

June 1995



Zündfolge



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**Hands-on Detalling
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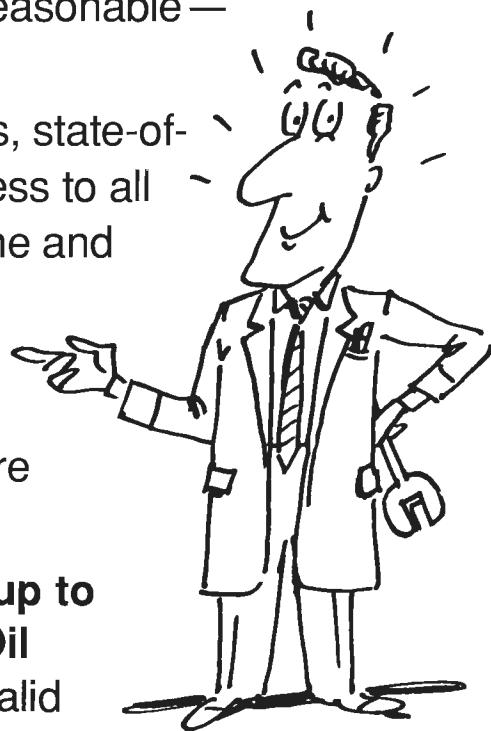
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Boilerplate

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Calendar

- June 19** Deadline for the July *Zündfolge*.
- June 24** Detailing at Exeter Garage. This is a hands-on chance to learn how to do it right.
- July 1-2** Vintage Races at SIR. Come out and join the club corral and enjoy some fabulous cars.
- July 5** Lapping Day at Bremerton. Call Dan Alvis for details.
- July 6** Board Meeting hosted by the Lightfeet.
- July 13** School Daze IV hosted by the Corvette Club at SIR. Only \$55 for a Thursday at the track. Call Don Schwab at 643-4404 or Lloyd Jackson at 255-3694.
- July 31** Concours d'Elegance at the Mercer Island Lid. See Al Lancaster's article.

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

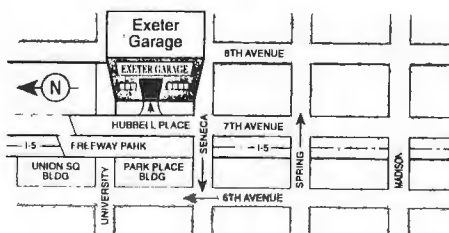


Exeter Garage

On June 24, we will visit Exeter Garage for a hands-on class in how to detail your car. The Exeter Garage provides downtown parking and Quick/Lube and detailing services. The owner, Dennis Noland, with assistance from Tom Nast (of *Zundfolge* fame) will take us through the Meguiar's three-stage process. If you have been following Tom's column in the magazine, you have read of the wonders of Meguiar's products and how to use them. You will now actually have the opportunity to try this yourself. Dennis promises to provide a test car so you won't have to practice on your car first. Since we will be working with cleaners and polishes, you should strongly consider wearing work clothes and shoes. As I mentioned previously, due to the hands-on nature of this event, we want to limit attendance to twenty-five. To register, just call me. My number is 883-8577. Time is 9:30 to 12:00 noon. See you there.

Driving instructions: The Exeter Garage is located east of I-5 on 8th Avenue. The street address is 1211 8th Avenue; Seneca is a good exit to use from I-5. Drive in the front entrance and there'll be plenty of room to park your car.

— Stephen Niver



Vintage Races

On the 1st and 2nd of July, SOVREN will be holding vintage races at Seattle International Raceway. SOVREN is the Society of Vintage Racing Enthusiasts. SOVREN holds a number of vintage races each year, but this is the biggest. The event benefits Children's Hospital.

For the third year, the club will participate with the other area marque clubs. We will have a trackside corral. This allows us to get super parking spots. It's fun to wander around the other marque clubs' corrals to see the interesting cars.

But the real action is on the track. You'll see vintage racers of every type. Most prevalent are post-war cars up until about 1970. It's a great show.

Being part of a marque club gets us a great price, too. You must arrive early, by 9:00 am, and tell them you're with the BMW Club. The price is \$5 per person. The usual general admission price is \$5 per person. General admission price is \$12.

You'll also have a chance to participate in the lunchtime parade laps. So clean up your BMW and bring it out. SIR is located off Highway 18 (it is well marked), east of Kent.

Skagit Tour

I have made reservations with Seattle City Light for twenty-five to take the Skagit Tour on August 19. On this tour you can see beautiful mountains, lakes and the dams that generate electricity for Seattle. The tour originates at Diablo which is on the North Cascades Highway (WA 20) just east of Newhalem. There is a walking part of the tour and even a boat ride on Diablo Lake. This four and one-half hour tour builds up your appetite for an all-you-can-eat meal at the end. If you prefer; however, you can skip the meal and bring your own. The tour starts at 3:00. The costs are as follows:

\$24.50 for adults (12 and over) with meal; \$17.50 without meal.

\$22.00 for seniors (62 and over) with meal; \$15.00 without meal.

\$12.50 for children (6-11) with meal; \$5.50 without meal.

