



May 1995

Zündfolge



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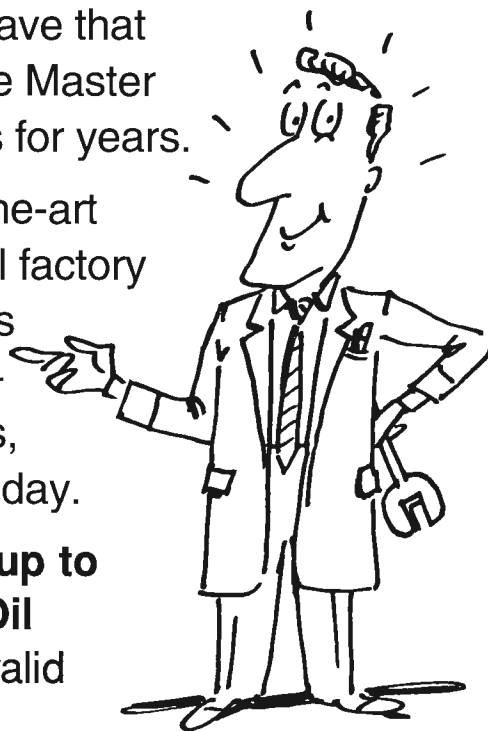
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Cover:
Mike O'Hara's
1967 2000C.

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

May 20	General Meeting at Premier Auto Body. See details on page 3.
May 26	Deadline for June <i>Zündfolge</i> .
May 27	Driving School at Bremerton Raceway.
June 1	Board Meeting hosted by President Gary Parr.
June 3, 4	Mayflower Park Hotel Classic Motorcar Rally sponsored by BMW Seattle.
June 10	Lapping Day at SIR. Previous experience required.
June 24	Hands-on Detailing hosted by Exeter Garage. Note date change.
July 1, 2	Vintage Races at SIR. The club will host a corral and participate in parade laps.
June 17	Alfa Club Track Day. Contact Keith Magnuson 323-8000.
July 30	Concours d'Elegance at the Mercer Island Lid.

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

Coming Events

By Stephen Niver

Now that the weather has warmed (with a couple of notable regressions), our thoughts turn to more active pursuits - like washing and waxing our cars! You may have noticed that Spring also means more club events. This year, as Gary Parr has mentioned previously, one of our goals is to increase the value of your club to you. One way to do this is provide more events for you. Dan Alvis has developed an outstanding schedule of track events this year and I will be trying to provide a comparable series of events oriented to those less interested in very active, hands-on participation with *the Ultimate Driving Machine*. Since I am responsible for planning many of the events, this means holding more events and insuring that these are events you have an interest in. One thing we have already done is to enlarge the calendar so that you can plan ahead a little better. My intent is to hold at least one event per month and to cover a wide variety of interests.

An important consideration for determining if we are meeting our goal is some means of measuring how well we are doing. One objective is to have a broader participation in club events. Based on past history, a survey won't help too much. You're much too busy to fill those out! We are going to try an informal sign up at each event to see how many people are attending and if they are the same ones. I'll develop an appropriate sign up form to make it as easy as possible. To give you some incentive to sign up, we will hold a drawing at the banquet for some undetermined prize (free trip to Tukwila?) for all members who sign up. One chance per sign up. We don't want to get too organized but this seems a good compromise to help us do better.

In May and June we have two events to help you keep up the exterior of your car. First, we visit a body shop for some help on minor paint repairs. Next, we go to a detailing shop to learn how to improve our detailing techniques. Then there is about a month to practice before the Concours d'Elegance in July.

May 20 Minor paint repair/touch up at **Premier Autobody** 10:00 - 12:00. Learn how to really use the little bottle of paint touch up paint that you get with your car. We'll get a general description on how the professionals repair your

car's exterior and instruction on things we can fix ourselves.

This month we visit a body shop to learn how they fix your car's body and how we can make minor repairs ourselves. When you're trying to keep your car looking good, those little chips and dings seem to come from nowhere. And they grow and multiply, too. I have tried using those little containers of touch up paint and just can't seem to get it right. I always worry about sanding first. Did I sand too much, not enough? Do I apply with a dab or a smear? Which situations should I leave for the professionals? This is the time to learn.

When I first walked into **Premier Auto Body**, I thought that it looked like many other body shops. Oh, the magazine selection seemed to be the same - *Autoweek*, *Road & Track*, etc. But down underneath the expected literature was *Nation's Business*. This might have been the tip off that this shop is a little different. As we walked out into the work area behind the waiting/office area, the owner, Dennis Paulson asked me if I would like a tour. I could see a lot of cars right here. "There's more." Behind the unassuming front, there are three floors (two up and one down) of serious body work. There are also some nice cars in need of serious work. The vast majority of these nice cars are BMWs; Premier seems to be the local leader in BMW body repair. Dennis will give a short tour, including the two paint rooms, for us prior to his technical discussion.

The session starts at ten on Saturday, May 20. Hope to see you there.

Driving Directions: Premier Auto Body has recently moved into this location; they have not installed their large sign yet. They are located on Westlake just a couple of blocks north of Denny on the east side of Westlake. The address is 114 Westlake Avenue North.

June 24 (Note date change). Now that we have fixed all of the minor flaws in our car's exterior, we learn how to detail it! I've arranged with the experts at **Exeter Garage** for a session to help you prepare your car for the July Concours. Of course, you don't have to enter your car after you apply your new-found expertise, but why not? They will lead us through all of the steps and even provide a car for us to practice on! To allow each person sufficient opportunity for practice, we want to limit our size to the first twenty-five registrants. Please call Stephen Niver 883-8577 to register. If we have an overwhelming response, we will repeat the event.

In August, we will take the **Seattle City Light Skagit Tour to Ross Dam**. This is a half day tour that includes a cruise on Diablo Lake and ends with an all-you-can-eat dinner. I've done this before and it is a lot of fun. I will be providing more details in the magazine; however, if you don't want to wait for the next magazine, please call me for more information.



Premier Auto Body



Stalls

By Thomas B. Nast

Transplants of Ratpure

The journal *"Nature Medicine"* recently reported that pigs' hearts have been successfully transplanted into baboons. According to an account in the New York Times (05-01-95), "The baboons survived; more important, so did the transplants." There was no indication of how well the pigs did, but in another section, *The Times* noted a coincidental fall in the price of frozen pork belly futures.

