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Zündfolge



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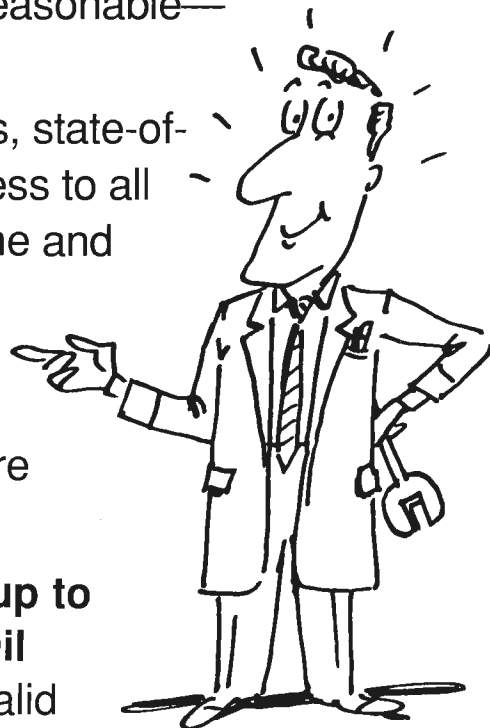
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Zündfolge

Volume 26 Number 3 March 1996

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Zundfolge is published monthly except November by the BMW ACA Puget Sound Region. Office of Publication: 2641 39th West, Seattle, WA 98199. USPS publication number 715250. Subscriptions are \$10 annually (available only as part of the \$25 membership fee). Second Class postage paid at Seattle, WA. Postmaster: send address changes to *Zundfolge*, POB 1259, Bellevue, WA 98009.

Boilerplate

This magazine is the monthly publication of the BMW ACA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

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Calendar

March 26	General Meeting - Video Night at the Lake Washington Grillhouse & Taproom.
March 29	Deadline for the April <i>Zundfolge</i> .
April 4	Board Meeting hosted by Greg Mierz; 7:00 pm start time.
April 20	Driving School at Bremerton Raceway.
May 24 - 26	Classic Motorcar Rally. Contact Arnie Taub at 17610 NE 8th Place, Bellevue, WA 98008.
June 8	Driving School at Seattle International Raceway.

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

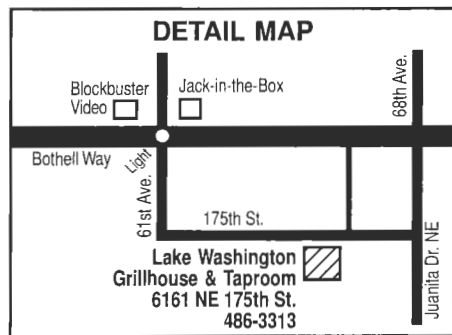
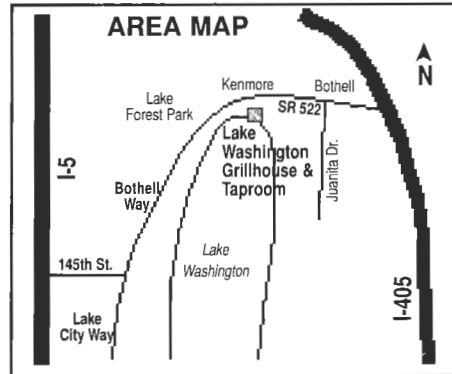
March Video Night, March 26

As mentioned in last month's magazine, we've made plans for a video night at a popular local roadhouse, the Lake Washington Grillhouse & Taproom in Kenmore. We'll be featuring two videos of interest. One is titled "Once in a Lifetime" and is subtitled "Making BMWs in the USA." It covers the story of Spartanburg from ground breaking through the Z3. It is professionally done and very interesting. It features the training of the Americans in Germany and interviews with BMW's top brass. There is lots of footage from inside the factory. Fascinating.

The other video is coming straight from BMW NA and at press time we haven't previewed it. It is specifically about the development of the Z3 roadster. This should be interesting, too.

In addition, we have a few items that arrived too late to be auctioned off at the banquet so we will auction them at this meeting. We have reserved the activity room to the right (through the bar) as you enter. We'll start the auction around 7:00 pm with the movies to follow. If you arrive before 6:00 pm, you can order from the regular dinner menu; at 6:00 pm we will switch to the bar menu which is quite extensive. Of course, there are lots of micro-brews on tap. Adjacent is a map for directions. See you there!

