

June 1995



# Zündfolge



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*Made in America:  
BMW Z3 Roadster*

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*Concours d'Elegance  
on July 30th*

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*First Photos of  
the New 5-Series*

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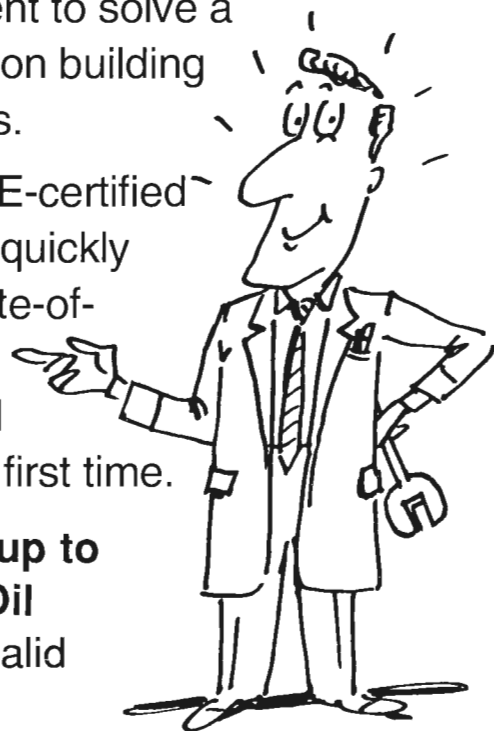
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Cover:  
The new BMW Z3.

# Zündfolge

Volume 25

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**Club Hotline**  
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# Calendar

- 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 28** Deadline for the August Zündfolge.
- July 30** Concours d'Elegance at the Mercer Island Lid. Our biggest event of the year and a great show.
- August 2** Lapping Day at Bremerton. This is a Wednesday afternoon and evening.
- August 3** Board Meeting hosted by the Lancasters.
- August 19** Skagit Tour. Make your reservations now! More info in this issue.
- September 2** Driving School at Bremerton. Our last school of 1995, don't miss it.

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

## There's Still Room to Sign up for the Skagit Tour

This tour is a fun, easy way to see part of the scenic North Cascades. And to see some history in Diablo and Newhalem, too. I've reserved the 3 pm tour so you can have a leisurely drive to Diablo; I'll include detailed driving directions in the August magazine. To reserve your place, send your check to me payable to BMW ACA at 2546 186th Ave. NE, Redmond, WA 98052.

The costs are as follows:

\$24.50 for adults (12 & over) w/meal;

\$17.50 w/out meal.

\$22.00 for seniors (62 & over) w/meal;

\$15.00 w/out meal.

\$12.50 for children (6-11) w/meal;

\$5.50 w/out meal.

Children five and under are free.

— Stephen Niver



## 25th Anniversary Shirts



The club is selling 25th Anniversary shirts to celebrate 25 years since the club's founding. The shirts are quality cotton polos, with the club's logo embroidered on the left front. Superimposed on the logo is "25" in silver thread. They're very nice shirts. And they're reasonable — only \$27.

Shirts are available in medium, large and extra-large. They are 100% cotton and will shrink, so allow for that. The shirts will be available at the Concours d'Elegance. Or you can buy them by mail by adding \$5 for shipping and handling.

### BMW ACA SHIRTS Order Form

<input type="checkbox"/> Medium	Name <input type="text"/>
<input type="checkbox"/> Large	Address <input type="text"/>
<input type="checkbox"/> Extra-large	<input type="text"/>
<input type="checkbox"/> Total shirts	Phone <input type="text"/>
<input checked="" type="checkbox"/> \$27	Make checks payable to BMW ACA.
<input type="checkbox"/> Sub-total	Mail order form and checks to:
<input type="checkbox"/> \$5 S&H	Lucetta Lightfoot
<input type="checkbox"/> Total enclosed	2641 39th Ave. W.
	Seattle, WA 98199







# Stalls

By Thomas B. Nast

## The Roar of the Greasepit

"Trademark" is a legal word meaning "something you need to pay \$350 an hour to protect, after paying \$250 an hour to create." It falls within the general legal rubric of "intellectual property," which is the same thing except \$100 an hour more expensive. Intellectual property includes not only "trademarks" (coin collecting in Germany) but "copyrights" (grade school penmanship exercises).

So it was pleasing to see that Harley-Davidson® is selling enough motorcycles to pay a pride of lawyers to secure a copyright for the GENTLE PURR of its "45 degree V-twin single crankpin motor." Having already dislocated the frozen porcine belly market by copyrighting the word "Hog®," and having branded cigarettes with its patented emissions, Harley would now keep others from using the sound which heralded the kidney belt. As if anyone would want to. Perhaps as an encore, Harley will trademark the flavor of its seats (GreaseButt®), for those ardent bikers who chew them for breakfast.