Children 5 and under are free.

Because space is limited, please reserve by sending your checks to me, payable to BMW ACA, as soon as possible. Please clearly indicate how many people will be attending. My address is:

2546 186th Ave NE
Redmond, WA 98052

— Stephen Niver

BMW CCA Club Racing

BMW CCA is starting a club racing series. During 1995, events will be held mainly to gain experience. In 1996, it is hoped that the series will become more standardized.

The philosophy of the series is, "A competitive driving experience in any/all types of BMWs in a fun, safe and friendly environment where the primary emphasis is on clean driving and machinery preservation."

I won't go into all the details since this will be of interest to a very limited number of our members who are also BMW CCA members. Three levels of car preparation are allowed: stock, prepared and super.

The usual race car safety items are required. There is a formal licensing system. Vintage racing etiquette is to be observed (passing everywhere but no car-to-car-contact).

The second race of the series will be held at the new Thunder Hill track near Willows, California. The date is July 4th. Entry fee is \$200. If you're interested, call Pat deWitt at 916-488-1072.



Stalls

By Thomas B. Nast

The Package Store

As my regular reader (hi, Mom!) knows, I am a dull-witted knave who must be beaten about the ears at least twice before the point is made. This is because I foolishly assume that the first beating must be a mistake. One is well behind the curve by the time one realizes that the light at the end of the tunnel is Tukwila.

But being dense makes the epiphany of discovery all the more pleasurable. Assembling little pieces into a whole picture is like finding a twenty-dollar bill in the front pocket of trousers you stored last winter. Unfortunately, when it takes as long I take to figure things out, it is more like finding a dime in the fob. Here's one example.

Last December some friends in upstate New York sent us a bread machine, via United Parcel Service. UPS developed a crush on this item, and delivered it in a condition more suitable for the manufacture of waffles than bread. UPS then, over the course of six weeks, eight phone calls and four visits, behaved in a most Federal manner, employing a small army of brown-shirts who collectively accomplished less than a refrigerated bacillus. But thick-skulled as I am, I did not realize that the seeming bureaucratic imbecility of UPS is simply a cover for a much more subtle endeavor.

Only the happy confluence of two events brought me to my senses late last month. The first was UPS delivering to me an instrument I bought (via Internet) in Scarsdale, New York. Although it was a perfectly operable synthesizer when shipped (as verified by my brother Larry, whose Rabbit diesel survived him and was decorated for it, as previously chronicled in this space), it more resembled a percussion instrument as delivered; specifically, a rattle. As a result of perfect pitch, UPS had ensured that the unit would have stable keys, evidenced by their inability to go up and down. The compression of the Roland's bottom octave was a discordant and

disconsolate event for me, leaving me flat.

The second event was The Wall Street Journal reporting, the following day, that (1) UPS is trying to remake itself, and (2) there may no longer be a strong enough market for luxury cars to support all players, and that the viability of Lexus, Infiniti and Acura should be questioned.

It then became clear that I was a research subject in a vast enterprise, a lab rat unable to wake up and smell the cheese. Of course . . . UPS is going to experiment on a small scale before launching a program which will shake industry to its camembert.

What UPS is really doing is research into post-manufacture downsizing, in preparation for going into the car business. Here is how it will work: UPS buys, say, a Cadillac Fleetwood in Baltimore and ships it (via UPS, of course) to Fresno. By the time it arrives, it has been reduced to the size of 540i, and as such is worth far more than when it was a luxu-berge. UPS resells it, and pockets the difference; it didn't even have to bear the cost of insuring it. Infiniti, Lexus and Acura don't have a citizen's chance in tax court of surviving the challenge UPS will mount.

The same WSJ did carry a warning to anyone who would buy a new luxury vehicle instead of a downsized one from UPS. It seems that one Tuang Ming-Lin of Kern County, Cal., who grows Chinese vegetables for a living, was arrested in February 1994 by twenty armed federal and state agents. They demanded forfeiture of half his \$1.5 million ranch, a \$300K fine, a \$172K "contribution," and three years in jail. They also seized his new, blue, closed-cab Ford tractor, with which he had committed the crime alleged: the murder of five, unarmed, innocent rats, each of whom had a family. (The WSJ surprisingly failed to note the economic impact of rodenticide, what with all the food needed for cats being raised for brain transplants, but I guess they have to

leave something for the rest of us journalists to write about). Face it, any of us could run over a nest of rats, especially in Tukwila. Do you want your nice, new fifty-thousand dollar BMW seized by a bunch of "jack-booted thugs," as the NRA delicately calls them, or would you rather part with your recently downsized Cadillacette, which will cost you less than the taxes on that Lexus?

But as foolish as I feel at not earlier discerning UPS' plan to capture the luxury market, at least I am not suffering the delusions a friend described to me recently. It is his theory that possums live in an alternate universe, the same one where your missing socks are. They (the possums, not the socks) only materialize into our dimension in front of cars at night, with predictable result. I asked him whether the discovery of a living possum would disprove this theory, and he said no, because you cannot tell a living possum from one which materialized in front of a car. (There is some merit to this particular.) Too bad Tuang Ming-Lin didn't think of this when the Rat Patrol hauled him off.

