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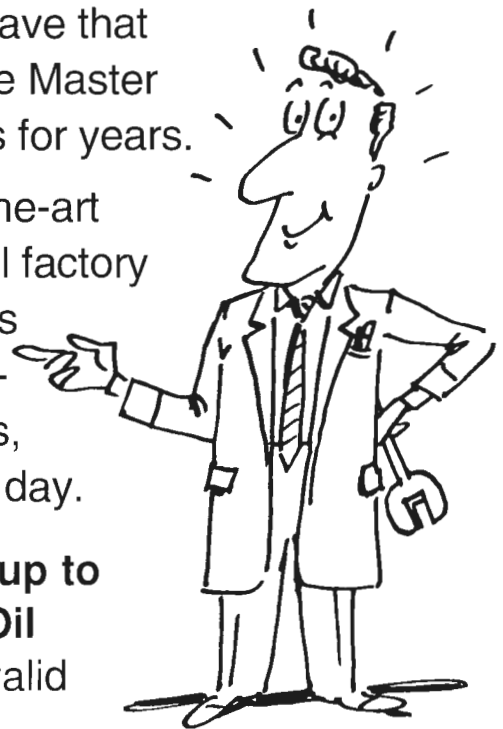
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Cover:
The BMW 3-series
Olympic "Signature" Car.

Zündfolge

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Boilerplate

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Calendar

February 23	Deadline for the March Zündfolge.
February 24	General Meeting hosted by Griot's Garage, located in Fife.
February 24	Instructors' Clinic at Bremerton Raceway. Note the new date. Contact Dan Alvis at 206-582-0803 for information.
March 7	Board Meeting hosted by Stephen Niver.
March 26	General Meeting - Video Night at the Lake Washington Grill house & Taproom.
May 24-26	Classic Motorcar Rally over the Memorial Day weekend.

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



Richard Griot will host our February general meeting at his place of business in Fife. There's a full page of information, including driving directions, on page 5. By the way, Richard pronounces his name "Gree-oh," not "Gree-ought."

Video Night

You loved the car, now see the movie.



Make plans now to join us for a night of BMW-related videos and good food and beer. We have made arrangements with the Lake Washington Grillhouse & Taproom to use one of their rooms on March 26 (Tuesday evening). This restaurant, located on Lake Washington in Kenmore, serves a wide range of outstanding food and has a large selection of beer on tap. We will have several videos but will be featuring a video from Spartanburg showing how the Z3 was designed and manufactured!

The movies will begin at 7 pm; you can eat earlier or while watching the videos. If you eat in our room after 6:30 pm, we will be featuring the bar menu which provides a variety of different items - from salads to grilled fish or chicken. If you want a larger meal, you can order from their regular menu prior to 6:30. We'll have another article with a map in the March magazine - mark your calendars now!

A Word from the Prez

As your new President, I'd like to make a few comments regarding our club in 1996. First, unless you attended the banquet, you probably aren't aware that we have a new Board for 1996. Actually it's not that new - I took the position of President and Gary Parr took on Track Chairman! We weren't exactly overwhelmed with a rush of people wanting to hold board positions. I'd like to say that it isn't too late. We currently have an opening for someone who can get involved in signing up new corporate sponsors/advertisers. If you're interested, talk to me or to any board member.

You may or may not be aware, but your club is a recognized leader in the BMW community. Our magazine, *Zundfolge*, is arguably the best club magazine - some compare it with the *Roundel*. We sponsor a large number of activities from social gatherings to track events. And we turn out for them. My personal goal is to help the club continue this leadership.

We did several really good things last year that I'd like to carry on this year. First, Gary challenged the Board to set some goals. A primary goal became to increase participation in club events; I believe that we made good progress last year. Key to continuing improvement is a method of measuring how well we are

doing. I expect that we will make some progress in measurements this year. As I mentioned in a short report last month, even considering incomplete data, we had very good attendance at club events. In 1996 we hope to increase our attendance and improve our measurements, too.

Last year we had an outstanding charitable activity, we "raced for food." This year I would like to again sponsor some charitable event. If you have any ideas or suggestions, please contact me or any board member.

During 1995 we became involved in the electronic revolution through use of the Internet. In fact, we have several new members who joined after exchanging e-mail. We also got started with a home page. I anticipate that this year we will incorporate our home page as a regular means of informing our membership of club information. I would also like to establish a club bulletin board. In any event, we expect to be leaders in this area, too.

If you have any ideas or suggestions for improving the club, please don't hesitate to contact me or any member of the Board. Our phone numbers are on page 2. I'm looking forward to 1996; I just hope it doesn't pass as quickly as 1995 did.

— Stephen Niver

Classic Motorcar Rally

The Puget Sound British Automotive Society in conjunction with BMW Seattle and the Bellevue Club Hotel cordially invites you to participate in the fourth annual Classic Motorcar Rally. This premier driving event is open to American and European sports, touring cars and saloons built prior to 1969. Exceptions appropriate to the spirit of the event may be accepted.

Run to the Gorge is a rally/tour covering about 450 miles over Memorial Day Weekend. The weekend will start with a traditional cocktail party Friday night. Saturday morning you will leave Bellevue, heading south through the back roads to Mt. St. Helens, and continue winding down to the Columbia Gorge. After an overnight stay at the Hood River Inn, you will run the second half of the rally ending up back at the Bellevue Club Hotel for dinner and the awards presentation. Run in the style of the European events, entrants will be given a route book and maps, so you will know where you are going, no traps! There will, however, be some timed sections to keep it interesting.

The entry fee of \$400 (\$450 after March 31), includes Saturday and Sunday meals for drivers and navigators, gala festivities, regalia, and prizes. For more information contact Arnie Taub at 17610 NE 8th Place, Bellevue, WA 98008.



Stalls

By Thomas B. Nast

Shakin' All Over

I have never been to a motor show (except once in London in 1973). By "motor show," I mean a display (such as the annual exhibition in Seattle's House of Falling Tiles) where certain predators bait the waters in the hopes of catching some juicy suckers. (Monterey is my idea of a "real" motor show.) The layouts in the buff books of car shows do little to change my mind; there are pictures of a lot of ill-conceived "concept cars" taken before the show, and after the doors open it's so crowded you can barely reach your handkerchief to wipe off the sneeze from the guy behind you.

I have never been to a motorcycle show either. Not ever. Like car shows, the organizers of motorcycle shows have the unforgivable habit of demanding financial penance on the way in (not to mention at the parking lot, the helmet check stand, the concession stand, etc.). Unfortunately, John Maloney deprived me of these excuses last month by casting my way a free Sunday pass to the Seattle Motorcycle Show. While I can't say I achieved samadhi there, at least I know how out of step I really am.

But first, a sharp salute to Seattle's own Vintage Motorcycle Enthusiasts. This merry band put together a wonderful display of old metal just outside the exhibit door; there really was no need to buy a ticket, since the VME area could be seen for free. If you don't enjoy old Ducatis, Nortons, Ariels, BSAs, Hendersons, Indians and yes, BMWs, you just don't enjoy machines.

The theme of the show was "V-2s that Vibrate a Lot." This theme was diligently followed by Honda, which makes motorcycles that look just like Harleys but are water-cooled; by Suzuki, which makes motorcycles that look mighty close to Harleys but are water-cooled; by Kawasaki, which makes motorcycles that look an awful lot like Harleys but are water-cooled; and especially by Yamaha, which makes motorcycles that might look just a little better than Harleys but are water-cooled. The Japanese are to

motorcycles what John Adams is to music. If imitation is flattery, Harley has more flatulence sent its way than any manufacturer in history.

