific Champion
Francisco Egozcue	Osella BMW	European Hillclimb Champion
Johnny Cecotto	BMW 318is	Winner of the D1 ADAC Touring Car Cup
Thierry Tassin	BMW 318is	Winner of the Procar Series
Tony Longhurst	BMW 318is	Australian Touring Car Champion
Shaun van der Linde	BMW 318is	South-African Touring Car Champion
Cor Euser	BMW M3 Group N	Dutch Touring Car Champion
Michael Neumeister	BMW M3 Group N	Overall Winner - German Touring Car Trophy
Rainer Fink	PRC-BMW	German Hillclimb Champion
Christian Hauser	Martini	Belgian Hillclimb Champion
Johannes Scheid and Hans Widmann	BMW M3	Overall Winner - Long-Distance Trophy
Hans-Dieter Mechel	BMW M3	German Slalom Champion
David Donohue	BMW M5	IMSA Supercar Series
Andras Kovacs	BMW M3	Touring Car Champion Hungary



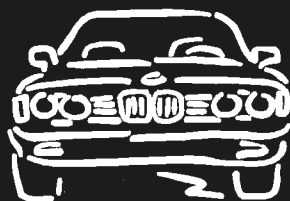
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The BMW 325i/M3 again made Car & Driver's Ten Best List. Others on the list include the Acura Integra GS-R, Chrysler Cirrus LXi, Ford Contour/Mercury Mystique, Honda Accord, Honda Prelude VTEC, Lexus SC300, Mazda RX-7, Nissan 300 ZX Turbo, and the Nissan Maxima SE. (*Car & Driver*)

8-Series Replacement

This coupe will replace BMW's slow-selling 8-series in 1997. Dubbed E51, the new car has been tested at an undisclosed venue in southern Europe, and is largely based on the running gear of the next 5-series, due out next year.

"We did our best to avoid the mistakes made with the 850," comments a project engineer. "That car is simply too heavy and too expensive, not to mention the poor packaging. Worst of all, it's available only as a coupe." BMW at one time planned to build 60 850s a day, but this figure has dropped to a mere 15 units.

Two concepts for the new car were developed during the early stages. E51, the winner, is a conventional convertible with an optional, single-piece hardtop. It is an elegant, well proportioned design which abandons controversial styling elements such as pop-up headlamps, full-width tail-lights and flared fenders.

The rejected vehicle was known as E51R - in effect two cars in one. It fea-



tured a steel roof which could, at the touch of a button, convert the car from cabriolet to coupe and vice versa. It was developed in conjunction with Webasto.

The new car may look avant-garde, but don't expect to see extensive changes beneath the skin. The proposed rear-wheel steering and active suspension have been mothballed for reasons of cost, for instance. Among the more intelligent features that remain are the third-generation traction-control device (DSC) complete with brake actuation and electronic throttle, an improved adaptive damping system, Servotronic steering, even stronger brakes than on the 850, and 16 in. wheels shod with run-flat tires.

E51 will use a brace of V8s: a 225 bhp 3.5 and a 295 bhp 4.5. Other options include a 380 bhp 5.6 V12 and a 280 bhp 2.8 straight-six. A five-speed automatic and a six-speed manual will be available.

Basing E51 on the 5-series should enable BMW to save on development, tooling, purchasing and production costs. These savings will be reflected in the price-tag of the (still nameless) car, which is likely to be 20 percent cheaper than today's 8-series. (*Car*).