It is a tribute to journalistic restraint that no editorial accompanied this recounting of scientific accomplishment. If pigs' hearts can be transplanted into baboons, the two-party political system as we know it is surely doomed. But of more pith and moment to us drivers is the promise of hope this surgical advance brings to our motoring future.

This is because if pigs' hearts can be transplanted into baboons, there is hope that functioning brains can be installed into motorists. This would, of course, require preventive identification of motorists needing the transplant. The salient test has a TLA (three letter acronym) of EEG (electroencephalogram), and when the graph looks like I-80 through Iowa, a transplant is called for.

Unfortunately, there do not seem to be enough human brains to go around for this purpose, so those from some other, superior, form of life must be used. Perhaps a frog brain would do; after all, frogs almost never run into each other. But the ecologists would object, arguing (ecologists are noted for arguing ceaselessly, and manifestly refuse to take EEG tests) that the reason frogs seldom run into each other is that there are too few of them. (The real reason ecologists are protective of frogs is that they cannot afford frogs' legs, but you already knew that.) Assuming these baboons have a heart for the frogs, another donor must be found for our accident reduction program.

Perhaps *Rattus Norvegicus* would be a better choice. The ecologists have show little interest in brown rats, and they (the rats, not the ecologists) have much in common with the current crop of drivers, such as eating their young and behaving aberrantly in urban settings. But some other characteristics might inadvertently be transplanted with their brains, such as breeding several times a year with one-half to two dozen young per litter. Even assuming that this agenda would leave little time for driving (a proposition soundly disproved by J.S. Bach), the proliferation of further generations of part-time drivers would be overwhelming, albeit good for used car sales.

The best choice would seem to be *Felis Domestica*. And I propose using my neighbor Harriet's cats as test subjects. These beasts already show a great fondness for all things automotive. Leave an unattended car's door open for a few minutes, and they are inside the car, anointing the seat covers. Leave the garage door open (even attended), and they are shopping inside the garage, placing deposits on cars that attract them. At night they perform cultish rituals with the cars, dancing a saraband on the hood while chanting paeans to the powerful engine below. Indeed, these creatures show more interest in cars than do most motorists, who cannot be bothered even to see if their lights are working.

Harriet's cats are sufficiently ample, both in quantity and quality, that after transplanting the brain there will be enough left over for a few pairs of driving gloves, though the orangish one might better be a whisk broom, based on its having spent years brushing the ground with the gut it drags around (I don't know the name of the cat, but I have named its belly "Matt"). Furthermore, every time one of them returns to earth, two more seem to spring forth, like Athena from the brow of Zeus;

Harriet's cats are an inexhaustible resource, and if we could attach them to the power grid, the ecologists could stop carping about the dam Columbia.

The only drawback is that if the experiment is successful, there probably will not be enough cats to keep the rat population in check. The solution to this is to genetically alter the baboons, with their surgically-enhanced cardiovascular system, to hunt rats. After all, we've already made pigs out of them.



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Classic Motorcar Rally

The third annual classic motorcar rally will be held the weekend of June 3th and 4th. The rally has been moved from the Memorial Day weekend to the following weekend.

The rally is sponsored by the Mayflower Park Hotel, the start and finish point, and BMW Seattle.

The event is a time-speed-distance competitive rally and tour. The roads are carefully selected for driving interest. Plenty of time is left for socializing.

The event starts Friday night with a buffet and reception at the Mayflower Park. Saturday night will be spent at the Salish Lodge at Snoqualmie Falls. On Sunday, participants will rally back to the Mayflower Park Hotel. An early evening reception and awards banquet will be held at the Mayflower Park.

BMW Seattle has signed up as the primary sponsor of the rally. There will be a display of classic and current BMWs at Westlake Park prior to the rally. Included in the display (probably, if they get finished, cross your fingers) will be a couple of vintage BMWs owned by BMW Seattle owners Steve and Annie Norman. These are a pre-war 327 cabriolet and, newly acquired, a 503 coupe.

Another vintage BMW that will participate in the rally is the 1967 2000C owned by Mike O'Hara from Portland. (See sidebar and our cover.) Mike owns Mike O'Hara Service, Inc. and works exclusively on BMWs. Last year Mike participated with his rare BMW-Glas V-8.

It's probably too late to enter, but you can view the fifty fabulous cars entered by attending the start of the rally. The cars will be lined up on Fourth Avenue in front of the Mayflower Park Hotel. This is right in front of the Bon Marche. Start time is 9:00.

— David Lightfoot



Mike O'Hara's 1967 BMW 2000C

Driving Events

Just a reminder of the drivers' school on May 27th. We will use the Super 8 Motel in Gorst as the school Headquarters. It has low rates and is close to the track. For those who have to drive a long way this is a great alternative.

Remember to bring a helmet with a Snell rating, and be prepared for any and all types of weather. There will be a concoction stand with hot and cold sandwiches, lattes and cold drinks.

We still need some people to help out in the production of this school and we will need instructors so please call if you can help out. You can still get track time if you are helping the organization.

If you have any questions, call me at home at 206-582-0803. See you there.

— Dan Alvis

Important Dates

May 27, Drivers' School at Bremerton
June 10, Lapping Fun Day at SIR

1967 BMW 2000C Automatic

My BMW 2000C was one of 3200 made from 1966 to 1968. It was originally delivered to Herzog Motors, Beaverton, Oregon, in 1967.

I purchased the car in 1978 as a basket case. It had never been wrecked and there was no rust. The engine had been severely overheated and the head was off. After rebuilding the engine, I had it repainted in the original chamonix color. Next, I had the seats re-upholstered with the original vinyl covering. With original blue Wilton wool carpets, in near perfect condition, the only restoration needed was a thorough cleaning. The car has a very elaborate wooden dash that was signed on the back by the craftsman in 1966. At least 100 hours of time was invested to restore the dash to original condition. After so much time and energy was devoted to the restoration of this car, I decided to test it in competition.

In 1982, the car was entered, for the first time, in the Forest Grove Concours d'Elegance and won first prize in its class. For the next six years, I entered the car at Forest Grove and took home a total of three first place, two second place, one third place and one Senior Champion trophies.