While there was enough chrome on these pseudo-hogs to pay Nelson Mandela's pension, they were missing the esprit de corps of true Harleys. Bluntly, they were over-engineered. For instance, in each massive single jug two pistons reciprocate, and, did I mention this already?, they are cooled by water. They have electrical systems and gauges that actually work. One even had shaft drive! So add-ons are necessary to improve authenticity.

The most important is an on-board computer that randomly disables the ignition system; only selected mechanics will have the code to unlock it. Some auxiliary oil tubes are necessary, to leave spotting under the bike and throw some oil around the chain area. Then of course, there are the obligatory exhaust cut-outs for that authentic Harley sound; a clutch with a bob-weight on one side for some kidney-emptying vibration; and a faux chain and sprocket for the shaftie.

Also in evidence at the show was, not surprisingly, Harley-Davidson itself. Their smallish display was augmented by a major presence in every vendor's booth, a presence echoed on the front of nearly every T-shirt and the back of nearly every jacket worn by the attendees. Harley has it figured out; instead of paying for advertising, they get paid a royalty by each of its walking billboards. An interesting sidelight was the Buell display. Buell is a company started by an ex-Harley engineer, and their spin is putting Harley engines into more sporting frames. Sort of the Motorsport of American motorcycles.

BMW was also a major presence at the show; in fact, they backed an enormous tractor-trailer rig into the hall, in case their motorcycles are too few to notice. Unfortunately (for me, anyway, whose main scoot is nearing retirement), BMW has engaged in questionable taste and wretched excess. Different question-

able taste and wretched excess than the Japanese, but just as dubious.

A show of hands please: How many of you need a motorized windshield with several inches of travel on your motorcycle? Ah, no takers, I see. Would any of you like your motorcycle painted a simple black or a white? Put your hands down, you can't have one. They come in three bland colors, the most interesting being (I am not making this up) "Sinus Blue" (probably a misprint; it looked more like "Sinus Blew"). Want a tourer without ABS, sound system, electronic speedo and tach? Forget it. (I am leaving fuel injection out of this only because it must work better than Bing carbs.) At least the gearboxes won't shift smoothly, so all sense of tradition is not lost.

And that is my main disappointment, perhaps. Most of the tradition was in the VME exhibit. Harley still has some. What tradition the Japanese have is Harley-san's; their real tradition is that of copying others'. Ducati and Moto Guzzi can't afford new tooling, so they they maintain their traditions by default. And what a delight to see Triumph back, building a new motorcycle with traditional lines. I hope the BMW brass got a chance to take a long, hard look at the Triumph Trophy, so they know what I might spend my money on.

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ANNUAL BANQUET

This year's banquet celebrated the club's 25th year of existence. A fine turnout enlivened the Harbor Club at the Norton Building in downtown Seattle, and judging by the smiles all around, a good time was had by most everyone.

Once again, the evening was orchestrated in grand style by those masters of the special occasion, Al and Bea Lancaster. To begin with, they managed once again to procure the use of the Harbor Club, a private facility with an incredible view from downtown over the water. Secondly, we were treated to the piano stylings of Diane Pearce, a club member who took time from the recording sessions for her second album to entertain us during our meal. The meal itself was excellent, without doubt the best I have ever had at an event of this type. And of course, Al and Bea managed, along with others, to put together yet another great auction. The club has come to rely on them for handling events of this type, and merely saying "thanks" hardly does the pair of them justice.

The banquet also saw the passing of the President's "torch" from Gary Parr to Steve Niver, who served as VP in the most recent Parr administration. Gary leaves on a very high note: our membership is growing and events participation is also up. With the high quality of such people as Steve, Gary (who stays on as track chairman) and the rest of the board, we must be optimistic about the future of our club! BMW is doing its part with the introduction of such exciting vehicles as the Z3 roadster, the 318ti, the 328i, and the new 5-series.

When one cites reasons for the club's recent success, they need go no further

than the estimable publication in your hands. For that we have to thank David and Lucetta Lightfoot, who took an intermittently published, brilliant one moment abominable the next rag and turned it into the finest local magazine anywhere in BMWdom. Not only that, they get the bloody thing out on time too. Prior to their stint as editors, they had done virtually everything possible to keep the club going, from arranging for banquet speakers, to instructing at drivers' schools, to hosting wine tastings. So at the banquet they received a lifetime achievement award to recognize them for their years of service to our club. If you like what you see in the magazine, you might want to give these folks a call and thank them. No one deserves it more.

The evening ended with our special guest, Ross Shafer, leaving everyone (well, almost everyone) reeling with laughter as he expounded on the ages-old battle of the sexes and other pertinent topics, which included a rather blatant plug for his cookbook, *Cook Like A Stud* (or something like that). While Ross did get off on the wrong foot with some by referring to 4-wheeled BMWs as *Beemers*, he nonetheless had all but the most unforgiving won over by the end of the evening. A great show by a guy who seems as personable one-to-one as he is funny when on stage. I'm sure he won't mind me telling everyone that *Cook Like A Stud* may be found at all fine book peddlers, most likely in their remainders section.

So, another great banquet that served as an appropriate ending to 25 years of club history. Here's to another 25!

— Tom Williams

Silent Auction

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<i>Big Wheel Autoparts</i>	Case of Motor Oil
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<i>Bellevue BMW</i>	M3 Baseball Caps
	BMW T-Shirt
	BMW 850 Model
<i>Diane Pearce</i>	Piano Music Tape and CD
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<i>National Motorists Association</i>	Year's Subscription
<i>Racer Magazine</i>	Year's Subscription
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<i>The Lancasters</i>	BMW 3-Series Conv. Model
	BMW Maui POGS
<i>Gary Parr</i>	Autographed Race Car Photograph
<i>BMW Design</i>	Springs for 318
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<i>German Car Specialists</i>	Floor Mat Set
<i>Zymol</i>	Starter Kits
<i>The Lightfoots</i>	Basket of 850s
<i>Steve Norman</i>	Set of AutoSport Videos
<i>Griot's Garage</i>	Auto Care Package
<i>Grenley Stewart Resources</i>	50 gallons of fuel

Verbal Auction

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<i>Exeter Garage</i>	Interior Detail
<i>BMW NA</i>	BMW Motorsports Jacket
<i>BMW Seattle</i>	M3 Car Cover
	BMW Seattle Jacket, BMW Baseball Cap
<i>Bellevue BMW</i>	325iC Tonneau Cover, Collection of Prints
<i>BMW Northwest</i>	BMW Northwest Jackets
<i>Bellevue Motor Works</i>	Pre-owned Vehicle Inspection
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1996 will bring another exciting racing season for us to enjoy and participate in. Have you ever wanted to sponsor a race car before? Now is your chance and you will be fighting for a great cause at the same time.

This year Team CF will be running a Payne Racing World Sports Car. It is an all-American made Riley & Scott Mark III, powered by a 5-liter, 650 horse-powered Oldsmobile V-8 capable of acceleration from 0 to 60 miles per hour in under three seconds. This year's drivers are Don Kitch, Jr. Of Bellevue, WA, Lee Payne of Stilwell, KS., and Ross Bentley of Vancouver, BC. Ty Moore, Bill Kilcullen, John Browne, and Perry Lee of BMW ACA will be in the pits through-out the race in support of CF.