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BMW ACA Concours d'Elegance Mercer Island

By Al Lancaster

In honor of our 25th year ... I wanted to start this article with a short history of the recent (last ten years) BMW Club concours events. Early concours events were held on the grounds of the St. Michelle Winery, a wonderful spot until the sprinkler system went in and we couldn't park on the lawn any longer. We then began the search for a new home/location. We tried many other locations, one being Fort Dent, before and finally landing at the Columbia Winery. We thought we had located another permanent home. Welcome to living in the real world where nothing is forever. Columbia Winery expands (good for them and bad for us) and we lose the use of the grounds again. But we were not alone in this boat. Other car clubs i.e. Mercedes, Jaguar, Porsche and others had been wandering from location to location looking for a new home also. This brings me to the Concours Weekend on Mercer Island. In working with the other clubs we realized we had common problems and common goals and it seemed logical to try to work together. To wit, we have aligned with the Jaguar Club to put on a Concours Weekend on the Lid on Mercer Island and hopefully we have found a home. The Jaguar Club will hold their event on Saturday the 29th and the BMW Club will hold their event on Sunday the 30th. We are now able to share the costs of the facilities and the use of equipment. This will hopefully allow both of us to provide more services and entertainment to our participants and the patrons at the event.

To date we have finalized the glass etched trophies from Banchemo's (they will have a special 25th Anniversary logo and other special changes this year), new vehicle demonstrations from the local dealers, a Meguiar's demonstration hosted by Exeter Detail, a small sales booth for BMW goodies (pins, 25th Anniversary T-shirts, ball caps, etc.), a caterer from Mercer Island for both morning latte' and lunch, a coloring contest for the kids with neat BMW prizes, a 20 x 30 ft. tent and a sound/intercom system. Still in the works is a woodwind and string quartet or trio for live entertainment.

This is a regional event for the Jaguar

Club and they plan on a large contingency of automobiles. It will be the most aggressive concours event the BMW Club has attempted to date. The feed back from the previous concours was "if you build a better concours we will come." Well, the board has taken that message to heart and now it's your turn. We have a large challenge to fill to try and out shine the Jaguar Club, and the ball is in our/your court ... Shine up that BMW and bring it out on the 30th. Quite a few members have already sent in their registrations. A small cross section of the automobiles currently registered include the Martin's 1938 328, Steve Fisher's 1972 3.0 CS and Steve Norman's ?, but we still need **YOUR BMW** to help us fill

this field. Registration will include a beautiful dash plaque, hopefully lunch for the vehicle owner and a chance at the most beautiful trophy in the Northwest (the Jaguar Club was very interested in our etched glass). Each entrant will also receive a package of judging rules, directions and other pertinent information prior to the event.

We are welcome to attend the Jaguar event (people not cars) and we have invited them to our event. So even if you don't decide to enter the concours **BRING YOUR BMW** and join us for a weekend of memories and motorcars ... and tell us what you think of our new concours location.



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.

Charity Project Update

By Gary Parr

As you recall one of the objectives the club has set for this year is to do a project to raise funds for a local charity. With the help of Mike Helton (husband to Membership Manager, Mary Lee) and some discussion among the board of directors we've made a decision on a project. With all fairness to Mike, the credit for the idea must go to him. The idea is racing for dollars.

The concept is having individuals and businesses pledge a certain amount for every lap the race car completes. The car will be Mike's 325is (of course a BMW). The races that will count will be the three endurance races run at the end of the season. One race is run at SIR, one at Portland and one at Sears Point in Sonoma, California. We are estimating a total of around 550 laps between all three races. Last year with the club's "Dream Team" of drivers the car finished first in class at Seattle and second at Portland. Mike has promised a new motor for this year's enduros, so we should be very strong runners.

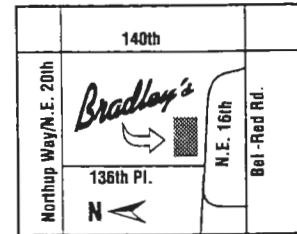
The charity to benefit from our efforts will be an area food bank. We are also considering a possible second charity to share the wealth with.

The drivers will provide the financial support for the car so every penny raised from donations will go to the charity. We are currently speaking with last year's banquet guest speaker Steve Pool to become involved with the promotion of our quest.

The plan is to have the car at as many club events as possible to promote the project. So here is an opportunity for you to get involved in a club activity and to support a needy organization. As the project moves forward I'll be keeping you informed of our progress and how you can get involved in our effort. All donations are tax deductible. I welcome your questions and comments. So, if you have any please give me a call days at 206-922-4378 or evenings at 206-472-4505.