With my wife as navigator, the car was entered in the Northwest Historic Car Rally in 1991 in Portland. This year, the 2000C will be in Seattle, for the Mayflower Park Hotel Classic Motorcar Rally starting June 3, 1995. We invite all BMW enthusiasts to come see us off at the start of the rally!

— Mike O'Hara

DRIVERS' SCHOOL APPLICATION FORM

Name _____
Year & Model Car _____
Address _____
Phone No. Home () _____ Work () _____
Number of Previous Driving Events _____
Driving Level Novice, Level (I II III Instructor) Circle One
Number of Autocrosses _____
Want to be a Helper for this Event _____ yes or no
Signing up for May 27 _____ (\$65) June 10 _____ (\$100)
Two Drivers in One Car, Add \$35 _____
Total Amount Enclosed \$ _____
Driving Goals _____

Events of Interest

It's the time of year we auto enthusiasts love - lots of car events. Here's a few you might be interested in.

Vintage Races

The annual 4th of July vintage races at SIR will be held on July 1st and 2nd. This event continues to grow in popularity and has become quite a show.

The club will have a trackside corral for members' cars. We will also participate in the lunch time parade laps.

This is a very fun and relaxed event. Come and join us. The event benefits Children's Hospital.

Port Gardner Bay Concours

This is the fourth year for this regional concours d'elegance. The date is July 23rd. The place is Legion Park in Everett, overlooking Port Gardner Bay. The show will feature pre-'56 European racing cars. Proceeds benefit Deaconess Children's Services.

BMW CCA Oktoberfest

This annual BMW extravaganza will

be held July 16-21, in Breckenridge, Colorado. Events are many and varied: driving schools, rally, gymkhama, autocross, concours, vendor exhibits, model cars, banquets, etc.

Monterey Weekend

This is the ultimate car nut's weekend. There will be vintage racing on August 18, 19 and 20 at Laguna Seca. The Golden Gate chapter of BMW CCA

holds a great corral at the track. BMW NA will also have a significant role this year.

The Concours Italiana will be held Friday, the 18th. This year honors Giorgetto Giugiaro, designer of the BMW M1 and dozens of other significant cars.

On Sunday, the 20th, the Pebble Beach Concours d'Elegance is held. This is the world's premier concours.



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1995 BMW ACA Concours d'Elegance

Sunday July 30, 1995, Mercer Island at The Lid

By Al Lancaster

The 1995 BMW ACA annual concours event will be held this year at a Mercer Island park called The Lid. This new location has wonderful vista views looking west toward Seattle and will have the side benefit of being close to all. We have worked out an event that will hopefully cater to the whole family for the day. The park includes a separate area with jungle gym equipment and basketball courts for the children and young adults. This is completely separate from the concours area.....!!!

The Club should be hosting a caterer for those who would like to purchase hot and cold beverages or something for lunch or snacks. We will try to provide vendor names and menu items as they become available, we are firming all this up at the moment. We are also looking to provide tents for shade, a little live entertainment (with speaker system this year...), contests for the kids, detailing demos from our friends at Exeter Garage, new vehicles on display from the local dealerships (the folks who bring us these wonderful machines) and those beautiful etched glass trophies from Banchemo's.

Class divisions will be set up much the same as last year (late 5,6,7,8-series, 3-series, early series (pre '76) and possibly one more class, with a 1st, 2nd and 3rd place trophy awarded in each class. Dash plaques will be presented to all vehicles that participate in the concours. Just as a sidebar, I have retired my-vehicle and hope to see a big turnout in 3 series vehicles. Sounds like a challenge? It is.

Preregistration (see registration form) and a small \$10 fee will be required due to the need for vehicle information which dictates items such as grounds placement, dash plaques, vehicle ID cards, etc... The sooner we get a handle on this kind of information the less crunch the week before the event. It's always the details.

Tentative schedule:

- 8:30 am Registration Committee setup (event workers only)
- 9:30-11:00 Registration and final vehicle preparation
- 11:00 Automobiles Declared "Hands Off"
- 11:00-2:30 Live Entertainment (TBD)
- 11:30 Judging will commence

12:00 noon BMW Concours Coloring Contest

1:30-2:30 View the Concours (lunch)

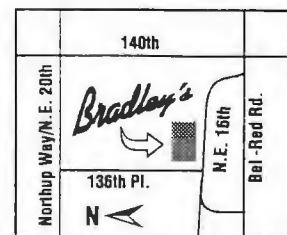
2:30-3:30 Awards Presentation (time approx.)

Directions to and updates on the Concours will appear in future articles, however with the event only 90 days away it's time to **"Register" and mark this event on your calendar now!**

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BMW ACA 1995 Concours Registration

Year and Model _____

Owner _____

Address _____

Phone Number _____

Comments _____

We appreciate any additional comments. Please make checks payable to BMW ACA. \$10 per vehicle entered. Return no later than June 30, 1995 to: A. A. "Al" Lancaster, 27820 37th Ave. South, Auburn, WA 98001.

BMW Design Contest Highlights New Technologies

In February, BMW's Design Division presented future design technologies, highlighted by entries in a company-sponsored international design contest.

The contest, held concurrently at the Pforzheim Technical College in Germany and the Art Center College of Design in Pasadena, challenged participants to design a "new type" of vehicle which would "combine motorcycle performance and...technology with the safety of an automobile." Entrants were also charged with "applying practice-oriented, target specific CAS (Computer-Aided Styling)."

The specifications that contestants were required to follow were rather enlightening and are enumerated below.