For further details please contact Ty Moore at 827-1103 (evenings) or 703-6918 (day) or Bill Kilcullen at 703-2928 (day).

Thanks for your support!

NEW MEMBERS

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Kimberly Carsberg		'95 318ti
Tracy & Harold Way		'86 528e
		'72 3.0CS
Darin Busey	Zundfolge Bellevue BMW	'74 2002ti
Scott Gordon		'80 320i
Louis & Annette Cancelmi		'85 524td
		'95 M3
Danner & Rebecca Graves	Gail DeSpain	'88 325ic
		'88 535i
		'74 2002
		'95 318ic
Linda Peters	Zundfolge	
Ned Jones		
John Lin		
Dale & Becky Knott		
	Milo Johnstone	'57 300 SW
		'59 300 Bubble
		'74 2002
Philip Smart & Claudia Bach	Dan Alvis	'84 633i
Was Ingram		'90 535i
Howdine & Terry Hendrickson		'91 325ix
John & Marilyn McGaw		
Nate Waddoups	Bellevue BMW	'81 635CSi
Bill & Janet Killcullen		'95 M3
Luhmann, Lutz-Henning		'90 750
Douglas & Kathryn Hughes		'73 2002
Albert & Margaret Dykes	Dan Alvis	'75 2002
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LOS ANGELES AUTO SHOW

By David Lightfoot

The Los Angeles and Detroit Auto Shows in early January kick off the automotive new year. Detroit is the bigger show, but Los Angeles is held in the biggest consumer market for cars. Both shows feature lots of concept cars and new model introductions. Lucetta and I were fortunate to be able to attend the LA Show this year.

The show is held in the new Los Angeles Convention Center, which is a huge complex of buildings. The show is probably ten times as big as the Seattle Auto Show, held in the Kingdome. We attended on the two press days, which precede the days the show is open to the public. The press days are uncrowded and feature a lot of special promotions. Each manufacturer at the show has a half hour press conference scheduled during one of the press days. We were able to attend the BMW press conference. The contents of the press conference are presented in a separate article.

BMW also hosted a reception for BMW Club members in the evening of the first press day. BMW M Brand manager, Eric Wensberg, talked about the Z3 and the new 5-series. The Z3 has had lots of exposure, but this was its formal coming out party. The 5-series was making its North American debut simultaneously at Detroit and LA and the 540i was making its world debut. The 528i has been on sale in Europe for some time, but the 540i will be sold first in North America.

Present at the club reception were two members of the Z3 platform development team. Club members were able to ask

them questions about the development of and future of the Z3. I stuck around long enough that I finally had Bert Holland from BMW NA and Dr. Juergen Pawlik from BMW AG almost to myself (I outlasted everybody else). It was very interesting to talk to these two gentlemen while having a Z3 right there to point to, sit in, and crawl on. I learned a lot about the Z3 and have summarized it in another separate article.

At the LA show, BMW introduced the Olympic signature car. This is the car on the cover of *Zundfolge* this month. It is a 3-series built in Spartanburg. It will accompany the Olympic torch relay from Los Angeles to Atlanta. The car has

graphics of the 42 states the torch route will pass through. The cover photo shows the states only. By the time the car had reached the show, the cities and the route had been added. The artist also added a piece of silver tape across each city to be signed by a prominent person in that city. The torch relay will pass through our area in early May.

At the show, I spoke to Eric Wensberg about the big plans BMW has for 1996. Besides the Olympics this summer, BMW will be featured at the Monterey Historic Races in August. BMW would have rather had these two major events in different years. The original plan had been for Porsche to be at Monterey in '96



▲ The Mercedes AAV will be built in Alabama.

▼ The 540i made its world debut in LA and Detroit.



and BMW in '97. But last minute negotiations led to an offer being extended to BMW for this year. BMW did not want to miss opportunity. So, BMW NA is planning on a very hectic summer of '96.

Other manufacturers also had interesting exhibits and introductions at the show. One of the best was the intro of the Mercedes All Activity Vehicle (AAV). This is the vehicle to be built at the Alabama plant. The AAV has very radical styling, a real departure for usually conservative Mercedes.

But my favorite part of the show was an art exhibit called Yugo Next. Students from New York's School of Visual Art were given a trashed Yugo (but I repeat myself) and told to make something useful of it. The results were extraordinarily creative. Included were Yugos turned into a movie theater, a shower, an accordion, a confessional, a fireplace with mantle..., you get the idea.

Z3 INSIGHTS



A Z3 roadster pictured at Zundfolge Estates. Uh, actually a BMW press photo.

M Brand manager for the US, Eric Wensberg, left, and Dr. Juergen Pawlik, from the Z3 development team, right.

At the LA Auto Show I was able to spend a considerable amount of time asking questions of Dr. Juergen Pawlik and Bert Holland, members of the Z3 platform team. The Z3 is the first BMW to be developed using this platform team approach. The team included lots of engineers, as one would expect, but also marketing people, accountants, and purchasing department representatives. The team was responsible for taking the car through development, into production and remains responsible for further development.

Dr. Pawlik was head of the development team. He has a doctorate in mechanical engineering with further study in business. Dr. Pawlik said that the biggest challenge in development of the Z3 was cost containment. As many standard 3-series components as possible were used in order to deliver the car to market for a reasonable price.

I found it surprising, coming from an engineer, that the other top priority was aesthetics. Dr. Pawlik was extremely concerned that the Z3 had classic proportions: a long hood with a short rear deck. Many compromises were made so that the car looked right. For example, there is not sufficient room for the pop-up roll bars from the 325i convertible. Making room for these behind the seats would have required the addition of four inches to the center section of the car. Four inches doesn't seem like much, but it was deemed too

much to maintain the car's proportions. Another example: the trunk was designed to hold a set of golf clubs. The shape of the trunk was specifically designed for this purpose.

The hood of the Z3 is a very large, complex piece of sheet metal. Again, styling was the main concern. The hood has rear hinges, not for engineering reasons, but to allow the hood to include the front kidneys. The hood also sweeps down the sides so that the line between hood and fender is midway down the side of the car. The side gills are pretty and remind one of the classic 507, but they are not functional, at least not on the US version. The team feared that gases or hot liquids from under the hood might be expelled and then blown into the passenger compartment.

I told Dr. Pawlik and Mr. Holland that the dealers have been told that the 2.8-liter version of the Z3 begins production this fall. They were surprised, and a bit disturbed, to hear this. They said that no such decision has been made yet. They did solicit input on what engine the M version of the Z3 should receive. I voted for the same engine as the American M3 uses. Although Pawlik and Holland would admit little regarding future engines, the current rumor is that the M version of the Z3 will debut later this year. The 2.8-liter version is supposed to come out in 1997.

With a bigger engine, the Z3 will be more of an enthusiasts' car. But to take it

to the track, the car needs a roll bar. The windshield surround is strong (they tried dropping a Z3 upside down from two meters and the windshield surround held), but not strong enough. The rollbar issue is under study, but they're having problems. As mentioned earlier, the pop-up bars from the 325i convertible don't fit. A pop-up targa-style bar like the Mercedes SL uses won't work. A fixed bar means the folding top won't go up and down. And the shock towers, which are in the passenger compartment, can't be used as mounting points for some reason. What's the solution? I don't know, but Dr. Pawlik said that it will not be possible to retrofit the rollbar to early Z3s that were built without the bar. It sounds like they have something very specific in mind, but they wouldn't let on as to what it is.

This fall a hardtop will be available for the Z3. It fits over the soft top, with the soft top folded down. The hardtop will be made of fiberglass-reinforced plastic.