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Tim & Tara Buchanan	BMW Seattle	'95 540ia
Todd Peterson	BMW Seattle	'89 M3
James & Ingrid Klumpp	Zundfolge Ad	'75 3.0sia
Jim & Maria Balentine		'95 540i
		'93 325is
Tom Nuxoll	Track day	Alfa
Grant Wolfkill	Track day	'95 M3
Anthony Spain	BMW Seattle	'90 M3
Michael Nash	BMW Seattle	'92 325
Ty & Diana Moore		325iC
Vic & Sandy Arcuri	BMW Seattle	'90 325ic
		'93 525i
Brian & Cherri Doerflinger	Greg Mierz	'89 325is

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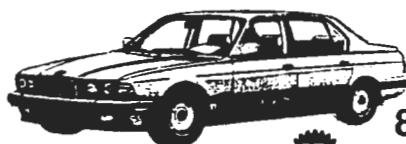
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BMW Motorsport 1995

By David Lightfoot



For 1995, BMW is participating in more racing in more places than ever before. With no less than nineteen works drivers and support of independent teams, BMW will compete in touring car racing around the world.

Racing has always been a part of the BMW heritage, although that's rarely been evident in North America. BMW races to enhance the BMW brand awareness in all markets where BMWs are sold. BMW will be racing in touring car series because these cars are readily identified by consumers.

D1 ADAC Super Touring Car Cup

The German D1 ADAC Super Touring Car Cup will be the highlight of the motorsports season. The German series allows extensive modification to the cars. This is Germany's version of NASCAR.

BMW will be represented by three teams and six drivers. Racing for **BMW Team Schnitzer** will be Joachim Winkelhock and Peter Kox. Steve Soper will also drive when his racing schedule in Japan allows. **BMW Team Bigazzi** from Italy will employ Roberto Ravaglia and Alexander Burgstaller. **BMW Team Isert** will use works drivers Harald Grohs and Jorg Muller.

The German series has eight races in Germany and neighboring countries. It enjoys widespread television coverage.

Other Touring Car Series

The FIA, international motorsport's governing body, has established a two-liter touring car standard that is the basis for a national series in many countries.

National championships exist in most of Europe, Australia, South Africa and, may be soon, in the U.S.

In Great Britain they have the original, and still the best series. BMW Motorsport will contest this series with Johnny Cecotto and David Brabham.

The Italian series will include BMW Team CiBiEmme with Gianni Morbidelli, Emanuele Naspetti and Yolanda Surer-Egger.

BMW Team Schnitzer will be racing in Japan with Steve Soper driving. Teammates Joachim Winkelhock and Peter Kox will also drive in the Japanese series, time permitting.

BMW will also be represented in two liter series in France, Belgium, Spain, South Africa and Australia.

Endurance Racing

BMW has had a long history of success in long-distance events. This successful will be, hopefully, repeated when BMWs contest the 24-hour races at Nurburgring and Spa-Francorchamps. BMW won both of these races in 1994.

The lovely Sabine Reck will contest the Endurance Trophy at the Nurburgring in a Group A M3.

Yes, the M3 is still raced. In Portugal they have a series called the M3 Cup!

Two Liter Championships

In October, a championship for all countries holding a two-liter series will be held. The five leading drivers from each national championship will be allowed to participate. This year's championship will be held at the Paul Ricard Circuit in France

on October 15th. Expect BMW to be represented in a big way.

Specifications of the 3-Series Race Car

Engine

Four cylinder in-line
16 valves
1998 cc
12.5 to 1 compression
285 bhp at 8300 rpm
184 lb-ft at 7000 rpm

Other Stuff

Four-door sedan
2260 pounds dry
90 liter fuel tank
13.98 inch front brakes
11.97 inch rear brakes
8 x 18 wheels

BMW in America

In the U.S., BMW of North America is providing support to the Valvoline-sponsored Prototype Technology Group M3 team. The team competes in the IMSA GTS-2 class with drivers David Donohue and John Paul Jr. We'll bring you more as the season progresses.

The Drivers

Drivers	Date of Birth	Place of Birth	Currently Resides	1995 Racing Activities	Hobbies
David Brabham	9-5-65	Great Britain	Monaco	British Touring Cars-BMW Motorsport	Golf, tennis, cycling
Alexander Burgstaller	8-26-69	Germany	Germany	ADAC Super Touring Cars-Team Bigazzi	Fitness, food
Johnny Cecotto	1-25-56	Venezuela	Italy	British Touring Cars - Team Valier	Skiing, tennis water-skiing
Marc Duez	4-18-57	Belgium	Belgium	Belgian Touring Cars Team Valier	Sport, motorcycles
Harold Grohs	1-28-44	Germany	Germany	ADAC Super Touring Cars - Team Isert	Tennis, water-skiing
Astrid Grunfelder	8-17-69	Germany	Germany	Austrian State Championship	Skiing
Peter Kox	2-23-64	Netherlands	Netherlands	ADAC Super Touring ¹ Cars - Team Schnitzer	Cart racing, skiing
Gianni Morbidelli	1-13-68	Italy	Monaco	Italian Touring Cars - Team CiBiEmme	Golf, jogging, gymnastics
Jorg Muller	9-13-69	Netherlands	Germany	ADAC Super Touring Cars - Team Isert	Cart racing, snowboarding, windsurfing
Emanuele Naspetti	2-24-68	Italy	Italy	Italian Touring Cars Team CiBiEmme	Books, tennis, family
Dieter Quester	5-30-39	Austria	Austria	Austrian State Championship	Fitness, fishing cooking
Roberto Ravaglia	5-26-57	Italy	Italy	ADAC Super Touring Cars - Team Bigazzi	Hunting, boating, cycling
Sabine Reck	5-14-69	Germany	Germany	Endurance Trophy, S. African Touring Cars	Horses, piano, drawing
Steve Soper	9-27-53	Great Britain	Monaco	Japanese Touring Cars - Team Schnitzer	Flying helicopters
Mike Strotmann	2-20-73	Germany	Germany	Austrian State Championship	Motorcross, skiing, computers
Yolanda Surer-Egger	1-8-60	Switzerland	Switzerland	Italian Touring Cars - Team CiBiEmme	Riding, fitness, theater
Thierry Tassin	1-11-59	Belgium	Belgium	Belgium Touring Cars - Team Valier	Tennis, skiing, mountain biking
Leopold, Prince of Bavaria	6-21-43	Germany	Germany	Austrian State Championship	Sports, family
Joachim Winkelhock	10-24-60	Germany	Germany	ADAC Super Touring ¹ Cars - Team Schnitzer	Squash, cycling, family