Package:

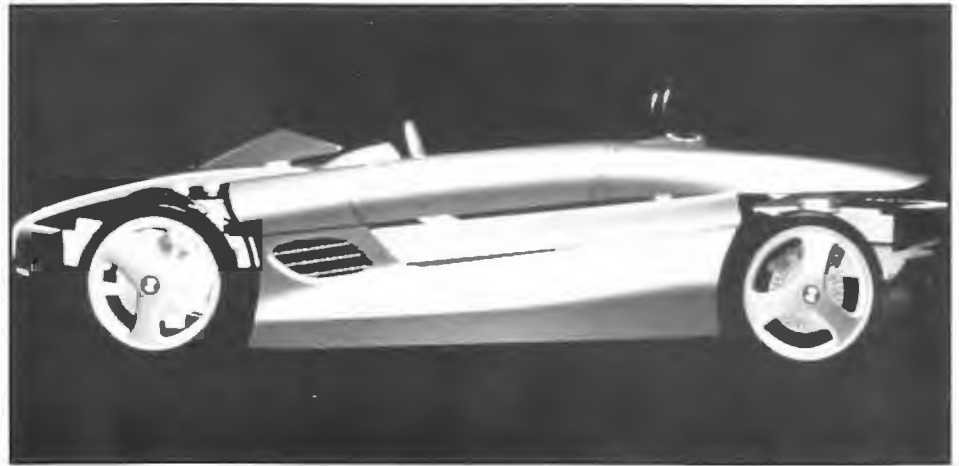
- Spaceframe with exterior integration specified by BMW
- Engine and fuel tank housed in the middle
- Specified wheel diameter

Motorcycle-like driving experience:

- Progressive feeling of speed
- Feedback from the road
- Sheer driving pleasure, even where speeds are limited
- A pure, unspoiled motoring experience
- Seats next to each other, ample protection from weather, extra storage space

High Standard of Safety:

- Same protection of occupants as in a



- convertible
- Optimum side impact protection provided by the frame structure coming up at the sides
- Rollover bar system
- Better protection in frontal and rear-end collisions
- Driver and passenger airbags

Target Group

- Motorcyclists demanding a far higher standard of safety, practical value, comfort and communication
- Younger and young-at-heart entry-level motorists as well as cost-conscious convertible drivers

Positioning

- Closes the gap between the motorcycle and the automobile
- Low purchase price and cost of

- ownership
- Fuel-efficient
- Long-life vehicle structure preserving resources
- The classic ideal of a genuine two-seater

At the awards ceremony, BMW Board member Dr. Wolfgang Reitzle talked about what BMW hoped to gain from this endeavor. "In the project itself we were particularly interested in four aspects: experience gained in using new design technologies, approaches taken in designing a vehicle for which there is no precedent, the opportunity to get to know up-and-coming designers and their skills, and last but not least, the opportunity given to the students in Pforzheim to work with the new technologies and for the students at ACCD to optimize their existing facilities for computer-aided styling."

Two winners were named: Ernie Rinard and Tilo Klumpp. Commenting on the winning designs, BMW Design Development Head Chris Bangle and BMW Project Manager Gerhard Friedrich cited their ability to create a design to "...transform BMW's proverbial driving pleasure into a novel vehicle concept," noting also their "...good balance of imagination and practical value."

— BMW AG Presse

(Editor's note: The photos show the two winning designs.)





Another Look at Spartanburg

By David Lightfoot

The new manufacturing facility in Spartanburg, South Carolina, is unique for BMW. The plants in Munich, Dingolfing and Regensburg are much larger. For example, Dingolfing can produce 1,000 cars a day. By comparison, the Spartanburg plant will hit 300 per day when fully utilized.

The Spartanburg plant also has a much lower level of automation and more human input. BMW says this was done to facilitate flexibility, but it also kept the investment in machine tools down. This plant is the first, a prototype, of similar plants to be built around the world to serve various markets.

The design of the plant provides a central focus to emphasize communication amongst plant associates. The overall flow of information and parts covers, within one building, assembly, body, paint, quality and logistics. The plant uses what BMW calls, "Internally Focused Design Concept." This means there is visual communication between process, quality and support functions.

And how are visual communications enhanced? By a lack of walls and an unusual assembly "line." The line is actually shaped like a lower case "e." This brings the completed cars back close to the assembly area. If a problem is found during quality checks, an assembly associate most familiar with that aspect of the car can be called over, literally, to help resolve the problem.

All BMW plants are assembly plants, assembling parts made elsewhere, usually by other companies. Spartanburg carries this even further, as it does not produce the bodies. The body pieces are fitted together and pointed in the U.S. plant, but the pieces are made in Europe.

In the body shop, "bodies in white" are assembled. They flow next to the paint shop.

Here they are cleaned, given a zinc phosphate coating and then dipped into a bath of primer. The cathodic dip bath uses an electric charge to draw paint into every crevice of the body.

The primer is baked in the drying tunnel at 374°F. Once cooled, the undercoat is applied. Base coat comes next, and there are 32 choices. High speed atomizers create a fine mist that is drawn to the body using a high voltage charge. The final top coat is applied and hardened in a drying oven.

Only the clear top coat is solvent-based. All the other paint is water-based. This makes for the most environmentally-friendly automobile plant in the world. Unfortunately, it has also been a source of quality headaches as BMW tries to deal with a lot of "orange peel."

Since the painting is done in batches by color, a stacker storage system is used. Painted bodies are taken from the central stacker based on what color and body-style combinations are needed in assembly. At this point, the doors are removed to increase access. The doors are transported on a separate conveyor loop and rejoin the same car at the end of assembly.

Most assembly operations are performed from floor-supported conveyors. Here, all non-body parts are installed in the painted bodies. Final assembly includes the fuel tank and pipes, engine, transmission, drive shaft, rear axle, exhaust system and wheels/tires. Fluids are added and the car is started for the first time.

A comprehensive quality check is made to ensure each BMW is up to the standards expected. Tests are made on the electrical system, electronics, brakes, exhaust system,

and axles.

Although most parts for each Spartanburg BMW come from Europe, there is an impressive network of suppliers in the U.S. and Mexico. This is to grow significantly as "local content" is increased.

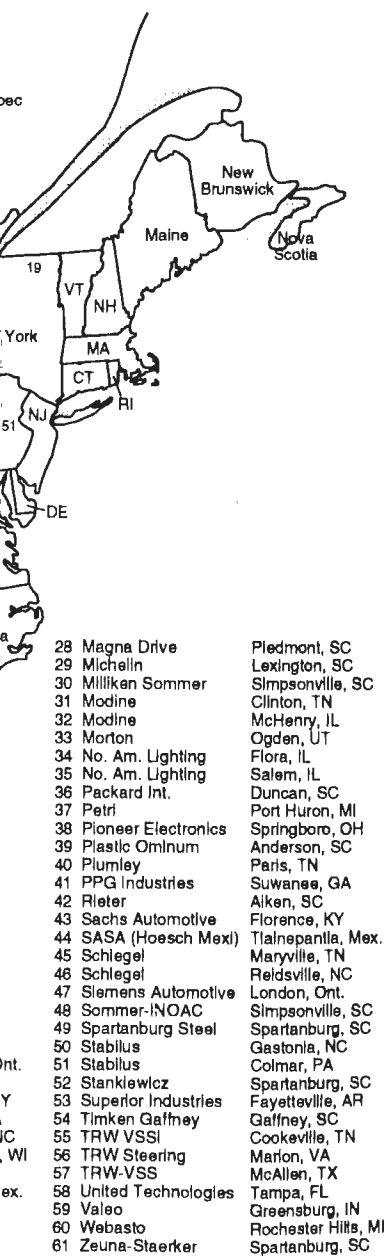


An associate records information about the 318i that serves as a table.