It is far from certain that Harley will succeed in its trademark application, though NBC has trademarked its Chimes® (as well as the peacock that makes the chimes, until it was placed on the endangered species list), and MGM trademarked its lion's Roar®, which is why when you go to the zoo there is an extra charge if the lions bellow in your presence (except in Seattle, where Bill Gates contributed the lions and bundled the sound with the operating system). The requirements are that the sound be unique and closely associated with its brand, but Harley riders have difficulty describing the sound of their bikes since most of them have gone deaf.

BMW is a far more profitable company than is Harley, so it only seems fair that it recycle some of its money to intellectual property lawyers, who after all buy so many of its cars. Here are a few suggestions for what they can spend it on.

**Hard Seats®** BMW seats have come a long way, bubba. The memory of the 2002 interior adhering to my posterior is with me to this day; in fact, you might say that the pattern of the vinyl is part of me. But as improved as the materials now are, they aren't unique. What is unique is the way they are put together. In order to buttress their copyright claim to Hard Seats®, BMW is including a seat tenderizer with every 1996 model sold. Another unique feature is an electric headrest that doesn't go up and down, but I am not sure this is other than "state of the art."

**Angelic Dashboards®** The idea of making a dashboard that goes to heaven when its limited-life battery expires is stunning, and certainly worthy of legal protection. Angelic Dashboards® merges Teutonic directness and clarity with American built-in obsolescence, setting a standard which the trademark office should prevent others from emulating.

**Drive-by-Wire®** With no linkage between pedal and throttle, many BMWs are now controlled just like the Issaquah-class ferry boats and Airbus planes. And, with wiring looms exceeding 45 kg, BMW did yet more. By running a digital bus to a demodulator at each accessory, much of the wire and its associated weight could be eliminated. As with the ferries and Airbus, this system works fine, most of the time. The

occasional pier or runway needing repair or replacement due to a system anomaly is, of course, covered by the Drive-by-Wire® extended warranty.

**Oil Miniatures®** Impress your friends with German miniatures done in oils, courtesy of BMW's exclusive Oil Miniatures® Engine Sump Gasket. Especially attractive is the Kendall line, which has the richest greens of any driveway art. The canvas may be returned to the dealer for museum-quality framing during any scheduled service.

**Stuck-Pig® Brakes.** Through the use of its exclusive EverWarp® disks and Speedi-Thin® pads, BMW has perfected brakes which squeal like a stuck pig. The sound is so convincing that three 325is were accidentally roasted by beer-soaked entrants at last year's Kansas City BBQ before the mistake was realized. Stuck-Pig® Brakes are a perfect solution to a sore throat at next Fall's Oktoberfest Schwein-Rufen and Auto-Kross biathlon.

With a little luck, BMW will satisfy its property urges with a few trademarks like those described above. I would strongly discourage it from slavishly emulating Harley-Davidson's other tie-ins. For example, Bellevue BMW and Tattoo and Piercing Parlor® just doesn't ring right.

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# 15th Annual Concours d'Elegance

By David Lightfoot

This year marks our 25th anniversary as a club and our 15th annual concours d'elegance. A concours d'elegance is, literally, a contest of elegance. It is a show and competition of the cleanest, finest automobiles. In our case, BMWs, of course.

For the first eleven years, Chateau St. Michelle was the site of our club concours. In 1992 we visited Fort Dent park in Tukwila. The last two years we met at the Columbia Winery in Woodinville.

This year we have a new site: the First Hill Lid on Mercer Island. This is a beautiful park built on the lid over I-90. Our concours location is the furthest west portion of the park, with a view of Lake Washington and the Seattle skyline. It's beautiful.

You are encouraged to enter your BMW and participate. It's fun, even if you're not that competitive. Everybody gets a nice dash plaque and it's a reason to clean up your car.

But the concours is really more of a spectator event. In the past we've had over 200 people attending. It really is a fun family outing and we're hoping the central location means we'll have our best turnout ever.

Activities include viewing the cars and picnicking. If family members need more to do, the park is on the I-90 bike path, which means bicycling or roller blading. Also, nearby are basketball and tennis courts and a play area with swings. There's plenty to do, and for the children, even a coloring contest with prizes.

## Schedule

The concours will be held on July 30th, Sunday. The day's schedule is:

9:30 - 11:00	Vehicle registration and preparation.
11:00	Hands off
11:30	Judging begins
11:00 - 2:30	Live classical music
12:00 - 1:00	Coloring contest
2:30 (approx)	Awards ceremony.



Columbia Winery: our Concours site in 1993 and 1994.

For those only spectating, please come by anytime. For those entering a car, you must be there by 11:00 am. You will receive some forms to fill out and some instructions.

Preregistration is encouraged and the cost is \$10 per car, up until July 20th. After the 20th, including day of the event, registration is \$25.

## The Cars

As usual, expect a broad cross section of BMWs. However, we are making a special effort to bring out more historical cars. Expect some interesting machinery.

There will be three judged classes — 3-series of all eras; 5, 6, 7 and 8-series, and Vintage. Vintage includes 2002s, classic coupes, Bavarias, Isettas, etc. Early registrations have been very light on 3-series, so here's an opportunity to pick up a trophy relatively easily. There will also be an exhibition class featuring BMWs from the 1930s and 1950s.