¹ Also racing in Japanese series.



BMW M GmbH

BMW M GmbH is responsible for BMW's worldwide racing activities. BMW Motorsport was established as a separate company in 1972. It was renamed BMW M, because its operations comprise much more than motorsports now.

Operating divisions of BMW M include **BMW Motorsport International**, **BMW Individual** (custom work for customer cars), **BMW M Cars** (development of M-badged street cars), **BMW System Technology** (contract engineering for outside parties), and **BMW Driver Training** (driver training for motorists).

BMW M reports to the Development and Purchasing Division of BMW AG. The Chairman of BMW M is Adolf Prommesberger. The Financial Division is headed by Heinz Kollenberg. The Technical Division is lead by the legendary engine genius, Paul Rosche. BMW M has about 450 employees.



Astrid Grunfelder

sport 1995



BMW's Fast Ladies!



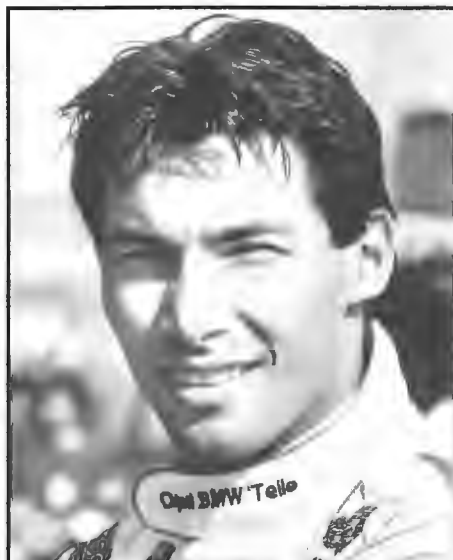
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Mike Strotmann



Thierry Tassin



Leopold Prinz von Bayern



Marc Duez



Harald Grohs



Peter Kox



Dieter Quester



Roberto Ravaglia



Steve Soper



Joachim Winkelhock

Track Events

Thanks to all the instructors and students who were at Bremerton on May 27th. A great day (weather), a great crowd (good attitudes), and no bent cars. We saw some old faces and lots of people who were doing their first high performance driving. I hope to see you again on the 10th and 17th of June.

I saw lots of improvement in the confidence and speed of those who took part. I think we've got some people who are hooked on driving at the track. Keep in mind that the skills you learn at the track can also help your street driving. They may even save your life. Hope to see you at the track!

— Dan Alvis

Club Hotline

The club has a new hotline. The number is 286-1209. The hotline has several purposes. For members, it's a way to get last minute information, especially about events. When circumstances change, and we don't have time to publicize the change in *Zundfolge*, this will be our way to inform members of the changes. It will be a good idea to call the hotline before attending any event, just to see if there are any last minute changes.

For nonmembers, there is finally a way to call and find out about the BMW Club. The hotline has information about what the club has to offer and how to join.

— Greg Mierz



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Puget Sound Tire

On Saturday, April 29 under clear skies, about a dozen club members braved the sun and warm temperature to venture out to Puget Sound Tire to learn more about tires. Yes, tires. One member even drove in from Ellensburg. We (yes, I was one of those hardy types) spent a couple of hours listening to Greg Fordahl describe some of the technologies involved in designing tires (about the same engineering effort to design a tire as an engine!) and how to select the right tire for your car and driving style. Tires have become high tech products with the leading companies utilizing a significant amount of research (computer simulation and track time) to perfect their designs. As in other industries there are also many companies making copies or cheaper imitations of the leading designs. As Greg suggested, "you get what you pay for." After about two hours of discussion, we could see why. We barely had time to discuss wheels. That'll be a subject for another session. Thanks to Greg for sharing his time and knowledge with us.

— Stephen Niver

for a short tour of his facility. Among the things we saw was a new frame machine that can measure points on a car within 1-2 mm. This tool has replaced the tape measure of the 60's.