A wiring harness goes in.

BMW Manufacturer Supplier List



Manufacturing Corp.
Locations

Supplier	City	State	Part
Aeroquip	Clinton Township	MI	A/C pressure line pipe
Alpine	Greenwood	IN	Radio
ASC	Lansing	MI	Hard top & soft top
Autoliv	Indianapolis	IN	Seat Belts
Autotrim	Chicago	IL	Head liners & package tray
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Car and Driver Magazine

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New BMW Recycling Center Opens Near Munich

In November 1994 BMW's new Recycling and Dismantling Center started operating at full swing in Unterschleissheim/Lohhof, only 10 miles from BMW's Research and Development Center (FIZ) in Munich. The center is conceived as a forum offering BMW's own designers and engineers new possibilities of creating innovative product concepts suitable for recycling and, at the same time, allowing the efficient exchange of know-how in recycling with other recycling companies. BMW is therefore taking another consistent step in assuming responsibility for its products beyond their long and extensive life-cycle.

With substantially improved logistics and new technologies for removing fluids and dismantling vehicles, BMW's recycling specialists concentrate in particular on current production models and prototypes of BMW's future model line-up. The materials obtained in the process are sorted and then fed back into the usual materials cycle.

One example of the improved

methods and operating processes is the new system for determining plastic type, where approximately 30 different plastic materials may be identified in about one second by way of infra-red spectroscopy. This guarantees consistent separation of plastics and allows efficient further processing of the materials to the highest standards of quality.

The Recycling and Dismantling Center is a communication forum compiling and conveying specific know-how on recycling. It gives the automotive designer and engineer an ideal opportunity to examine on the spot the dismantling-friendliness of their latest developments, thus not only obtaining recycling know-how for current vehicles, but also optimizing the recycling design of future models with parts and components conceived for recycling right from the start. A further advantage is that BMW's partners in recycling can gain first-hand information from the center, training their employees by way of practical examples or contributing their knowledge on recycling practice in

order to optimize processes.

Through the new center, BMW is continuing its activities in the area of recycling. BMW started this development as far back as 1900 with the first dismantling plant in Landshut, where more than 1,800 vehicles were dismantled by April 1994, for the purpose of testing and research. Now the new facility, being in the immediate vicinity of BMW's Research and Development Center, allows an even better exchange of know-how in research and development, on the one hand, and practical recycling, on the other.

— BMW NA Press Release



M-formation

...from the editors

Coded Driveway Protection

BMW NA has advised us that the Immobilizer II - featured in M-formation last month - has been renamed **Coded Driveway Protection**. The system, which recodes itself every time the car is started, succeeds the system known as **Driveway Protection**. We knew that.



The Z3 Roadster to be used in the filming of *Goldeneye*, was delivered to the set in a large wooden crate to keep the car's looks secret. Pierce Brosnan, pictured with the crate, will star as James Bond. The Z3 and the movie are to debut in November. (*BMW Car*)

James Bond's BMW Z3 will participate in a frantic car chase with a Ferrari F355 driven by a female protagonist. The *Goldeneye* scene was recently filmed in the south of France. (*AutoWeek*)



The *Los Angeles Times* reported that the Quandt family owns 48.1% of BMW. The reclusive Quandts were forced to disclose their ownership by new insider trading laws. Johanna Quandt owns 17.9%, son Stefan owns 17% and daughter Susanne owns 13.2%. Their combined stake has a market value of \$4.6 billion. The Quandts own additional shares through third parties. (*Whispering Bomb*)

BMW says it is saving 30 percent on assembly costs by building cars in South Carolina. Savings come from lower labor costs and less mechanized production techniques. (*Automobile*)

British Invasion

Georg Kacher reports in *Automobile* that BMW is planning to send to the U.S. five British brands: Austin-Healey, Mini, Rover, Riley and MG. All would initially be sold through Land Rover and BMW dealers. Later, a major expansion of the distribution system is planned.

An Austin-Healey roadster is planned for 2000. The drop-top will be based on the next 3-series and use a 3.0-liter V6 from Rover. Next will come the new Mini, powered by a sophisticated 3-cylinder engine.

The new Rover 600 will be based on the plans drawn up for a front-drive 3-series replacement. Now that this project becomes a Rover, the 3-series will stay rear-drive.

In 2001, the replacement Rover 800 is to come to the U.S. as a Riley. There's a hot brand! Riley's heyday was in the 1930s. At least there's several years for the Munich boys to come to their senses.

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BMW M5 Supercar Team Gears up for 1995 Season

T.C. Kline Racing of Hilliard, Ohio has contracted with Ed Arnold Racing of Valley Forge, Pennsylvania to campaign Ed Arnold Racing's IMSA Bridgestone Supercar Championship M5s in 1995. Championship drivers for each of the two cars are Shawn Hendricks of Easley, South Carolina, and Randy Pobst of Melbourne, Florida.

Ed Arnold is the CEO of Integrated Circuit Systems, Inc., a microelectronics corporation near Philadelphia. Competing in this series with the BMW M5s was the brainchild of Arnold, whose team won the IMSA Supercar series last year with these ultra-high-performance touring sedans.

T.C. Kline's shop is in Hilliard, Ohio, a suburb of Columbus. Since 1988, T.C. Kline Racing has won 20 IMSA Street Stock Endurance series races, including every race over 12 hours that they've entered (of which a remarkable six were 24-hour events!).

Driving one M5 is Shawn Hendricks an energetic, 30-year-old driver with one championship in SCCA World Challenge already under his belt. Hendricks is determined to win this year after being runner-up in the 1994 Supercar series. Driving the second M5 is Randy Pobst. Randy is a ten-year sedan-racing veteran whose flat-out style has garnered more than 20 pro-racing wins and three championships with T.C. Kline Racing.