— Stephen Niver



Join Us

Each year at the annual banquet, just prior to the introduction of the guest speaker, we spend a couple of minutes introducing the members of the Board of Directors for our club for the previous year and current year. There is often some humor as many board members are introduced twice - as previous and new board members. Occasionally there are questions as to why we do not have elections for board positions. As you well know, our club is a volunteer organization; while each year we seek new board members, there are few volunteers. I haven't seen a situation where there is more than one person interested in any position.

While many of the board members do not change from year to year, this is not from a lack of seeking new persons to fill these positions. This year we have had two members join the board; from my limited experience, this is unusual. In the past three years there have been only two new board members! The board has been very flexible in defining positions to fit the needs of the club and the skills and interests of members volunteering to serve. We attempt to accommodate any person who wants to become more active in the club; in fact, there is currently open a position for membership promotion. I would like to encourage any member who wants to serve our club to contact me or any board member; we'll find a place for you.

At the banquet, when some of the old and new board members were announced, there were some knowing looks exchanged. Many of you have previously been members of the board and understand the situation. I appreciate what you have accomplished and hope that the current board can make improvements and continue to have our club recognized as one of the best. For you members who have not yet volunteered, try it. You'll like it!

— Stephen Niver

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Stalls

By Thomas B. Nast

Snow Job

The recent spate of bad weather makes one lament the passing of the 325ix. Taking the long view, this is a car which pays for itself maybe one week a year, and by summertime it hardly seems worth the extra maintenance and weight penalty. But this time of the year the ix looks a lot better than its 2WD brethren, especially if you are a skier. (I do not personally condone skiing, preferring warmer and safer activities such as motorcycling, but I do recognize that some people actually enjoy getting frostbitten in an effort to avoid breaking their bones.)

The following tale, attributed only to "a New Orleans newspaper" via "Stalls" non-reader Donna McNamara, merely reinforces my views on winter sports.

"A friend just got back from a holiday ski trip to Utah with the kind of story that warms the cockles of anybody's heart. Conditions were perfect, 12 below, no feeling in the toes, basic numbness all over. The 'Tell me when we're having fun' kind of day.

"One of the women in the group complained to her husband that she was in dire need of a restroom. He told her not to worry, that he was sure there was relief at the top of the lift in the form of a powder room for female skiers in distress. He was wrong, of course, and the pain did not go away. If you've ever had nature hit its panic button in you, then you know that a temperature of 12 below zero doesn't help matters. So with time running out, she weighed her options.

"Her husband, picking up on the intensity of the pain, suggested that since she was wearing an all-white ski outfit, she should go off in the woods. No one would ever notice, he assured her. The white will provide more than adequate camouflage. So she headed for the tree line, began disrobing and proceeded to do her thing. If you've ever parked on the side of a slope, then you know there is a right way and a wrong way to set your skis so you don't move. Yup, you

got it. She had the skis positioned the wrong way. Steep slopes are not forgiving, even during embarrassing moments. Without any warning, the woman found herself skiing backward, out of control racing through the trees, somehow missing all of them, and on to the slope. Her derriere and the reverse side were still bare, her pants down around her knees, and she was picking up speed all the while she continued on backwards, totally out-of-control, creating an unusual sight for the other skiers.

"The woman skied, if you define that verb loosely, back under the lift, and finally collided violently with a pylon. The bad news was she broke her arm and was unable to pull up the ski pants. At long last her husband arrived, put an end to her nude show, then went to the base of the mountain and summoned the ski patrol, who transported her to a hospital.

"In the emergency room she was regrouping when a man with a broken leg was put in a bed next to hers. 'So, how'd you break your leg?' she asked, making small talk.

"It was the darndest thing you ever saw,' he said. 'I was riding up this ski lift and suddenly I couldn't believe my eyes. There was this crazy woman skiing backwards out of control down the mountain with her bare bottom hanging out. I leaned over to get a better look and I guess I didn't realize how far I'd moved. I fell out of the lift.'

"So how'd you break your arm?"

The problem, of course, is that people are not built to slide along snow at high rates of speed. But such a fate should not befall a creature designed for winter weather, say, for example, a penguin. The absurdity of people, or their cars, being better able to negotiate antarctic conditions than a penguin inspired some recent BMW advertising. These ads, featuring BMW's highly successful traction control feature, debuted on the most recent Super Bowl, according to my informants.