## The Concours Weekend

The day before our event, the Jaguar Club will be holding their concours at the same location. We are sharing the cost of tents, public address system,

portable lavatories, etc. The hope is to make this a big weekend for Mercer Island.

In that vein, we will be providing a classical quartet to provide live music throughout the day. So picture yourself viewing beautiful BMWs, nibbling on a snack, and listening to live classical music. That's the plan.

## Goodies

Concours winners will receive beautiful etched glass trophies. These are awarded to the first three places in each class plus Best of Show, Entrants' Choice and Spectator's Choice. All entrants will receive a commemorative dash plaque.

At the Concours, we will have on sale our club 25th anniversary polo shirts and club logo pins.

And for the winners of the coloring contest, prizes will be awarded in three age groups.

## Food & Drink

You are welcome to bring your own picnic lunch and beverages. However,

*(Continued on page 8)*



## BMW ACA Concours d'Elegance Best of Show Winners

1981	Mason Worley	'77 320i turbo
1982	Rick Serra	'82 320iS
1983	Mike LaVigne	'83 533i
1984	Tracy Ross	'83 533i
1985	David Smith	'80 M1
1986	Andy Barcheck	'71 2800CS
1987	Lee Yates	'72 Bavaria
1988	Andy Barcheck	'71 2800CS
1989	Lee Yates	'72 Bavaria
1990	Marcus Schack	'87 535i
1991	Steve Hamilton	'82 320iS
1992	Marcus Schack	'87 535i
1993	Marcus Schack	'87 535i
1994	Richard Brown	'79 528i



An M1 made a hit at Ste. Michelle one year.

## 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 July 20, 1995 to: A. A. "Al" Lancaster, 27820 37th Ave. South, Auburn, WA 98001.

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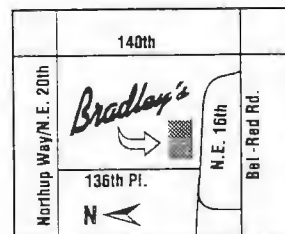
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(Continued from page 6)

for your convenience, a caterer will be on site selling morning lattes and food and beverages at lunch time.

### 318ti

This will also be an opportunity to see the new 318ti. We hope to have one at the concours for everyone to view.

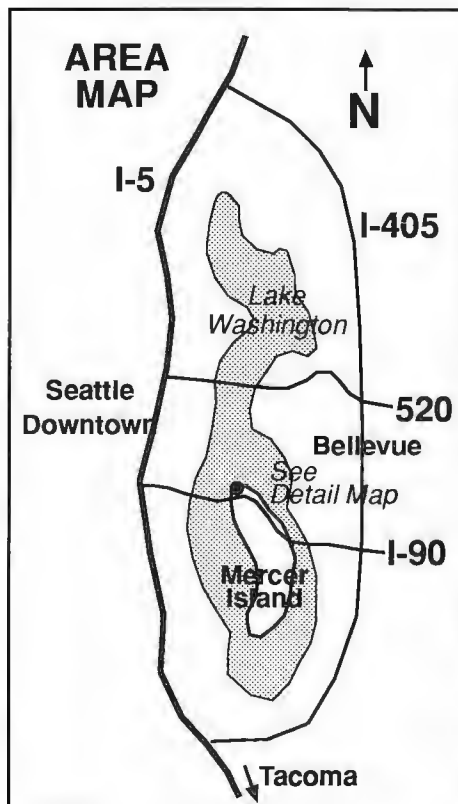
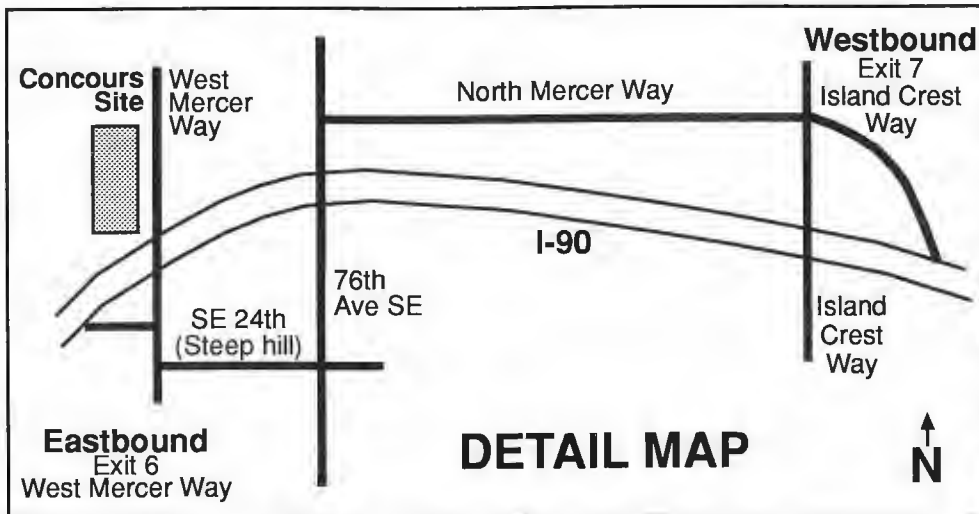
### How to Get There

Follow the maps and directions given. The best bet is to bring this copy of *Zundfolge* with you in your car. Most important: be there!