We then moved on to a discussion of car paint and how to repair and care for it. An important tip (for several of us) was the best solution for tree sap. Guess what? It's warm water. We watched a couple of demonstrations of how to remove scuffs, fingernail marks and so on followed by a short tutorial on touching up the effects of small rock chips and other road hazards. The sequence goes like the following:

Clean up surrounding area with a product such as 3M Foam Polishing Pad Glaze

Apply one daub of the touch up paint (for clearcoats: one base daub followed by two clear daubs)

Let sit for about an hour; then add second daub. The touch-up paint should be raised above the general surface of the paint.

Let dry for about a day.

Sand the touched up paint level using wet 2000 gauge paper (we watched a demonstration of this).

Apply finish product (such as above 3M).

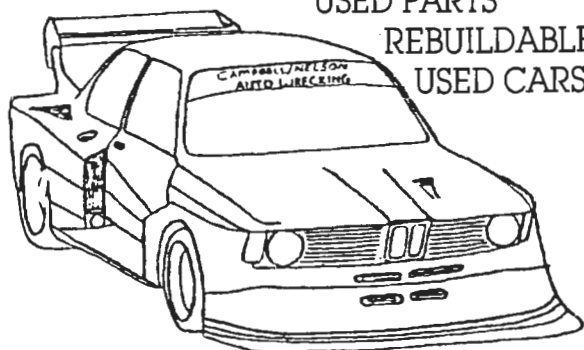
During the discussion the question of how frequently to wax came up. At Premier, they don't recommend waxing your car. The wax covers the paint and doesn't allow it to breathe. This seems to be one of those subjects on which everyone has an opinion. Maybe we should attempt some semi-serious study to investigate this topic further.

This was a good session; given the situation of relying on insurance coverage, it is in our best interest to better understand the right way to repair our cars. You can pay the same for a poor job or a good job done by a body shop whose staff have been properly trained and don't cut corners with undercoating, protecting interior parts with wax, etc. Thanks to Dennis and his staff for spending Saturday morning with us and providing some insight into how to properly repair small as well as major exterior problems.

— Stephen Niver

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Premier Auto Body

On May 20, about two dozen club members paid a visit to Premier Auto Body. While we were waiting to begin, a general discussion of home (car) repair ensued; Dennis Paulson, owner of Premier, suggested that one of the most useful tools is the fiche describing your particular car. These are available at your local dealer for a nominal amount (thought to be less than \$20) and describe the steps for every type of repair. You do want to get the set of service fiche - not the parts fiche. Dennis then took us

...from the editors **formation**

Our British Cousins

Rover's future as a BMW subsidiary is becoming clearer. Investment in new models has been increased significantly. The plan is to increase sales of Rover to 750,000 annually, an increase of almost 50%.

Rover and Land Rover will continue as the major components of the group. But other brands will be rebuilt and added: **MG, Austin-Healey, Riley and Mini.**

The plan is to have three **Rover**-badged models: the 200, 400 and 600. Previously it was thought that the collaboration with prior owner Honda would continue. Now, the plan is to scrap all Honda based platforms. Instead, the new Rovers will be based on the research done for the now dead E48/49 BMW front-drive project. BMW has turned over all of its research to Rover. BMW engineers say the goal was the creation of the best front-drive car in the world. The result won't be seen for about five years. Rover engines will be used.

Land Rover's model range will be expanded. Land Rover is very profitable and the goal is to increase production to 200,000 annually. To do this, a less expensive model will be added in 1997.

Austin-Healey will lead Rover's return to the U.S. market. The new Healey will appear in 1999 and come to America in 2000. The car will be front-engined, rear-drive and use a 2.5-liter version of Rover's new KV6 engine. Intended performance: big, fast and a bit of a handful.

MG comes back with the MGF, which was conceived before the BMW takeover. The F is aimed at Europe and Japan, but was never intended for North America. It will not be sold here, but any future MGs will be designed as global models.

Riley will be the badge on the replacement for the big Rover. The Riley will be based on the BMW 5-series platform and will be rear-drive. The car will be available with either the Rover V6 or a Rover version of the BMW V8. This car is aimed directly at Jaguar and will make it to the U.S.

The new **Mini** is at top priority. Designers at both BMW and Rover are working on it. They've been told to come up with something distinctive and mechanically advanced. A three-cylinder engine is likely, a hybrid or electric is possible. BMW Z13 elements may be used. A Hydagas-sprung suspension is also being considered. Launch will not be until after 2000. *(Car)*

Over There

Joachim Milberg, the BMW board member in charge of production, recently announced that BMW is actively looking for new assembly plant sites. He specifically mentioned South America, Africa and Asia as possible locations. BMW has factories in Germany, South Africa and the U.S. Rover, BMW's subsidiary, has plants in Great Britain, South Africa and Turkey. Mr. Milberg stressed, "That, as a clear rule, we will not produce Rover cars and BMWs in the same place." I guess that means the same factory, as both companies are active in South Africa already. Possible sites mentioned include Indonesia, Venezuela, Taiwan and Australia. These countries all have severe import restrictions which could be avoided by "domestic" production. *(Whispering Bomb)*