The BMW M5s are powered by naturally-aspirated 3.8 liter, in-line six-cylinder engines. Like all M5s, these cars were assembled by BMW Motorsport in Germany. Then, they were shipped to England for their transformation into full Supercar-spec racers and flown to America.

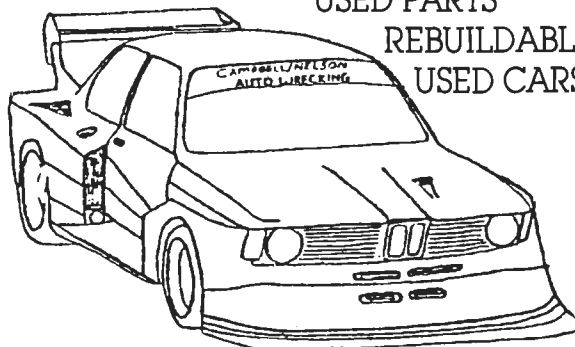
You might remember the races from last year. The BMW drivers had something the Porsche and Lotus drivers in the series didn't - two more doors! With Arnold's cars and ingenuity, Kline's record of success, and these fierce drivers, the M5s in Supercar will be the ones to watch.

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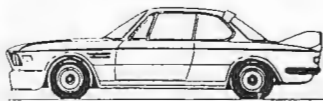


BMW won a number of awards from the British magazine Complete Car. The awards were based on readers' choices. The new Compact came in

first among small cars beating the Peugeot 306, Rover 200/400, VW Golf and Vauxhall Astra. The much honored 3-series won the family car category. Competitors were the Mercedes C-class, Ford Mondeo, Rover 600 and Citroen Xantia. The executive class was won by the 5-series. The 5

beat out the Mercedes E-class, Vauxhall Omega, Lexus GS300 and Audi A6. Only the big bimmers stumbled. The 7 didn't make the top five amongst luxury cars (won by the Jaguar XJ12) and the 8 didn't place in the coupes category (won by the Aston Martin DB7).

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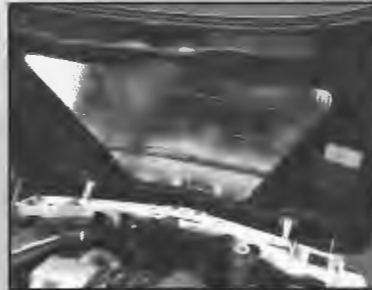
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BMW M3 Scores First Top-5 Finish in IMSA GTS-2

Braselton, Georgia; Sunday, April 30, 1995: BMW M3s placed fifth and 15th in the GTS-2 class in today's Rain-X Motorola Grand Prix of Atlanta, following a crash-shortened 3-hour race on the Road Atlanta course outside of Braselton, GA.

John Paul Jr., driving the No. 12 Valvoline BMW M3 entered by Prototype Technology Group, claimed the M3's first top-5 finish this season in the International Motor Sports Association-sanctioned Exxon Supreme GT series. David Donohue, driving the No. 13 M3, was scored 15th in a field of 19 GTS-2 cars following two pit stops to correct alignment problems caused by debris on the course.

Paul Jr. and Donohue had qualified 10th and 11th respectively.

Veteran Pete Halsmer was scheduled to co-drive as needed, but didn't take the wheel due to the shortened nature of the race.

"I had a blast," said Paul Jr. "Road Atlanta is my favorite track and it's always fun to come here. I'm really happy to give the BMW M3 its first top-5 finish."

Scheduled as a 3-hour event, the race was shortened due to two separate crashes, one of which resulted in a red-flag condition which lasted 1 hour and 45 minutes.

The race resumed with one hour remaining, but was checkered 10 minutes early because of the second crash. Paul Jr., who had moved into seventh position in the first 10 minutes, ran as high as fourth before he dropped to fifth for the finish.

"I don't really know what I ran over," said Donohue. "It took a couple of pit stops to repair, and we didn't get it fully repaired until after the red flag. We fell quite a few laps down at that point, so I tried to use the rest of the race as sort of a test session. The M3 proved to be strong even at the end."

"We are very satisfied with a fifth-place finish," said team owner Tom Milner. "We are running 250 pounds overweight right now, but we are aiming to slim down and we expect to continue on our development schedule as the season progresses."

In other racing this weekend, the BMW M3 Lightweight enjoyed a successful debut in the 3-hour IMSA Street Stock Endurance Championship at Road Atlanta on April 29. Drivers Rick Fairbanks and Nick Ham piloted the Team South Carolina BMW M3 to a third-place finish overall and third in the Grand Sports class, starting from fourth position. In the same race, a BMW 325is driven by Gary Davis, Barry Waddell, and Kyle Chura finished fourth in the Sports division. At the season-opening Daytona 24-hour race, the cars qualified first and third in class and one car was leading in the early going, but both cars eventually retired with mechanical problems. At Sebring, considered the toughest endurance event on the schedule due to its length and the roughness of the track surface, again an M3 was leading the race when a minor problem caused it to pit for a lengthy repair. Following its return in 13th place, the other M3 also needed a lengthy pit stop, so both cars had to battle from many laps down to finally achieve finishing positions of 8th and 10th - a very successful finish for the new team.

IMSA GTS cars are purpose-built race cars that are based on production cars, and therefore well known to spectators. The BMW M3s use a production-based 3.0-liter twin-cam, in-line

six-cylinder engine, which has been modified to produce 350 horsepower. The removal of normal street equipment reduces the weight of the car to approximately 2450 lbs., giving the car a very favorable horsepower-to-weight ratio in its class. Top speed of the M3 depends on the gearing, but speeds of up to 175 mph are possible for this car. (Prototype Technology Group and BMW NA Press Releases)

Return of a Classic BMW

High-flying BMW is looking to branch out beyond its three sedan series and do more low-volume niche vehicles. The most ambitious manifestation of that plan is an upmarket two-seater, to be the spiritual successor to the classic 507 roadster of the late 1950s. "We lost money on the Z1," explains a BMW senior product planner who was involved with the low-volume Eighties roadster that never made it to the United States, "but the stylish fun car worked wonders for the image of the company. We're going to lose money again on the modern 507, yet we feel it's an investment worth making. After all, BMW needs a prestigious, highly visible product as a strategic answer to the Mercedes-Benz Formula 1 program, which costs them a fortune."