The Z3 is sold in Europe with a sport suspension. This will not be available in the US. The Z3 has the same problem as the M3 convertible. With the lowered suspension, the car fails the US standard pendulum test. It seems that with the car lowered, the pendulum rides up over the hood and tears off the windshield. It sounds like an aftermarket sports suspension will be just the thing. Unless you plan on running into any swinging pendulums.

That's all I learned about the new Z3. Dr. Pawlik and Mr. Holland said their team was working on other projects that they couldn't discuss. All they said was that many of these projects will never be approved, and that some of them are not based on the regular series (3, 5, 7, or 8-series) cars. Hmm, sounds interesting.

— David Lightfoot

OLYMPIC "SIGNATURE" CAR



BMW of North America unveiled the "Signature" Car for the 1996 Olympic Torch Relay at the Los Angeles International Auto Show. The specially prepared 1996 BMW 3-Series will document the route of the Olympic Flame as it travels through 42 states between Los Angeles and Atlanta, the site of the 1996 Centennial Olympic Games. The 1996 Olympic Torch Relay is presented by Coca-Cola. In approximately 50 cities along the Relay route the "Signature" Car will be signed by a prominent citizen or politician from the city during a special public ceremony held to honor the Olympic Flame.

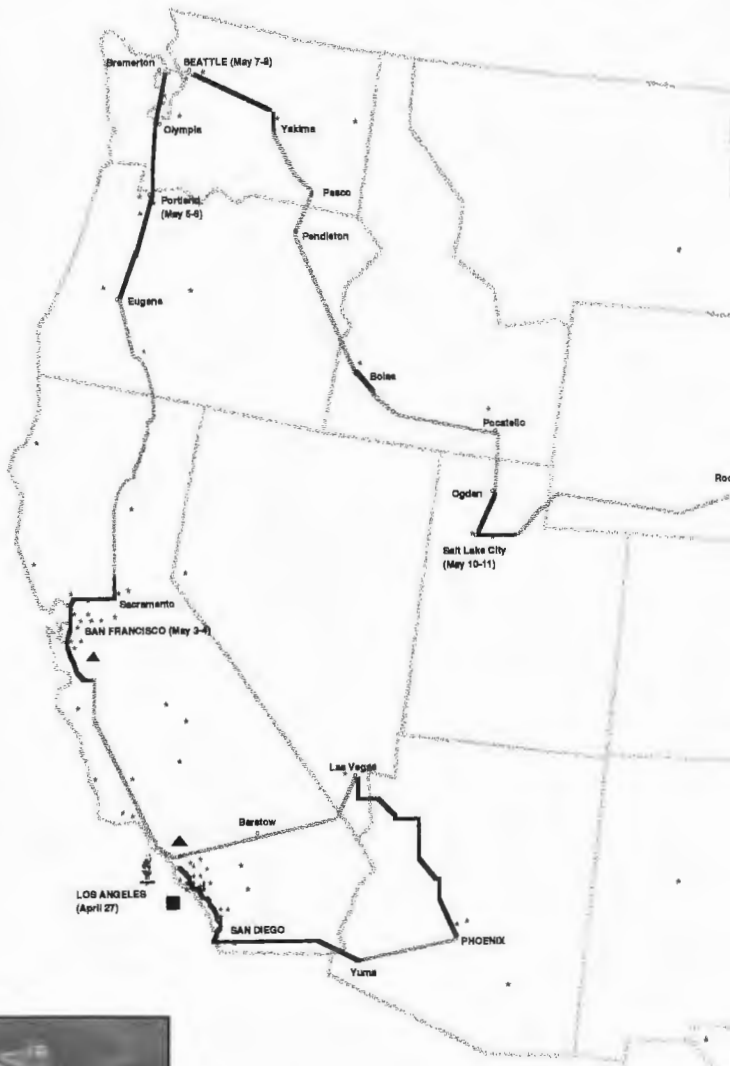
BMW is the Official Provider of Mobility for the Olympic Torch Relay and will provide automobiles, motorcycles and bicycles for the Torch Relay which begins April 27 at the Los Angeles Coliseum and ends July 19 at the Olympic Stadium in Atlanta. The BMW commitment is comprised of more than 30 BMW Z3, 3-, 5- and 7-Series automobiles, with most of these vehicles being manufactured in the United States at the BMW production facility in South Carolina. BMW motorcycles will serve as official marshaling vehicles for the Relay, escorting the torchbearers and managing traffic along the route.

In many communities across the country, BMW dealers will host special events to commemorate the Olympic Games and the appearance of the Olympic Flame in their communities.

BMW commissioned a graphic artist to superimpose the Torch Relay route on the body of the 3-Series. Starting with Los Angeles on the left, front quarter panel, the design continues along the Torch route, around the car until reaching the right, front quarter-panel, where Florida lies. Washington State is on the driver's side door. A dotted line, representing the actual route of the Flame, will connect each state to another. A map of the State of Georgia, site of the 1996 Olympic Games, will be placed prominently on the hood of the car, symbolizing the final stop in the Torch Relay.

BMW is an official sponsor of the 1996 Summer Olympic Games, and serves as the Official International Automobile, Official Motorcycle and Official Mountain Bicycle of the Games.

— BMW NA Press Release



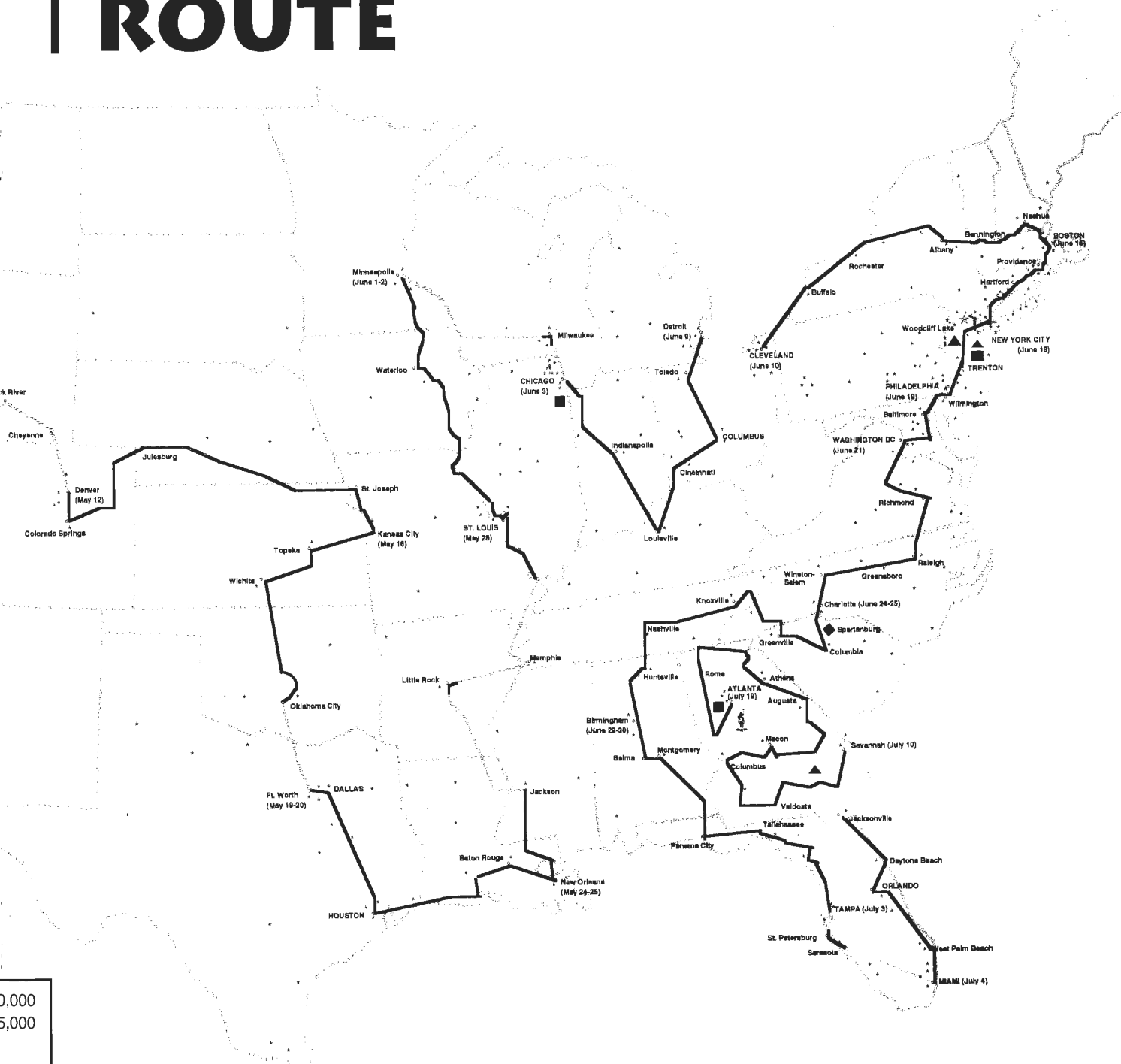
BMW unveiled the Olympic "Signature" Car on January 5, 1996.