### DRIVING DIRECTIONS:

**Eastbound from Seattle:** Exit I-90 at Exit 6, West Mercer Way. Turn left on West Mercer Way. Cross over I-90. Turn left into the parking lot adjacent to the Concours site.

**Westbound from Bellevue:** Exit I-90 at Exit 7, Island Crest Way (last Mercer Island exit). Go straight and continue on North Mercer Way. Turn left on 76th Ave. SE. Cross I-90. Turn right on SE 24th, go up steep hill. Turn right on West Mercer Way. Cross I-90 again. Turn left into parking lot.



The 1995 Concours site on Mercer Island. Nice, huh?



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Armando & Carmen Caraballo	BMW Northwest	'94 318i
Ray Berryman	BMW Seattle	'88 M6
Matt & Kathy Dawley	Zundfoldge Ad	'92 325i
Joe Caballero	Track	'76 2002
Donald MacKay	Track	Alfa
Philip & Helene Samelson	BMW Seattle	'94 325iS
W. Bart Sanderson	BMW Seattle	'73 2002
Janine Quinichette	Comp Card	'88 535is
Roger McDormand	Autosport	'70 2002
Scott & Kathe Blymyer	BMW Seattle	'68 1600
		'87 325iS
William Stoebuck	BMW Seattle	'95 525i
Dave & Diana Sears		'79 528i
Wolfgang Krampikowski	Track	
Gary Komarow	Track	
Thor Johnson	Track	
Alfred Luetke	JR Yotz	'86 635csi
John R. & Brenda Allen	Internet	
Toshiki Fujita	Paul Haym	'94 318iS
Richard & Karen Love		740i
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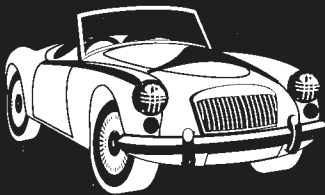
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# New



Here are the first prototypes of the Z3 roadster of the new 5-series. The car made its debut at the International Auto Show in Frankfurt. The prototypes are now on display in the country now — in Bellevue in June.

The new 5-series is more aerodynamic and more aerodynamic than the family resemblance is strong. The 5-series will be shown at the Frankfurt Show. We will probably have a new model in the Fall.

Both look like BMW just keep the strength to strength.

**Z  
3  
4  
U**



# Stuff!

First official photo of the Z3 and the Z3 will make its debut at the Detroit International Auto Show in January. But it's been running around the world for some time — one was seen in the U.S. in 1996.

The Z3 is smoother and more dynamic. But the Z3's price is still very high. It debuts at the Detroit International Auto Show in September. See it as a 1997 Z3. It's a winner to me. It's going from strength to strength.

David Lightfoot



**5er**



**5er**





# TRACK EVENTS

Photos taken at Bremerton Raceway by Dale R. Terwedo.



The photos you see here were taken at Bremerton Raceway. Does this look like fun? It was! And you've got three more opportunities to try high performance driving at Bremerton:

**August 2 - Lapping Day** on Wednesday afternoon and evening. Prior experience required.

**September 2 - High Performance Driving School.** This is our last school of the year. No experience required - novices are welcome.

**September 29 - Lapping Day** on a Friday. Here's a chance to practice what you learned on 9/2. And it's our last track event for the year.

Each of the three events is \$65. This is extremely reasonable compared to professional schools (which run \$500 - \$700 per day). So come on out and join the fun.

For more information, call me at 206-582-0803. Then fill out the Registration form and send it in.

— Dan Alvis



## 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 Aug 2 \_\_\_\_\_ (\$65) Sept 2 \_\_\_\_\_ (\$65) Sept 29 \_\_\_\_\_ (\$65)  
 Two Drivers in One Car, Add \$35 \_\_\_\_\_  
 Total Amount Enclosed \$ \_\_\_\_\_  
 Driving Goals \_\_\_\_\_

Make checks payable to BMW ACA. Mail checks and application form to:  
 Dan Alvis, 8318 Northway S.W., Tacoma, WA 98498.

## Charity Project

To the Board of Directors and members of BMW ACA:

Mid-year seems an appropriate time to report on the progress of our "Race for Food" charity project. We plan to have our 325is race car at the Concours on July 30, and hope to receive many pledges that day. As you know, the car will be entered in three end-of-the-season Enduros (Six Hours of the Cascades at PIR on October 14, Six Hours of Seattle at SIR on October 21, Illgen Classic Four Hour at Sears Point on November 11).

We are asking club members to contribute on a per-lap-completed basis, or to donate a fixed sum. If all goes well, we should complete more than 500 laps, and 100% of the money contributed will go to the charity selected by the Board, Northwest Harvest.