The proposed modern 507—it has yet to be approved—could be built both as a convertible and as a coupe. Characteristic design elements include a very long hood, a stubby tail, a relatively tight passenger cell, and several visual cues reminiscent of the 1956 classic. It is not clear whether BMW will use a conventional body structure made of steel or aluminum, or whether it will repeat the composite approach with synthetic panels as on the Z1.

A tweaked 6.0-liter V-12 engine is likely.

The car could be built in the experimental wing of the Munich factory, although BMW is also considering using an outside coach-builder. Should it be approved, the modern 507 could be sold as soon as 1998, in volumes of 500 to 1000 per year, at about \$130,000. (Automobile)



Car & Driver tested what they called "Mid-Life Crisis Coupes." The four cars compared were the M3 and three Japanese competitors. With 100 being a perfect score, here's how the cars were scored:

1. BMW M3	97
2. Toyota Supra	92
3. Lexus SC300	90
4. Nissan 300ZX 2+2	89

The M3 was cited for the most horsepower, lightest weight, most practical design, and the lowest base price. The M3 tested was quicker than those tested in the past: 0-60 mph in 5.3 seconds and a quarter-mile time of 14 seconds flat.



318ti

No, you can't buy a 318ti yet—but it won't be long. The cars are available in Canada. U.S. production starts in May with delivery in June maybe, July likely. The ti brochures have arrived at the local dealers and the hatchback is pictured in print ads. We'll see it soon.

HANAUER TO JOIN FAST COMPANY

Like most things he does in racing, Chip Hanauer got to the Motorsports Hall of Fame of America faster than anyone else.

The 40-year-old unlimited-class hydroplane driver became the youngest active driver to be elected to the Hall.

Seattle's Hanauer will be inducted June 7 in Detroit, along with Roger Penske, Bruce McLaren, Rodger Ward, Louis Chevrolet and Keith Black.

"I'm overwhelmed, humbled, surprised. And exceedingly proud as well," Hanauer said.

"So many of my heroes as a child — Dan Gurney, Roger Penske, Bruce McLaren. . . . Nobody ever thinks of themselves in the same rarefied atmosphere as you think of your heroes. It's just hard to believe for me."

Every year from 1982 through last season — except for 1991 when he "retired" and raced sports cars — Hanauer has won at least one of the following: Gold Cup, series driver championship, or series team championship. He won a record seven straight Gold Cup regattas (1982-88).

Hanauer, who began racing limited-class boats at age 10 and unlimiteds at 22, was the last driver to win the Gold Cup in a piston-engine boat and first to win it with a turbine-powered boat. He's also the first to record a 150 mph lap and first to win a series title in a turbine boat. (*Seattle Times*)



ITS

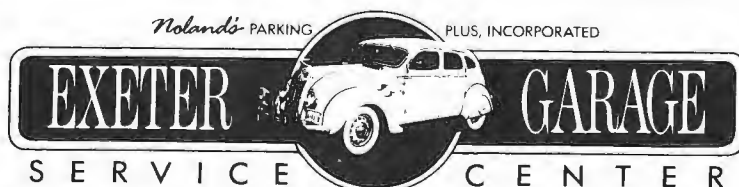
ITS stands for Inflatable Tubular Structure, a bit of aerospace technology that's entering automotive use. ITS is a woven tube with one end attached to the windshield pillar and the other attached to the roof behind the door. When triggered by a side impact, the ITS inflates and protects the head and neck.

ITS comes from Simula, Inc. in Tempe, Arizona. The first automotive application will be in 1997 BMWs. (*Road & Track*)

5-Series

The E34 5-series is still going strong even though it will be replaced in less than two years. BMW currently builds about 730 5-series a day. And over 1.15 million have been built since the launch in 1988. By comparison, the E12 5-series sold 700,000 over its run and the E28 5-series sold 722,000.

Golfer Nick Faldo, on the differing lifestyles of England and the United States: "At home, we've got decent bread and decent cars, decent roads to drive on. We've got roads with curves in them . . . You actually have to move the steering wheel. Not like here, where you just point it and just fall asleep for two hours and then you're there." (*Seattle Times*)



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Spartanburg Delivers

Three trailers, each carrying eight U.S.-built BMWs, departed for dealerships Thursday, March 2. They were the first cars shipped from the new BMW plant near Greer, S.C.

Dealers in the Southeast will get most of the early 318i sedans, said Helmut Panke, chairman of BMW (US) Holding Corp. About 600 sedans have been placed in the holding lot since the company began production last fall.

Production had reached about 25 to 30 units daily before the plant started assembling pre-production models of a new roadster a few weeks ago, Panke said. Production is now about 25 to 30 a day, including two or three roadsters a week.

Panke said BMW expects to produce about 20,000 cars in South Carolina in 1995. BMW expects to build about 90,000 annually in three years.

These first U.S. BMWs have only about 20 percent North American content, Panke said. He expects that to rise to 40 percent on the current 318i, and to be much higher when the car is redesigned. (*Automotive News*)



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Dinan Performance Chip for **1993, 94, 95 3 25i(s) or 5 25i** with M50 engine with variable valve timing. Dinan performance exhaust system for **1993, 94, 95 3 25i(s)**. Both used in my 3 25is for approximately 2,000 miles. Chip \$200, exhaust \$800 or both for \$900. New price \$350 and \$1095 plus shipping. Call Peter Buck 206-858-7383.

Rebuilt stage 2 motor, 292 cam, balanced, lightened, and blue printed 145 bhp. \$1500. Fiberglass body parts for 2002. Turbo flares Zender flares. Schitzer flares, hoods, deck lids, for 2002 and 320i. Call for prices. Dan 206-582-0803.

Rebuilt alternator and starters \$60. Any and every part for a 1600 or a 2002 or a 320i. I have or I can get it cheap. Call with your needs. 1600 stage 2 motor, cam, high compression pistons and balanced, \$800. 1800 motor fresh rebuild stock new everything \$1000. Dan 206-582-0803.

Wheels for E36 cars. brand new in the box Nardi 15 x 7 seven spoke light aluminum and Gotti 16 x 7 five point star (like Fittipaldi) polished aluminum \$100 ea. rim. All eight in the box ready to go. Dan 206-582-0803.