LEGEND

Number of States	42	Number of Runners	10
Number of Cities	335	Number of Miles	11
BMW Dealerships Within 40 Mile Radius of Torch Relay Route (221)			
Additional BMW Dealerships (125)			*
Parts Distribution Center			*
BMW Headquarters			★
BMW Regional Office			■
Vehicle Preparation Center			▲
BMW Manufacturing Facility			◆

1996 OLYMPIC TORCH RELAY ROUTE



0,000
5,000

BMW PRESS CONFERENCE

BMW held their press conference at the LA Auto Show on January 5th. The conference was opened by Tom McGurn, who spent the last three years in BMW's LA office. Tom is now back at Montvale after receiving a promotion to head of public relations for all of BMW's North American activities.

Tom first introduced Dr. Helmut Panke, CEO of BMW Holdings. Dr. Panke started by reviewing the results of 1995. In what he termed a very successful year, Dr. Panke revealed that BMW sales in Canada were 5,245, a small increase. Sales in the United States were 93,309, a 10% increase over 1994. This was BMW's second best year in the US ever, being topped by only 1986. Once again in 1995, BMW was the number one luxury import brand.

Dr. Panke noted that 3-series sales were up 11%. Sales of the 5-series were down 6%, which was presented as a positive, since 1995 was the last full year for this version of the 5. Seven-series sales were also up. The 8-series was not mentioned. Sales of the M3 were 5,800, which was more than all Porsche models.

Other accomplishments for 1995 were noted. Manufacture of 318s continued and increased during the year at the South Carolina plant. The first Z3s were also built and by year end over 1,000 had been shipped overseas.

Panke went on to make the point that every BMW is a driver's car and reflected the company's core values. He then introduced Victor Doolan. Although Doolan is the CEO of BMW of North America, Panke introduced him as "in charge of sales and marketing." And, evidently, that's what he is in charge of.

Mr. Doolan first touted the fact that 77% of BMWs are now sold through exclusive dealerships. He noted that exclusives are more profitable than duals and do a better job. He said that BMW would continue to push for more exclusives.

Doolan summed up the BMW product line for 1996 as "all new." All the engines have been upgraded. The new 2.8-liter motor has 14% more torque than the 2.5-liter it replaces, but achieves 6% better fuel economy. The 540i and 740i now have 4.4-liter engines with similar results.

The Z3 will be available in

dealerships late in the first quarter of this year, a small delay from the original target date of February 14th. The Z3 will be exported from the Spartanburg plant to over 100 markets. Doolan said that the Z3 fills a new market niche aimed at the "young at heart" who need both their emotional and technical needs met.

Mr. Doolan said the theme of 1996 for BMW was "world class performance." Following this theme is BMW's sponsorship of the 1996 Olympic Games. The Olympic torch is scheduled to arrive in Los Angeles from Athens on April 27th. The new 5-series is to go on sale on this same date. The 528i is already on sale in Europe. Doolan said that both the 528i and 540i would be available on April 27th. The 540i is to be available in the US before it goes on sale in Europe. In fact, the 540i was making its world debut at the LA and Detroit Shows.

BMW will be sponsoring the torch relay from Los Angeles to Atlanta. Taking a very circuitous route, the torch will pass through 42 states and cover 15,000 miles. All the way, the runners will be accompanied by BMW automobiles and motorcycles. Local BMW retailers will be holding celebrations as

the torch relay passes through their area. Upon arrival in Atlanta on July 19th, the car will be displayed at the Games. Later, it will be exhibited at the Zentrum in Spartanburg.

The other point stressed by Mr. Doolan was BMW value. He said that the new 528i, when comparably equipped, would be 5% less than the 530i it replaces. The 540i will be 6% less.

During the question and answer period at the end of the press conference, both Panke and Doolan addressed a few other items. They claimed to have taken deposits on 9,000 Z3s. They would not admit to the development of a Z3-based coupe, but did say a hardtop would be available late in 1996. When asked about a BMW sport utility vehicle to be developed with Rover, Dr. Panke said that there would not be a BMW-badged Rover. Instead, they will be working hard to enhance the Land Rover brand. He did not discuss a different concept of SUV that might be sold exclusively by BMW.

All in all, 1995 was a very good year for our favorite brand of car and 1996 should be better still.

— David Lightfoot



Dr. Helmut Panke, left, and Mr. Victor Doolan, right, address the press.



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Wanted: More Isettas

This past October an idea surfaced, "What about offering a separate class in the Club's annual concours for the BMW Isetta?" To attain any degree of success with this idea we certainly would need more than the two Isettas that made their way to 1995 event. Believe it or not, there are a number of these little cars hidden about in our area and it would be nice to see a group of them in a line-up. The initial step was to contact some known Isetta owners in the greater Seattle area and see if they were interested in attending. I used a membership listing from the national *Microcar Club* to contact owners in the Northwest by mail in November and included a short questionnaire to fill out and return.

The response to this mail-out was fairly good, resulting in some commitments for exhibiting at this year's concours on July 28 and at the same time brought in some applications for membership to our club. Owners of both 300 and 600 models indicated interest, and plans are underway to search further in hopes of contacting other owners who were not listed in the *Microcar* membership roster. The BMW 700 would also be included in this new class. The bottom line of the new format will be the

separation of the air-cooled BMWs from the 02s and Senior Sixes in the Early Series class. This separation should be welcomed by owners on both sides of the fence and will most certainly eliminate the "apple and orange-comparison" headaches for the judges while providing an interesting and unique addition to the event.