All racing expenses will be paid by the drivers, and they will supply tires, fuel, etc. as their contribution to this charitable event. Dan Alvis and Gary Parr have made tentative arrangements with several corporate sponsors, and we hope to have our great ACA pit crew reassembled. We would like to issue an invitation to any club member who can help in any way with this project to contact us, Gary Parr, or Dan Alvis. We can guarantee that getting ready for an Enduro is lots of work, but it's lots of fun, too--especially if you do well--and at the same time we can help a deserving charity.

Our thanks to those on the Board who have volunteered to spend even *more* time collecting pledges and providing publicity and hospitality at the races, and for putting their support behind this charitable endeavor.

See you at the Concours!

— Mike and MaryLee Helton

*(Editor's Note: The 325 has ten wins and three seconds in SCCA and Conference races so far, with Andy Kueblbeck and Gary Parr sharing the ride with Mike.)*  
*(Editor's Second Note: Maybe we should make up some tee-shirts that say: "Will Race for Food." Would anybody else buy one? I would.)*

### YES! I will help the BMW ACA "Race for Food".

- A. I pledge \_\_\_\_\_ per lap for each lap completed during the three Enduros.
- B. I prefer to donate a fixed amount of \$ \_\_\_\_\_ without regard to the number of laps completed.

I understand that all of the amount contributed will be given to the charity designated by BMW ACA Puget Sound Chapter.

Please print:

Name \_\_\_\_\_

Address \_\_\_\_\_

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Send to: BMW ACA Charity Event  
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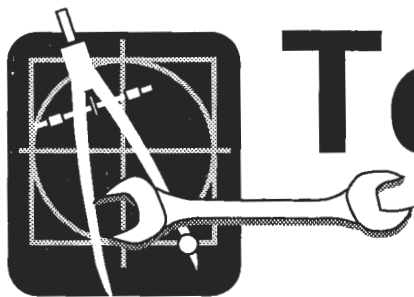
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# Technik

edited by Greg Mierz

Welcome to my new column. Hopefully I can successfully keep our readers informed and entertained. Some of my information will come from postings that I get off several Internet groups that I receive, other from my experiences as a successful hack DIY mechanic.

From the BMW digest mailing list comes this tidbit about a recurring dash problem with the E36 models. This model seems to have a common problem of a gap between the center fresh air vent and the padded dash cover. Owners are really glad to find out that BMW has come up with a FIX. The fix consists of a metal stamping that is bolted to the dash and then the dash is epoxied to the stamping. Part #'s are 51.16.1.469.096 (stamping) 86.00.0.000.038 epoxy (PIO/ALP) thanks to Ken Shepard Kshepard@usit.net.

ZYMOL?? or KMART special?? It seems that the famous wax and polish manufacturer is now selling a lesser grade of product to the KMart/Sam's/Walmart market. According to sources on the Internet the "cheap" products have completely different percentages of the good stuff, i.e. Carnuba wax. The liquid cleaner/polish is no substitute for HD-cleanse and the proper wax. So BUYER BEWARE. Thanks to Steven Bernstein, steven@mordor.com.

This next piece is also from the BMW digest mailing list. The author assumes no correctness for it, but he says it works. Subject: E36 microfilter.

Looking through my old mail I see that questions still come up about the E36 microfilter. This job is easily neglected. I did my 93 318is w/30K smoggy, dusty Arizona miles and it came out black and plugged. I had noticed that ventilation was restricted. Here is the procedure:

1) Remove six screws holding glovebox assembly. Two are in the dash vents, two under covers when you open the glovebox door, and two are underneath where the kick panel meets the dash. Keep track of which screws go where for reassembly.

2) Disconnect wiring to glovebox and get it out of the way. Remove the black fiber kick panel also. Unplug the Alpine alarm if needed.

3) With all of this out of the way, remove the three cadmium plated bolts holding the black plastic tray conglomeration that holds connectors and electronics. An 8mm nutdriver will do the job. No need to touch the wiring harnesses and plugs. Moving this aside as much as possible will allow the filter to be slid out of its vertical "drawer."

4) OK, where is the filter? Look for the large wiring harness that runs across from the passenger side, over the transmission hump, toward the driver side, along the firewall. A couple of inches or so toward the rear of the car, from this wiring harness, is where the filter is located, in the black HVAC stuff. Look for a cover that has several holes in it that look like screws could go through them. The location is vertical, in a plane parallel to the car's doors. The

cover is about 1" wide and 7" high. The cover is black plastic with a round thing protruding that has a couple of square tabs sticking out from it. Turn this "nut" counterclockwise a quarter turn or so until it stops. Then pull out the cover by the "nut". At this point you will see the tab from the filter. Pull out the filter by the tab. Do not be alarmed if it breaks - it will not get stuck in its "drawer." The filter frame is made to break like this so that it comes out easier.

5) I hate to do this: "Assembly is the reverse of disassembly" or whatever those lame manuals say. Just make sure that when you put the black plastic connector holder/electronics tray back that you use the short screw near the firewall. The long screw could pierce the wiring harness that runs along the firewall. Thanks to Paul Berger, MAX1603@AOL.