Cars Wanted

MCM (Married club member) seeks to begin a long term meaningful relationship with a beautiful and well maintained **2002**. Ideal candidate must have near perfect body with absolutely no blemishes (rust) or heavy makeup (bondo). The perfect match will be fun to drive and be in very nice original condition, but need not be a show car. If you or someone you know has a 2002 matching this description and would like to place it in a loving home full of kindness, please call Ed at 206-827-1240.

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Seattle, WA 98109**

The following businesses have generously agreed to extend price discounts to BMW ACA Puget Sound Region members. To get the discounts, members must show their membership cards before the purchase is transacted. Discounts *may not* be made after the sales form is completed. Extra paperwork cost the discounting business money just when that business is offering to save us money. So, please make sure to take your card and show it when you place your order. This will protect this program for all.

The Club intends to keep this list current and publish it on a periodic basis. If anyone has any questions or suggestions of businesses to be added to the list, please call Roger Wales at 743-9246.

These businesses, like all others, undergo personnel changes from time to time. Because of this, it is possible that you may not get the correct response when you present your card. Please make sure that you confirm the discount directly with the business as you place your order. If you have any questions, please call Roger Wales. He will be happy to assist in resolving any misunderstanding, however, the Club cannot guarantee a favorable outcome.

Club Discounts

BMW of Bellevue

15% on Parts and Service
13617 Northup Way
Bellevue, WA 98005 643-4544

BMW Northwest

10% on Parts
4011 20th St. E., Tacoma, WA 98424
922-8700

BMW Seattle

15% on Parts and Accessories,
10% on Labor
714 E. Pike St., Seattle, WA 98122
Sales: 328-8787; Service: 328-2300;
Parts: 328-7788

Hahn BMW (Yakima)

15% on Parts and Accessories
1201 S. 1st St., Yakima, WA
1-509-453-9171

AAA Fire and Safety

Wholesale Prices
3103 3rd Ave. N., Seattle (West of
Fremont Bridge on S. side of canal)
284-1721

Bap-Geon

Seattle and Tacoma
Varying discounts depending on type
of part or accessory
1325 E. Madison, Seattle 322-4366
5002 S. Washington St., Tacoma
475-9421

Bellevue Motor Works

15% on Parts (New only)
2040 152nd Ave. NE, Bellevue
746-7141

Bimmers Only

10% to 40% on OEM parts. Independent service. Free set back of service interval lights for do-it-yourselfers. Same location but address has changed to:
318 140th SW, Everett 743-2002

Collision Craft, Ltd.

15% discount on deductible
9125 Willows Road, Redmond
883-8556

Exeter Garage

10% off on Meguiar's Mirror Glaze Professional Products
Next to Freeway Park
7th Ave. (Hubbell Pl.) & Seneca
Seattle, WA 622-9800

German Car Specialists

15% on parts
12408 SE 38th, Bellevue 644-7770

Jessica N. Greenway, CFP

Financial Consultant
Complimentary consultation to club members
605 First Ave., Mutual Life Bldg.
Suite 505, Seattle 292-8483

Kevin P. Bailey, LUTCF

Insurance and Investment Planning
Free consultation to members
11911 NE 1st St., B-306
Bellevue, WA 98005 688-0550

Puget Sound Tire

Approx. 10% discount except for Motorsports Tires and Specials
11011 Pacific Highway S., Seattle
763-1273

Seattle Motorsports

15% member discount on service
701 9th Ave. N., Seattle, 281-0228

Shaw & Assoc., CPA

10% discount to club members
1333 N. Northlake Way, Suite G,
Seattle 548-0102

Strictly BMW

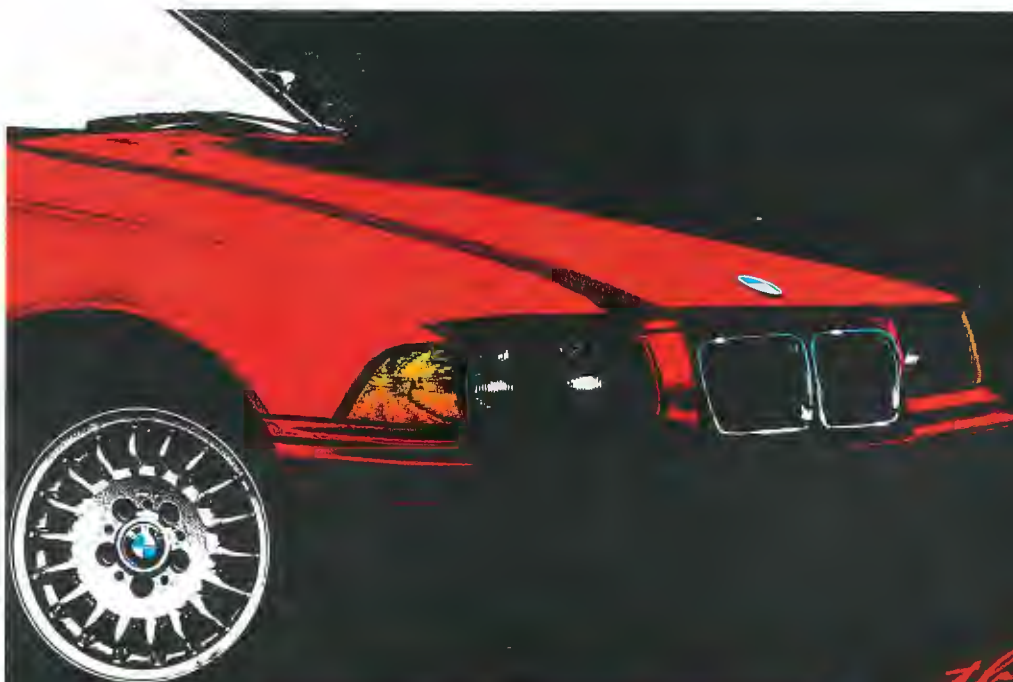
10% on everything subject to a maximum discount of \$30.
2111 140th Ave. NE, Bellevue
747-6044

TNT

Up to 25% on Parts and Accessories
6717 Roosevelt Way NE, Seattle
524-5151

Walt's Radiator & Muffler

20% discount on parts
18 locations (location managers should know about discount. If one doesn't, ask him to call Rich at the main store)



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