Besides the official participation in the concours, there will be one other event made available to Isetta owners in the spring. A Saturday (or Sunday) outdoor gathering encompassing both a picnic and an informal parts exchange meet for bubble cars. This function would be hosted by the Isetta owners in our BMW club but the participation of other micro cars such as Messerschmitt, Heinkel, Fiat, Crosley and such, would be strongly encouraged. The exact location and date will be announced in an upcoming issue of *Zundfolge* but it appears at this writing that May is the month and Greater Seattle the locale. Our hopes are for this to become an annual event, but we also suspect it might take a couple years for this to really take hold. Any questions or offers of volunteering please call me at 206-324-3701.

— Milo Johnstone

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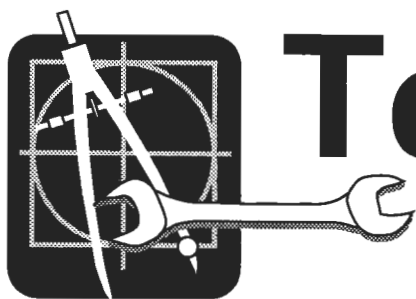
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Technik

edited by Greg Mierz

Cold weather places a great burden on your car's starting system. This month I'm presenting a battery FAQ written by Bill Darden.

A word of caution: Batteries contain a sulfuric acid electrolyte which is a highly corrosive poison and produces gasses that will explode if ignited. When working with batteries, you need to remove jewelry, wear protective clothing and eye wear, and exercise caution. Follow the manufacturer's instructions for testing, jumping, installing and charging. This FAQ assumes a 12 volt negative ground system. For six volt batteries, divide the voltages by two.

CONTENTS

1. WHAT IS THE BOTTOM LINE?
2. WHY BOTHER?
3. HOW DO I TEST A BATTERY?
4. HOW DO I KNOW IF THE CHARGING SYSTEM IS OK?
5. WHAT DO I LOOK FOR IN BUYING A NEW BATTERY?

1. WHAT IS THE BOTTOM LINE?

A. Check specific gravity in each cell and remove surface charge before load testing,

B. Retest after deep discharges or jump starts,

C. Recharge slowly at 14.6 volts,

D. Buy the freshest and largest reserve capacity, non-sealed car battery that will fit with a CCA rating for your climate that meets or exceeds the car's OEM cranking amps requirements, and

E. Perform preventative maintenance, especially during warm weather.

2. WHY BOTHER?

Because only the rich can afford cheap batteries....

A good quality car battery will cost between \$50 and \$100 and, if properly maintained, will give you four to eight years of service.

3. HOW DO I TEST A BATTERY?

A. Visually inspect for obvious

problems, e.g., damaged case, corrosion, loose hold-down clamps or cable terminals, or low electrolyte.

B. If you have just recharged your battery or driven your car, eliminate any surface charge by one of the following methods; otherwise, go to the next step:

1. Allow the battery to sit for two to three hours,
2. Turn the headlights on high beam for three minutes and wait five minutes before further testing, or
3. With a battery load tester, apply a 150 amp load for 10-15 seconds.

C. Using the following table, determine the battery's state-of-charge. The best way to measure the state-of-charge is to check the specific gravity in each cell with a hydrometer. A temperature compensating hydrometer can be purchased at a auto parts store for approximately five dollars. If the battery is sealed (maintenance free), the correct procedure to test it is to measure the battery's voltage without the engine running with a good quality digital DC voltmeter.

Some sealed batteries have built-in hydrometers. They are not good testing devices because they only measure the state-of-charge in one of the six cells.

If the state-of-charge is below 75% using either test, then the battery needs to be recharged before proceeding. If there is a .050 or more difference in the specific gravity reading between the highest and lowest cell or the battery will not recharge to 75% or higher, then the battery should be replaced.

Battery Voltage	Approximate State-of-charge	Average Cell Specific Gravity
12.66	100%	1.265
12.45	75%	1.225
12.24	50%	1.190
12.06	25%	1.155
11.89	0%	1.120

Note: If the temperature of the electrolyte is below 70 degrees F, then add .012

volts (12 millivolts) per degree below 70 degrees F.

D. If the battery's state-of-charge is at 75% or higher, then load test the battery by one of the following methods:

1. Turn the headlights on high beam for six minutes,
2. Disable the ignition and turn the engine over for 15 seconds with the starter motor,
3. With a battery load tester, apply a load equal to one half of the Cold Cranking Amp (CCA) rating of the battery, or
4. With a battery load tester, apply a load equal to one half the Original Equipment Manufacturer (OEM) cranking amp specification.

During the load test, the voltage on a good battery will *not* drop below 9.7 volts with the electrolyte at 80 degrees F. (If the electrolyte is above 80 degrees, add .1 volt for every 10 degrees above 80 until you reach 100 degrees. If below 80 degrees, subtract .1 volt for every 10 degrees until 40 degrees.) After the load is removed, the battery should "bounce back" to the 50% state-of-charge level or above. If the battery drops below minimum test voltage, does not bounce back or will not start the engine, then you should replace it. If it passes this test, you should recharge your battery to restore it to peak performance.

4. HOW DO I KNOW IF MY CHARGING SYSTEM IS OK?

When the charging system fails, usually the alternator light will come on. With a good battery and the engine running at 2000 RPM or more for two minutes, depending on the load and ambient temperature, the voltage will increase to between 13.0 and 15.1 volts. Other factors affecting the charging voltage are the battery's age, state of charge, and electrolyte level and purity. A loose alternator belt or bad diode will significantly reduce the alternator's current output. If the battery tests good after being externally recharged and you are still having problems keeping it charged, then have the alternator's output voltage and current and car's parasitic (key off) load tested.

5. WHAT DO I LOOK FOR IN BUYING A NEW BATTERY?

A. The most important consideration is the battery's **CCA rating** (Cold Cranking Amps). CCAs are the discharge load measured in amps that a fully charged battery at 0 degrees F can

deliver for 30 seconds and while maintaining the voltage above 7.2 volts. Batteries are sometimes advertised by their Cranking Amps (CA) measured at 32 degrees F or Hot Cranking Amps (HCA) measured at 80 degrees F, which are not the same as CCA. Do not be misled by CAs or HCAs. To convert CAs to CCAs, multiply the CAs by .8. To convert HCAs to CCAs, multiply HCAs by .69. In hot climates, buying batteries with double or triple the CCA ratings that exceed the OEM requirement is a waste of money. However, in colder climates the higher CCA rating the better, due to increased power required to crank a sluggish engine and the inefficiency of the cold battery. One of the major manufacturers, Exide, publishes the following table:

Available Power From Battery	Temperature degrees F	Power Required To Crank Engine
100%	80	100%
65%	32	155%
40%	0	210%
25%	-32	350%

If more CCA capacity is required, two 12 volt batteries can be connected in parallel.

B. The next most important consideration in buying a battery is the **Reserve Capacity** rating because of the effects of an increased parasitic or "key off" load produced by electrical devices, e.g., fans, clocks, computers, etc., that operate after the engine is stopped. RC is the number of minutes a fully charged battery at 80 degrees F can be discharged at 25 amps until the voltage falls below 10.5 volts. More RC is better in every case. For example, if your car has a 360 OEM cranking amp requirement, then a 450 to 500 CCA rated battery with 120 minute RC would be more desirable in a warm climate than one with 700 to 800 CCA with 90 minutes of RC. If more RC is required, two six volt batteries can be connected in series or two 12 volt batteries can be connected in parallel.

C. The two most common types of car batteries are non-sealed (low maintenance) and sealed (maintenance free). A sealed (maintenance free) battery will *not* allow you to test the specific gravity with a hydrometer or add distilled water when required. Sealed batteries are more prone to deep discharge failures, but require less preventative maintenance. Some manufacturers have introduced a "dual" car

battery that combines a standard battery with switchable emergency backup cells. For about the same cost, a better approach is to buy two batteries and isolate them.