My Email address is GREGM2002@AOL. If you are interested in the addresses of the BMW Digest by Richard Wely @balltown.cma.com, email me. I also cruise the Rod & Custom, Auto Tech, VW newsgroups. There are newsgroups about Formula 1, Indy cars, motorcycles and every other thing imaginable.

See you again next month, I have to track prep my old ride for some fun.

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# **M**formation

...from the editors

## Stand on It!

BMW enjoys its best financial health ever. BMW's 1994 sales were 573,000 and Rover's were 475,500. But instead of using their cash to diversify, which might have happened in the 1980s, BMW is reinvesting the money in their core business—cars!

The new 3-series was given production approval at the end of 1994. The E46 3-series will debut late in 1997 or early in 1998. The car will remain rear-wheel drive. The wheelbase will be lengthened and there will be more interior room. The 328i will have 193 hp and the M3 will have 286 hp.

The introduction of the 3-series will follow the pattern set with the last 3-series: first the sedan, a year later the coupe, and later still, the convertible, touring, hatchback and who knows what else.

BMW will also get into the lucrative SUV market using a combination of Rover and BMW technology. BMW's SUV will be based on the 5-series, four-wheel drive, and use a 4.4-liter V8 with about 300 hp. For once, the North American market will get the good stuff. Europe will get the SUV, but with only a 3.5-liter V8 or the 2.8-liter inline-6 from the 328i.

A new 6-series is now assured. It will be based on the new 5-series. The arrangement for the top of the new 6 is still undecided. Under consideration are a conventional folding fabric top, an aluminum hard top, and for those who want it both ways, a folding aluminum top which would make the car both a coupe and convertible. Stay tuned.

The "modern 507" which will be V12-powered and very exclusive (and expensive), will probably become the new 8-series.

*(Auto Motor und Sport with translation by Marcus Schack)*



◆◆◆ If you are a classic BMW enthusiast, BMW Mobile Tradition, a division of BMW AG, has begun a program to warehouse many hard-to-find parts for older BMWs from the Isetta to the 2002. This program includes a remanufacturing program to supply, in OEM quality, many of the most wanted parts for these cars. Examples of parts already remanufactured and available include the CS Coupe wheelhouses, O2 rear view mirrors and rear panels, and even BMW emblems for 501/

502/503 BMWs. "Many others are planned, as well as lifestyle products including key rings, scarves, models, and even an Isetta watch." For information, contact BMW Mobile Tradition, c/o Dirk Alberts, D-80788, Munich, Germany or fax 01149-089-382-24805. *(Bimmer Beat)*

## ☆☆☆Oops

A McLaren F1 (powered by a BMW-supplied V12) was wrecked by BMW Chairman Bernd Pischetsrieder. B-P drove it off a road near Munich. The car rolled twice and suffered extensive damage. In the car with Pischetsrieder was his wife and another passenger who suffered a broken arm. The accident is under investigation. *(The Seattle Times)*

**Mercedes-Benz is developing a new flagship to be positioned above the S-class. This is in response to BMW beating out M-B in the race to supply engines to Rolls-Royce. Now, the industry is rife with rumors that BMW will acquire a substantial equity stake in R-R.** *(AutoWeek)*

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## DETAILS DETAILS



❖❖❖ A 1938 BMW 327/80 Cabriolet was sold by Brooks in May. The car is believed to be the getaway car for the high-ranking staff of the German embassy in Paris. Sales price was \$51,700. (AutoWeek)

The first quarter of 1995 was the best ever for BMW of North America. In the first three months, BMW sold 20,816 cars, up from 20,576 sold in the first quarter of 1986, the previous record. April continued strong, but short of the record. (Whispering Bomb)

BMW NA is offering a very attractive line of new M3 related accessories and apparel. See your local BMW dealer for details, or call (800) 580-MCAR for a brochure.

### Less is More

The BMW M3 Lightweight is intended as a start on building a race car. It's stripped of non-essentials and fitted with aluminum doors. The loss is 200 pounds. The suspension is stiffened a bunch and the rear axle ratio is raised. Supposed to be a bit harsh, but quick. Only 85 will be imported at \$47,900 each. (AutoWeek)

### BMW SUV

BMW is cooking up a luxury sports utility vehicle. Prototypes are based on the four-wheel-drive 525ix offered in Europe. But word is that BMW might borrow a platform from Rover. If BMW does market an SUV, top U.S. versions would likely get a 300-hp, 4.4-liter V8. (AutoWeek)

Three BMW M3s finished in the top ten positions of the 1995

One Lap of America held June 11-17. A stock M3 fielded by T.C. Kline Racing placed third overall and second in the Sports/GT.1 class. A pair of M3 Lightweights, co-entered by BMW NA and BMW CCA, placed sixth and eighth overall and fourth and sixth in class. In the Vintage Imported class, a 1981 M1 came in first.