Nike, Move Over

BMW will produce a new vehicle especially for the 1996 Olympic Games. BMW is the "official import manufacturer of the 1996 Olympic Games. BMW is the "official import manufacturer of the 1996 Olympic Games." General Motors is the domestic equivalent. BMW will be providing cars, motorcycles and mountain bikes to the Olympic committee. Vic Doolan, BMW NA President, is quoted as saying, "BMW will have a new vehicle especially made for these games. It will be a range of cars ideally suited for the Olympic Games in character as well as performance capabilities." Is BMW going to introduce a line of running shoes? Just do it. *(Whispering Bomb)*

BMW is planning an aggressively priced hatchback as an alternative to a four-seater coupe. It will be based on the Z3 roadster out later this year and, according to sources within BMW, will accommodate three, with the third passenger sitting transversely in the rear.

Initially, the vehicle - codenamed E37/8 - will be offered with the 140bhp 1.8-liter four-cylinder engine. Later, the new 323i's 170bhp 2.3-liter six-cylinder or the 328i's 193bhp 2.8-liter will be added. *(Car)*

DETAILS DETAILS

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DETAILS DETAILS



507-Style Roadster

This is the most outrageous of BMW's proposed niche cars. Known as E52, it is meant to be not a money-spinner but an image-lifter. 'BMW needs a prestigious, highly visible product as a strategic answer to the Mercedes-Benz Formula One program,' explains a senior product planner. 'We're going to lose money on the modern 507 and yet we feel it's an investment worth making.' It will be built in both droptop and coupe guises with proportions similar to the Z3 roadster's: a long bonnet and stubby tail. There'll be styling cues such as small side grilles to link it with the first 507.

Pencilled in for a 1998 launch, the E52 will almost certainly be powered by a tweaked 6.0-litre V12. BMW may resurrect the huge 8.0-litre V16 (two 4.0-litre V8s stuck together) dropped in 1991, which would make an attention-

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grabber.

This won't be a high-volume car - no more than 1000 units per year are planned for assembly in the experimental wing of the Munich factory. How-

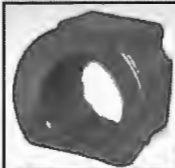
ever, BMW could still team up with a coachbuilder such as Baur or Karmann. The new 507 will be priced, at today's levels, in the \$130,000 area - so start saving. (Car)

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BMW Mobile Tradition

This is a new division of BMW AG that is set up by a joint partnership between BMW AG and the various clubs across the world. It is headed by Christian Eich, former head of Public Relations. Mr. Eich is a very dedicated and capable person who will take this new division and make it one of the most important in the BMW family. This division is dedicated to the older BMW models, to supply parts, manuals and advice in keeping the older BMW cars running. Almost everything needed will eventually be re-made, either by BMW themselves or by outside suppliers. The first models benefitting from this will be the 1502-2002tii. It is hoped that it will also cover the 1500 to the 2000tii some time in the future.

Unfortunately the Bavaria and its derivatives are not mentioned. In a couple of months you will be able to order most parts that for many years have been NLA (*No Longer Available*) from your local parts source. The first parts will be "much needed" parts. Essential parts such as hoses, gaskets, rubber parts, bushings and similar items. As time progresses, items like trim pieces, mouldings etc. will also be available. Even things like workshop manuals, owners manuals and parts manuals will again be made available. This certainly comes as welcome news to all of us who are in the process of restoring an older 02 model. (*Whispering Bomb*)

Elvis, We Are Here

Der Elviswagen, the press called it—the white BMW 507 sports car in which Pfc. Elvis Presley tooled about Germany in the late 1950s, commuting between nightspots and the house at Goethestrasse 14 in Bad Nauheim, where he had ensconced his entourage. BMW tried to find that car, which Elvis left behind when he returned home; the carmaker dreamed of installing it in the Zentrum, the company theme park and museum that will soon open outside its new factory in Spartanburg, South Carolina. Last fall, that factory, BMW's first in the United States, began turning out 3-series Bimmers, and soon its lines will produce an Elviswagen for the 1990s: BMW's mystery car, a roadster.

Inspired by the 507, the roadster will be the first model to be built entirely in the U.S.A. But it is also a symbol of the Americanization of the company itself: "Elvis, we are here," executives announced triumphantly at last spring's New York auto show. Americanization has gone so far that an American—Chris Bangle, a graduate of Pasadena's Art Center College—now heads up the design department. (*Esquire*)

6-Series Coupe

The New 6-series, codenamed E51 could debut as early as 1997. Based on the imminent new 5-series, the E51 should look stunning: its front end is reminiscent of an 8-series' but with fixed, low headlamps. Just like the first 6-series, it incorporates BMW's traditional side groove, heavily sculpted hood and frameless side-windows.