Car batteries are specially designed for high initial cranking amps (usually for five seconds) to start a car; whereas, deep cycle or "marine" batteries are designed for prolonged discharges at lower amperage. A "dual marine" battery is a compromise between a car and deep cycle battery. However, a car battery will give you the best performance in a car. For RVs, a car battery is used to start the engine and a deep cycle battery is used to power the accessories. The batteries are connected to a diode isolator and recharged by the RV's alternator.

D. Manufacturers build their batteries to an internationally adopted BCI group number (24F, 35, etc.) specification, which is based on the physical case size, terminal placement and terminal polarity. The OEM battery group number is a good starting place to determine the replacement group.

Within a group, the CCA and RC ratings, warranty and battery type will vary in models of the same brand or from brand to brand. Batteries are generally sold by model, so the group numbers will vary for the same price. This means that for the same price you can potentially buy a physically larger battery with more RC than the battery you are replacing.

Be sure that the replacement battery will fit, the cables will connect to the correct terminal, and that the terminals will not touch the hood when closed.

The battery manufacturers publish application guides that will contain the

OEM cranking amp and group number replacement recommendations by make, model and year of car, and battery size, CCA and RC specifications. Manufacturers might not build or the store might not carry all the group numbers. To reduce inventory costs, dual terminal "universal" batteries that will replace several group sizes are becoming more popular. The four largest domestic battery manufacturers are Johnson Controls (Interstate, Motorcraft, Energizer, older Diehards), Delco (Sears, newer Diehards), GNB (Champion) and Exide (NAPA).

E. Determining the "freshness" of a battery is sometimes difficult. Never buy a battery that is more than six months old. The date of manufacture is stamped on the case or printed on a sticker. It is usually a combination of alpha and numeric characters with letters for the months starting with "A" for January (skipping "I") and digits for the year, e.g., "F5" for June, 1995. Like bread, fresher is definitely better.

F. As with tire warranties, battery warranties are not necessarily indicative of the quality or cost over the life of the car. Manufacturers will prorate warranties based on the list price, so if a battery fails half way or more through its warranty period, buying a new replacement might cost less. The exception is the free replacement warranty period. This represents the risk that the manufacturer is willing to assume. A longer free replacement warranty period is better.

We will print the second half of this FAQ next month.

See ya Bimmer friends.

Greg Mierz

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1996 M3, After All

BMW has changed its corporate plan for the '96 M3 for America. The previous plan was to build M3s through the end of 1995. These cars would be sold until the 1997 M3 was introduced in May '96.

Here's the new plan: The M3s built during 1995 are '95 models and will be sold until the supply is exhausted. In April, production of the U.S. market 1996 M3 will begin. These cars will begin to show up at U.S. dealers towards the end of May. The '96 model M3 will have a 3.2-liter engine, up from the 3.0-liter in the '95 M3. No horsepower or torque figures are available yet. The U.S. model will retain the simple valve gear used in the '95 model in order to keep prices reasonable. The coupe will come first with the sedan to follow later.

The '96 U.S. M3 will be a rare bird: production will go only from April until the factories close in August for vacations. When production resumes in September, the '97 model M3 run will begin. Expect to see the '97 M3 at a dealer near you in late October or early November.

BMW NA is negotiating with insurance companies to drop their rates on BMW cars based on the safety and security records of BMW owners. Allstate recently lowered their rates on 5 and 7-series cars. (*AutoWeek*)

The BMW 328i/M3 once again made Car & Driver's 10 Best Cars list. The 3-series is almost a permanent resident of this distinguished group.

Dennis Ryan

We note with sadness the passing of Dennis Ryan. Dennis was an active BMW CCA member who lived in the Denver area. He was a fireman by occupation, but his passion was BMWs. He was the keeper of the 02 Touring Register and owned one of the world's largest collections of BMW models. He died by his own hand on Christmas. He was 51.



The very rare M3 Lightweights have finally made it to showrooms. This one was spotted at BMW Seattle.

A new small BMW, code-named E48, will be slotted below the 3-series. The probable name is, uh, 2-series! It will likely be front-drive and use a transverse 1.4 or 1.8-liter engine. (Roundel)

McLaren (BMW) F1

Interesting news about the world's fastest road car: BMW is to take over the McLaren F1 road car project according to *Road & Track*. This has given rise to speculation that BMW will return to Formula 1 racing in 1998 using a Gordon Murray-designed chassis and an engine developed by BMW M.

And, since BMW is taking over the F1 road car project, will it be sold through BMW dealers? Maybe. It is known that the car has been undergoing testing to determine if it could be made U.S.-legal. Although never intended for North America, the U.S. has the most potential customers. And now, America has its own autobahn in Montana. BMW dealers would be the most likely distribution channel.

Meanwhile, McLaren has delivered just 44 F1s, and has orders for 33 more, according to *AutoWeek*. They say McLaren will halt production at 100, rather than the 350 planned. A limited edition LM version will be made to commemorate the '95 LeMans victory. Limited as in five cars. Each will have 668 horsepower (41 extra), weigh 167 pounds less and be capable of 3.0 second 0-60 mph times. The cost is \$1,207,450 per car.

One last tidbit. The McLaren F1 that won LeMans was detuned because the race limits horsepower to 600. Standard street cars are faster than the LeMans winner.

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At Geneva in March, BMW will show a Z3 powered by a 2.8-liter 193-hp six-cylinder. That will be followed next year by a BMW Motorsports M-edition pumping 326 hp. The six-cylinder versions have redesigned front and rear bumpers and bigger wheels than the four-cylinder Z3. (AutoWeek)

Z3 News

European Car says the Z3 Coupe will sport 2+2 seating and a large rear door. They also say to expect a V6 engine (seems unlikely to us). Of course, they go on to say to expect the M version to use the old M5 motor. This seems very unlikely since this motor was recently retired after a very long career.

Automobile called the Z3 "the best small sports car in the world . . . for now." In other words, the Mercedes SLK and Porsche Boxster will be here within a year to provide competition. Of course, by then the 2.8-liter version of the Z3 will be here offering 193-hp.

Automobile says the M version will get a 310-hp, 3.0-liter six cylinder motor which "promises to eat any SLK or Boxster for breakfast." The M version may actually debut *before* the garden variety 2.8-liter version. The 2.8 Z3 will be seen in '97. Also due in 1997 is the Z3 coupe. The hatchback should be practical and pretty. Think of a smaller XK-E.

IRL for BMW?

A BMW spokesman says the company is looking at Tony George's Indy Racing League as one of its motorsports options. The four-liter formula fits well with BMW's V8 engines. (AutoWeek)

Just 4 How Much?

The JUST 4/2 concept car BMW showed at the Tokyo show would sell for \$28,000 to \$35,000 if it were produced, says Automobile. Car & Driver says the price would be more like \$16,000 to \$24,000. That's more like it.