### BMW to Buy R-R?

Although both companies deny it, Der Spiegel reports that BMW is planning to buy Rolls-Royce. Such rumors have been circulating for years. Will it really happen? Since BMW will be supplying engines to Rolls-Royce, and Rover, a BMW subsidiary, builds the bodies for R-R, it seems increasingly likely.

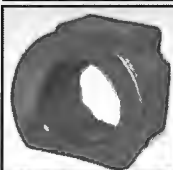
**New S**  
The new S-series will feature more interior space than the current five. Overall length is about two inches longer. The hood and trunk lid are both shorter. Europe will get a choice of nine engines, including four, six and eight cylinder units. As now, gas and diesel will be available. (AutoWeek)

### 24 Hour Races

McLaren F1 GTR cars, which have been extremely successful so far, won the 24 Hours of LeMans on the weekend of June 17th and 18th. McLarens also placed third, fourth and fifth. The McLarens use a 627-hp, 6.0-liter V12 engine designed and manufactured by BMW M GmbH for McLaren. At the 24 hour race at the Nurburgring, BMW 3-series cars placed first, second, fourth and fifth. (BMW AG Presse)

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## Z3 Coupe ➤ ➤ ➤ ➤ ➤ ➤ ➤ ➤

BMW's M division has proposed a hatchback based on the Z3 roadster. It'll be a three seater, with the third passenger sitting sideways. The hatchback, like the roadster, will initially be offered with the 138-hp, 1.8-liter four cylinder engine. Later the 2.3-liter or the 193-hp, 2.8-liter six would be added. To improve handling, BMW will bring the rear suspension up to the standard of the first generation M3. (*Automobile*)



MARK NEEPER

HANS G. LEHMANN/HIDDEN IMAGE



## BMW Clubs in Europe

There are many BMW clubs around the world. If you are going to visit Europe, you may want to attend one of their events. Or, you may want to join one of these clubs.

Most of these clubs share a common address. They exist under the umbrella of the BMW Club Sekretariat. The Sekretariat handles most of their paperwork. (*Whispering Bomb*)

To write to any of the clubs which do not have a separate address, write to:

Barbara Prockl, Secretary  
BMW Club Europe, e.V.  
Hufelandstrasse 8a  
D-80788 Munchen, Germany  
Fax: 011-49-89-89382-34390

Feel free to write in English to any of the clubs:

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% BMW Club Europe e.V.

M1 Club e.V.  
Dirk-Henning Strassl, President  
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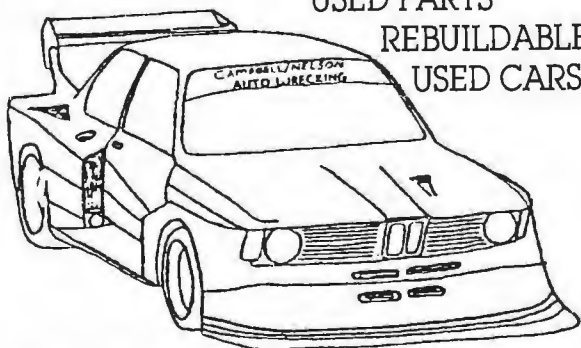
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## Usefulness of Airbags, ABS Questioned

Two recent studies have cast doubt on the effectiveness of airbags and antilock braking systems in reducing accidents and injuries.

That airbags save lives in accidents is undisputed. But it isn't clear how much protection they offer in non-fatal accidents. According to a study by two Virginia Commonwealth University professors who analyzed insurance data, owners of cars with airbags filed more personal injury claims than owners of cars without the devices.

Concerning ABS, the insurance industry group Highway Loss Data Institute (HLDI) released a study in January concluding that ABS does not reduce either the frequency or cost of crashes that result in insurance claims for vehicle damage.

Neither study is comprehensive. The ABS study does not take into

account severity or frequency of injuries.

Nonetheless, industry observers have taken note. Thomas Carr, manager of regulatory liaison for the American Automobile Manufacturers Association, said, "We took the ABS study very seriously." Some insurance types said they were unsurprised at the results: David Hurst of State Farm said, "We never felt that there was any strong evidence that showed (ABS) reduces the number of accidents. We offer discounts only because we're supposed to, not because we feel they are justified." For the record, only Florida and New York require insurers to offer discounts for ABS-equipped vehicles.