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1997 3-Series

BMW's 3-series will remain rear-drive, even though the company spent millions on front-drive prototypes and proposals for the much-admired sports sedan. The overriding factor in the decision? BMW's \$1.6 billion purchase of Rover, which already has a fleet of front-drive cars, not to mention access to Honda's extensive front-drive experience. The shape of the next entry-level Bimmer by designer Chris Bangle is already a done deal. It's said to be instantly recognizable as a BMW, but with more expressive detailing, a less somber interior, and more rear-seat room. A new range of V-6 engines will make their debut in the car-tops should be a 200-hp 2.8-liter when it breaks out in late 1996. (*Car & Driver*)

M3 GT

BMW is building a version of the M3 for the FIA's new Sportscar World Championship regulations. The new M3 GT gets massive front and rear spoilers and a more powerful version of the 24-valve, 3.0-liter straight six. Expect 295 hp at 7000 rpm producing sprints from 0 to 62 mph in 5.9 seconds. Put your order in early as only 350 will be built. They'll all be painted British Racing Green. (*AutoWeek*)

M3 Compact

Strong demand for the Compact in Germany has prompted BMW M to begin work on the M3 Compact. The little bomb will probably use the 16-valve, 4-cylinder motor from the old M3, rather than the 3.0-liter six used in the current M3. This approach would keep the cost well below the price of the current M3 coupe. (*AutoWeek*)



BMW IS GOING ALL-OUT TO BRING A \$30,000 THREE-DOOR SPOROTHATCH TO MARKET BY SUMMER OF 1996. CODENAMED E36/8, SHOWN HERE IN HEAVILY DISGUISED FORM, THE HATCH IS BASED ON THE Z3 ROADSTER WHICH WILL BE BUILT AT THE SOUTH CAROLINA PLANT. THE SPOROTHATCH WAS REPORTEDLY INSPIRED BY THE MGB GT. WHILE IT WILL HAVE 2+2 SEATING, THE WHEELBASE AND OVERALL LENGTH WILL BE THE SAME AS THE ROADSTER. ENGINES WILL BE THE FAMILIAR 1.8-LITER FOUR AND THE NEW 2.8-LITER SIX, WHICH WILL ALSO APPEAR IN THE 328i AND 528i. (**AUTOWEEK**)



>>> A British motorist recently set an all-time record speeding ticket. Achille Mazzotta was cited for going 153 mph. Mazzotta was driving a black BMW 535i and swore he was only doing 125. (*AutoWeek*)

In *Car* magazine, Russell Bulgin claims that the Simtek Research Team, formerly Leyton House, had a contract to develop a Formula 1 car for BMW in about 1990. The project was stillborn, and Nick Worth, team owner, still refuses to confirm it.

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BMW TO HELP ROLLS-ROYCE DEVELOP A NEW MODEL LINE

LONDON, Dec. 19 — Rolls-Royce Motor Cars Ltd., perhaps the quintessential British company, said today that it would turn to BMW of Germany for help in building a new generation of luxury cars.

After months of negotiations, BMW beat out Mercedes-Benz to supply engineering expertise and key components, including engines, for future Rolls-Royce and Bentley models.

Rolls-Royce said it would also collaborate with BMW in developing a proposed new Bentley sports coupe, tentatively known as the Java, that could go on sale at the end of the decade.

The deal was the most far-reaching that Rolls-Royce had made with an outside supplier and the biggest with any non-British supplier.

The parent company of Rolls-Royce, Vickers P.L.C., and Bayerische Motoren Werke A.G. provided few details of the arrangement, but said it would not involve an equity investment by the German company in Rolls-Royce or Vickers.

Vickers has toyed in the past with selling Rolls-Royce, and held talks about a sale or joint venture with BMW several

years ago. More recently, Vickers has said that it intends to keep Rolls-Royce, but that it will need a partner to share the costs of developing new models.

Sir Colin Chandler, chief executive of Vickers, said the BMW deal was "extremely significant" in planning the medium- to long-term strategy for Rolls-Royce.

"Having said that we would find a partner for Rolls-Royce Motor Cars for longer-term collaboration, we are delighted that we have reached agreement with such a prestigious company," he said in a statement.

After losses totaling \$150 million in 1991 and 1992, Rolls-Royce recorded a small profit last year and is expected to earn money this year as well. Vickers does not provide details of the car company's financial results.

Rolls-Royce sold 1,360 cars world-wide last year, and through Sept. 30 had sold 1,051 this year, at prices starting at about \$140,000. Its peak sales year was 1990, when it sold 3,333 cars.