Rover vs. BMW

BMW considers its engines to be its greatest asset. But, while BMW wants to put its motors in Land Rovers, the Land Rover engineers want to continue using the aged ex-Buick V8. A stalemate has resulted. Meanwhile, experimental Land Rovers are running with the BMW 4.4-liter V8 in place. And Wolfgang Reitzle, chairman of Rover and number two at BMW, has as his daily driver, a Land Rover with a 5.4-liter V12 with 326 hp! (BMW Car)

BMW in South Africa

BMW AG said it would invest about \$274 million in the next four years in its South African subsidiary. (NY Times)



Traditional BMW touches, such as the prominent swage line at the sides and the kidney-shaped grille, remain. The sedan, with a slightly longer wheelbase and length than the current 3-Series, has more cabin and trunk space. When introduced, it will be sold alongside the existing coupe, cabrio and compact until each of those is replaced. Munich insiders say that rather than introduce the whole line at once every seven years, BMW plans to debut a new E46 model each year until the line is complete, thus keeping showroom traffic brisk. (AutoWeek)

BMW is testing the next-generation 3-Series sedan, for U.S. delivery in fall 1998. Codenamed E46, it's designed by American Chris Bangle, who opts for a sleeker, more cab-forward shape.

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Z3 Coupe

The coupe version of the Z3 roadster continues its development, despite official denials. Think of the old MGB GT. (Car & Driver)

Baring Her Soul

Reuters news agency reports that a woman whose mother died in a car crash stood naked in front of a thousand worshippers, interrupting a church service marking the 100th anniversary of Britain's car industry. Her body daubed with slogans, the woman said at Coventry Cathedral: "In the spirit of Lady Godiva I'm here to mourn the death of my mother and the 17 million people killed directly by the motorcar." Lady Godiva is the English noblewoman who reportedly rode naked through Coventry in the 11th century to protest taxes. (New York Times)

BMW's CEO: A Short Bio of Bernd Pischetsrieder

A native Bavarian, the 47-year old Pischetsrieder joined BMW in 1973 as a production planning engineer. He didn't keep that job long, and was promoted to head the operations control department in 1975.

In 1982, Pischetsrieder was sent to BMW's proving ground for rising young executives — the South Africa factory where he spent three years as Director of Production, Development, Purchasing and Logistics. Pischetsrieder passed the test and began to show his first signs of straying out of the typical engineer mold: He met with activist Nelson Mandela, now South Africa's president, in prison. "That's why Mandela's first car after his release from prison was a BMW" says a Pischetsrieder colleague. After returning to Germany in 1985, Pischetsrieder was made Head of Quality and then Head of Planning two years later.

In June of 1990, he was made Deputy Member of the Executive Board and put in

charge of production — a job who won him his medals and promotion to Chairman. BMW claims it has the most just-in-time assembly and best coordination among factories in Germany. The company gives much of the credit to Pischetsrieder, who became Chairman in 1993.

As Chairman, his underlings says Pischetsrieder is demanding and analytically thorough, true to his training. But he meets with union leaders, involves the company in environmental issues and is a team player. Nearly all crucial decisions are made with his right-hand man, Wolfgang Reitzle, Head of Product and Purchasing and also Chairman of the Rover Group, who is described as the more emotional and animated member of the duo.

For fun, Pischetsrieder climbs hills, skis and spends weekends in the nearby Alps. He is a prolific reader with a keen interest in ancient cultures like the Egyptians and the Incas. "He needs to understand the logistics and management of societies without technology and how they ran things", said a BMW spokesman. Seems to me they picked the right person for the job! (Leif Anderberg in *Whispering Bomb*)

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What we have here, is an interior shot of a 540i with a Steptronic transmission. Now, of course, you can't buy a 540i with a Steptronic and BMW hasn't even announced plans for one. This little number was spotted cold weather testing in Alaska.

Car Talk

Bill Muse the Younger, son of longtime member Bill Muse (the Older? Senior?), had his letter read on a recent Car Talk radio program. Younger Bill is looking for a BMW by the way, so we may get him in the club eventually. He's been a GM man, but he doesn't appear to be terminal. Anyway, the discussion had to do with the use of McDonald's restaurants for haircuts and to use the restrooms, even if one didn't buy food.

TOM: And I'll just read one paragraph from another letter from Bill Muse from, uh, where's he from, from 98118 . . .

RAY: Yeah, California some place.

TOM: Wherever the hell that is. He says, "My theory is that McDonald's wants you to stop in and empty, that you might refill and maybe grab some fries. It's part of the corporate strategy. They make a point of having clean restrooms and trumpeting that fact, and they sell soft drinks in cups so large that the smallest is still twice the size of the adult driver's bladder. Indeed, my recent trip was an exercise in liquid recycling, transferring gallons of Diet Coke in my body from McDonald's to McDonald's like some kind of confused smuggler." (Much laughter.) Well, I guess we've solved that little issue.

RAY: We certainly have, and I'm glad that we have put America's mind, collective minds, at ease.

BMW R1100 RT

Seventy-five years after BMW unveiled its flat-twin boxer motorcycle, Max Fritz's horizontally opposed concept still provides the basis for one of the most popular touring motorcycles available. The latest version, the RT1100RT, was introduced at the Frankfurt Show in September. Its 1085-CC two-cylinder engine uses four valves per cylinder and Bosch Motronic engine management to produce 90 horsepower. The chassis features a front control arm that pivots from the engine crankcase and joins fork sliders above the front wheel, as well as BMW's Paralever rear suspension and shaft drive. ABS and radial tires are standard.

Perhaps the most interesting part of the R1100 RT is its full-coverage aerodynamic fairing. Because the windshield adjusts electrically through a 6.1 inch range depending on speed and rider height, the fairing provides a comfortable environment for the rider and passenger. Special ducting allows the rider to deflect warm air to vents near the hand grips for cold-weather riding. BMW's latest touring bike shows the same attention to detail that has made its cars so popular with enthusiasts. (*Automobile*)

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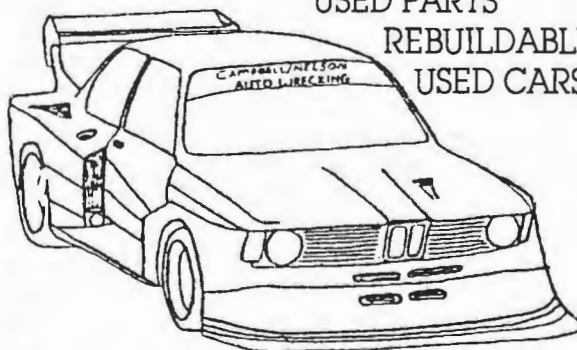
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Miscellaneous

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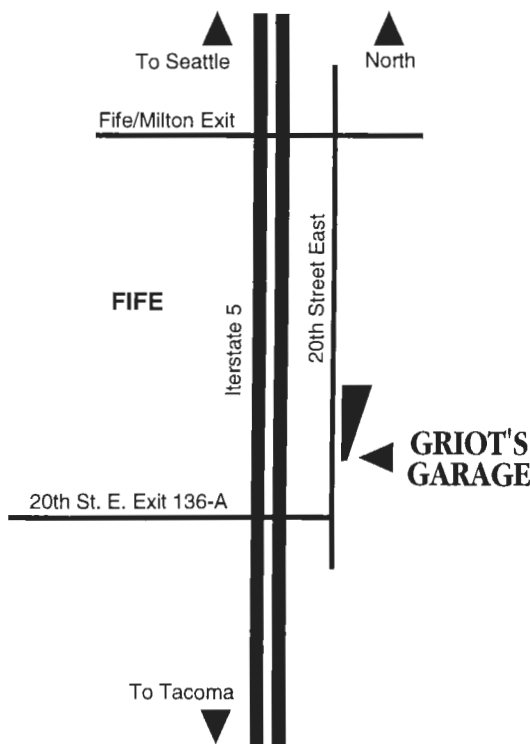
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