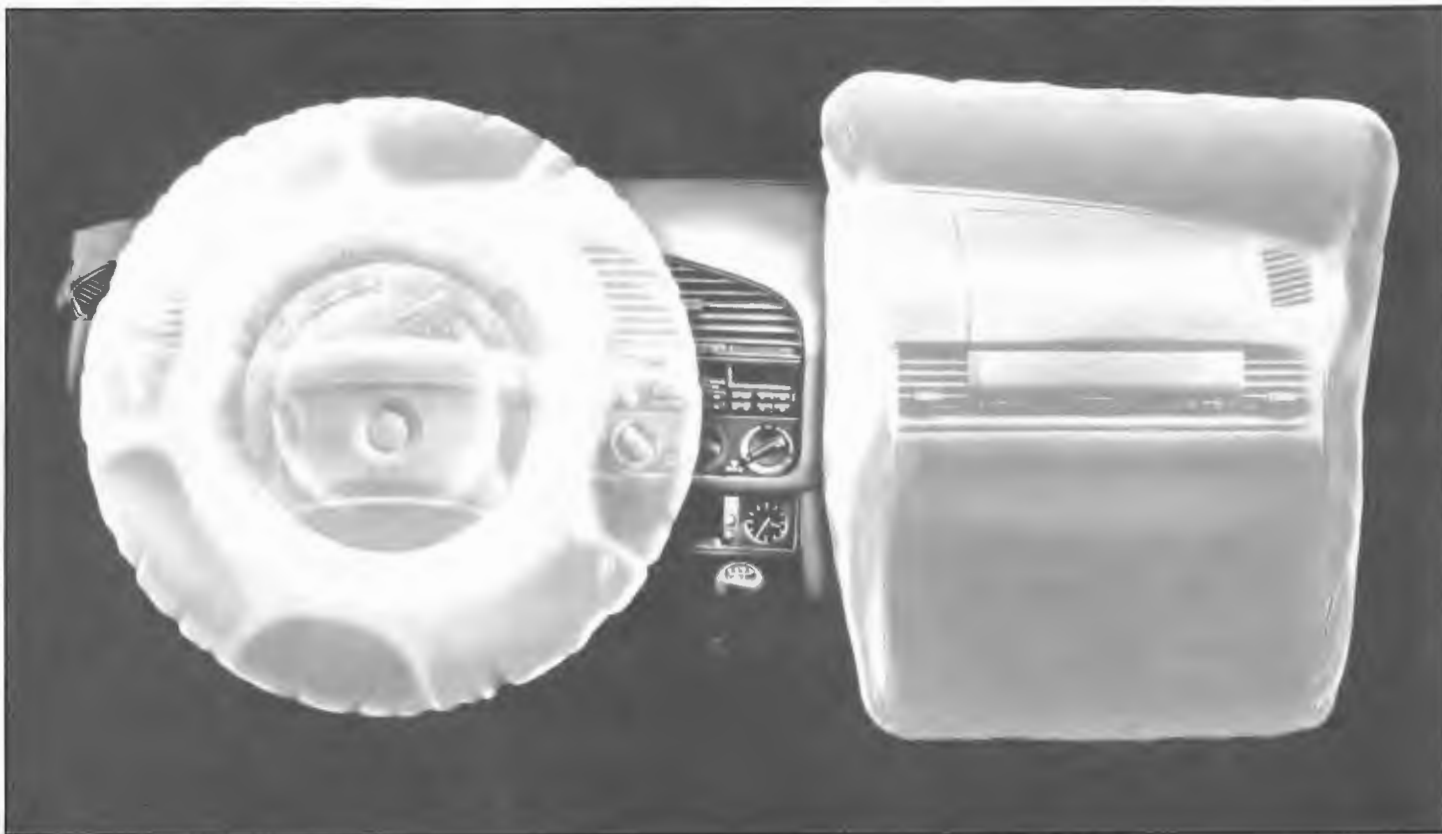
Perhaps AAA's director of automotive engineering, David Van Sickle, shed the brightest light on the question. "We still think that (ABS technology) is great. A lot has to do with whether drivers are appropriately trained to use them," citing the tendency of drivers to incorrectly pump the pedal on ABS-equipped cars. Ford Motor Company apparently agrees, for it is considering training programs to teach customers to use ABS properly.

One of the authors of the airbag study, George Hoffer, offers a more intriguing, yet harder to prove, explanation. He feels that people will have a tendency to drive more aggressively, believing that safety features such as ABS and airbags give them a higher margin for error. This is not a new thesis: back in 1975, Sam Peltzman of the University of Chicago conducted a study predicting that government-mandated traffic safety requirements such as seat belts and lower speed limits would have little or no impact on financial losses from auto accidents. He maintained that safety equipment "lowers the price of driving more aggressively."

Nonetheless, those who feel the safety devices will show benefits are counseling patience. The AAA's Jerry Basch says, "When drivers catch up to the technology, you're going to see a change. We're going to watch what happens down the road. There have to be more thorough studies."

— *Wall Street Journal*

**Safety System...**All BMW automobiles, produced from September 1993 onward, are equipped with driver and passenger airbags as standard equipment. Combined with automatic seatbelt tensioners in the 3-, 5- and 7-Series models and the seat-integrated belt system in the 8-Series models, they form a two-part restraint system.



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The cars were dismantled, down to the last nut and bolt. The result? The South Carolina cars were less prone to squeaks and rattles and were, as a whole, better built, with closer tolerances. The conclusion was, if there is a choice between U.S.-built and German-built BMWs, the U.S. car is preferable.

*(Whispering Bomb)*



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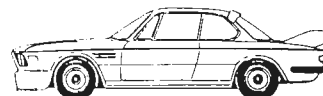
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