The turnaround at Rolls-Royce was driven by the economic recoveries in the United States and Britain and a rigorous

cost-cutting program at the production plant in Crewe, England.

The deal with BMW centers on engines. Rolls-Royce wants new V8 and V12 engines for models that would go into production around the turn of the century, but cannot afford the high cost of developing them on its own, especially given the rigorous emissions and fuel-economy standards that auto makers face in key markets like the United States.

BMW would supply its engines to Rolls-Royce, but would permit the British company to modify them to meet its needs. For example, Rolls-Royce requires a turbocharged V8 engine, and BMW's V8 is not turbocharged. Vickers executives said that as Rolls-Royce developed plans for its new models and as Rolls-Royce and BMW engineers learned more about each other's needs and capabilities, the relationship between the companies might be expanded.

BMW already supplies air bags to Rolls-Royce, and through BMW's Rover subsidiary, the British car maker it acquired earlier this year, it also supplies body panels. (*New York Times*)



The Bentley Java made its North American debut at Pebble Beach in August.

THE 2.5-LITER SIX IN THE 325i WILL BE REPLACED WITH A CONSIDERABLY REVISED 2.8-LITER UNIT. EXPECT THE 328i TO DEBUT IN EUROPE IN JANUARY 1995 AND IN THE U.S. IN THE FALL OF 1995 AS A '96 MODEL. THE NEW ENGINE WILL HAVE ABOUT THE SAME HORSEPOWER AS THE UNIT IT REPLACES, BUT WILL GET BETTER FUEL ECONOMY AND HAVE 15% GREATER TORQUE. IT IS ALSO 69 POUNDS LIGHTER. (*SPORTS CAR INTERNATIONAL*)

► New 5-Series

As reported last month, the E39 5-series will debut in North America next fall as a '96 model. The new 5 is needed to do battle with the E-class Mercedes, which is now out-selling the 5.

The new 5's introduction is to emulate that of the 7-series this year: quick to the dealers and quick to the public, no drawn out lead times. BMW may be overly optimistic, but is hoping for an eight year life for the new 5. Again like the 7, the new 5 is to be sportier yet more elegant than the car it replaces.

Knee room will be increased from the current car and seats similar to those in the 7 will be used. Also like the 7-series, the steering wheel will hold controls for the air conditioning, cruise control, stereo and cellular phone. The 7-series rear axle will also carry over. Front suspension will remain McPherson strut.

Europe will get a 518i version and a diesel. North America will probably get a 2.8-liter six and the V8 with displacements of 3.5 and 4.4-liters.

One year after initial introduction, the Touring version will debut.

There will be an M5 version with a 4.6-liter V8. An insider says, "The boys at Motorsport are going to once again create something extreme." (*Auto Motor und Sport, thanks to Marcus Schack for translation*)

Man of the Year

Bernd Pischetsrieder joined BMW as an engineer in 1973. In 1993 he was named chairman and CEO. After one year in this position, he was named Man of the Year by *Automobile* magazine. BP, as he is called, was interviewed at the time of the award.

Looking back on the year, Pischetsrieder said the highlight was the Rover purchase. BMW's high level of strategic planning allowed the company to move quickly to take advantage of the Rover opportunity.

BMW knows their cars have strong brand identity. The same is true of Land Rover, but not Rover cars. BP plans to create a unique identity for Rover. And this identity will have to be one not too close to BMW. No decision has been made on the possibility of a new Austin-Healey, MG or Triumph. Clearly, BMW does not want to create a competitor to the new roadster.

On the subject of the new roadster and the spy photos that have been published, BP asked, "Do you expect BMW to launch such an ugly car?" He assured the interviewer that "the car will excite and look much better than the pictures."

On the subject of the South Carolina plant, Pischetsrieder said that quality levels would need to be better than the German-built cars, because European dealers and customers are skeptical about American-built products. He says the South Carolina cars will be, first and foremost, BMW cars.

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