So that the E51 doesn't steal any of the 8-series' few sales (that model lives till 1999), the new Six will at first be sold in 623i, 628i and M6 forms. Pricing will be halfway between the 328i Coupe and the 840Ci. Says a senior BMW manager, 'the E51 was designed to be cheaper than the current Mercedes E-class Coupe - it was also designed with a relatively affordable convertible edition in mind...' That'll be worth waiting for. (*Car*)

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People-Carrier

The third model earmarked for Spartanburg is internally known as project E53. It is a Grand Cherokee-sized vehicle described as a cross between a sport-utility, people-carrier and estate car with permanent 4wd. That's not a million miles away from the Rover Pathfinder concept.

A senior BMW engineer refers to the E53 as an 'extended mobility project aimed at leisure-oriented customers who wish to drive to the beach or ski slope, but who don't wish to sacrifice car-like on-road manners.' It will have a brand-new platform employing elements of the next 5-series and of the outgoing 4 wd 525ix. A prototype was built with air suspension but rejected on cost grounds - it was also felt that air suspension should remain unique to Range Rover. The E53 should have side-to-side diff locks for the rear axle in addition to a front-rear lock.

Power options will include 2.8-litre six-cylinder gas and turbodiesel units. New 3.5-litre and 4.5-litre V8s will also be offered. The E53's conservative design won't surprise anyone, but its 230mm longer extended trunk option will. So, too, will the airbag count, predicted to rise to six: one for the driver's wheel, another dash-mounted bag for the passenger, two side bags, and then in '96 a seatbelt bag followed a year later by a sun-visor bag.

BMW management have yet to give the E53 the final OK. The production output has tentatively been put at 40,000 units per year. (Car)



BMW: WHAT THE FUTURE HOLDS

1995	1996	1997	1998
3-series Touring	US-built Z3-based hatchback	735i/745i/845i (new V8 engines)	New US-built sport-utility
US-built Z3 roadster	New 5-series Touring	Next-generation 3-series sedan (rear-wheel drive, a stretched wheelbase and updated engines)	Next 3-series Coupe
All-new 5-series sedan (looks much more advanced than new 7)	728i/725tds		Low-volume 507-style roadster (unconfirmed)
M3 with adaptive automatic transmission (AGS)	New V8-engined M5		Z13 three-seater commuter car
	170bhp 323ti Compact	6-series coupe (unconfirmed)	

(Car)

Apart from Toyota, BMW is the only large manufacturer not to have left the profit zone once in the past 30 years. In 1994, world sales increased by 7.5 percent to 573,100 vehicles (excluding Rover) and for 1995, production is expected to climb past the 600,000 mark. Last year BMW bought the Rover Group (doubling its European market share), opened a plant in North America and formed a promising liaison with Rolls-Royce.

But it's not all rosy. The start-up phase at the US Spartanburg plant has been rough: workers poached from Honda have clashed with BMW's own staff, quality is patchy and costs are higher than expected. The 3-series is suffering corrosion problems and the V8 engines are proving unreliable. Also, some models aren't doing so well. The new 7-series is struggling to meet steep expectations, the 3-series Compact is cannibalizing models with higher profit margins, the outgoing 5-series is being subsidized by the factory, and the 8-series isn't selling. Thus, BMW plans to diversify its product range, placing greater emphasis on low-volume, high-visibility niche models. (Car)

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BMW's Score Well at Lime Rock

BMW racers had a great Memorial Day weekend at Lime Rock Park. David Donohue drove his Valvoline BMW M3 to a third place in the IMSA GT5-2 division. It was the best finish of the year for the M3. Donohue's teammate John Paul Jr. crashed on the second lap while leading

the race.

Also at Lime Rock the same weekend, Kermit Upton won the SCCA World Challenge Touring Class event in his M3.

In the IMSA Bridgestone Supercar race, BMW M5s scored a 1-2 finish. Shawn Hendricks won, with teammate Randy Pobst second.

2-Series

A production version of the Z13 show car, displayed two years ago at the Geneva Show, is again on the boil. It was put on hold following the Rover takeover but now BMW is reconsidering the car 'because we need to prepare ourselves against the Mercedes A-class and the Swatchmobile'.

BMW is sticking with a three-seater layout but it is doubtful that the all-aluminum spaceframe approach will get approval from the bean-counters. The new model would be produced in Munich where the introduction of a water-based paint shop in 1997 will free capacity.

The city car would be powered by a three-cylinder engine. Three rivaling proposals have been put forward. Number one comes from the Motorbike division, number two from the Technik division, which came up with the Z13, and the third (codenamed M14) is under development at BMW AG's own engine department. The decision on the Z13's future will be given before the end of this year. One possibility is that it may help sire the new Mini. (Car)

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Pirelli P600 205/65 R15 tires as original equipment on BMW 525. Four tires new, \$600. Call Ed 206-780-1550.

Auto trans from '76 2002 w/96,000 miles. Parts good. Trans w/torque converter \$250 OBO. Drive shaft \$40. Brian 206-364-1922 eve.

1994 Factory BBS wheels 15 x 7 with Pirelli P600 225 60ZR 15 tires. Used less than 3000 miles mint condition. Fits 5, 6 and 7-series, \$1200. (1) set suspension techniques sport springs for 635 CSI. Mint \$125 OBO. Mark 206-282-6959.

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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 743-9146.

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.

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