Now, every time I see such displays of penguins I have a Pavlovian association

with Monty Python ("Intercourse the penguin"). This sort of free association is apparently also the downfall of "Stalls" non-reader Felipe Payet, who penned the tale of "The penguin and the 328i."

"You all have probably seen the TV and print ads of the 328i and the penguin, right? Well, it turns out our little friend had a little adventure recently . . .

"The penguin was driving his new 328i up and down snow covered hills, experimenting with the car's traction control and ABS, when the car inexplicably stalled.

"He picked up his cellular phone and called Roadside Assistance. His car was quickly towed to the nearest dealer, where the mechanic told him he would need a couple of hours to check out the car.

"The penguin, being a good-natured bird, didn't complain but wandered off to find the closest supermarket.

"He proceeded to the frozen foods section and hung out near the fish sticks. After an hour he got in the freezer next to the vanilla ice cream and ate several gallons. Then he saw the time and went back to the garage covered in ice cream.

"The mechanic walked over to him wiping his hands and shaking his head saying, 'It looks like you blew a seal.' Blushing, the penguin said, 'Oh no! It's just ice cream.'

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Uh, Houston, No Problem . . .

No, this isn't BMW's space shuttle. It just looks that way. This is a little creation whipped up by BMW Individual. They call it the 750iL High Class. It's basically a 750iL with every conceivable electronic and comfort

gers.

There are a few items you can't see in the photo: The glove box holds a fax machine. The B-pillar has shelving and, on the right side, a cordless phone. Counting the fax, that's three cellular

The leather upholstery is black and mulberry. Wool carpets are mulberry, trimmed in blue leather. The trim is a special walnut root wood. There are tissue boxes in the rear doors.

The exterior is done in high gloss

black. Wheels are massive 9.5 x 18 forged spoke alloys. There's a tail camera integrated in the rear light.

So you're asking, "Where can I sign up?" Well, getting an Individual car in the U.S. isn't impossible, but it's close to impossible. The dealers have no information, prices or forms to order cars from BMW Individual. It is possible to do, but difficult. And Individual Cars are only available via European delivery. Just a couple of catches. First, they can't tell you when the car will be available. Not even approximately.

The second minor problem is that a lot of the orders are screwed up. Even in Europe, where the program is supposed to work, it doesn't work. And we're not talking minor screw ups. We're talking a car ordered black being painted white. Small things like that.

So maybe we Americans will wait until the bugs get worked out. In the meantime, I bet

there are aftermarket vendors that would be happy to add all the electronics found on the 750iL High Class to your stock 750iL. For a price. Just call it the 750iL Big Bucks.

— David Lightfoot



goodie imaginable.

The photo, here and on our cover, shows the standard 750iL interior plus the in-dash navigation system, the specially mounted cell phone and the VCR and monitor for rear seat passen-

phones. The stereo has a remote control unit and special high-end ear phones. The rear compartment has special reading lamps. In the middle console one will find a cool box (for champagne) and an uncooled bar compartment.

School Days

As winter is drawing to a close (hopefully), it's time to start getting ready for many BMW owners' favorite pastime, driving their cars at the track! We have seven dates set for this year at SIR and Bremerton Raceway. Watch next month's magazine for a list of dates and locations.

Our first event is set for Saturday, April 20th, at Bremerton Raceway. This will be our first school of the year and will be geared towards the novice student. However, this is a great opportunity for you more experienced drivers to get out and work on skills that have not yet been perfected (trail braking?) and polish off the rust that's accumulated over the winter.

As I mentioned, this is primarily a novice school. Essentially a novice is someone who has little or no experience driving on a race track. Although the school is held at a race track, and we teach race car driving techniques, this is not a racing school. Our objective is to make you a safer, competent, and more confident driver.

When I attended my first club school several years ago, I considered myself, like most people, to be a good driver. By the end of the day, I was quite humbled, realizing that I didn't know squat about the proper way to drive a car. The school will bring your driving skills to a whole new level. The real bonus comes when you realize what your BMW is capable of doing. I believe you will leave the school with a new found appreciation for your car.

All students will receive personal, one-on-one instruction from very qualified instructors, many of whom are racers. Our schools have the reputation of being the best in the Northwest and you can be assured that the tradition will carry on this year. When compared with professional



Instructor Clinic

The same day as our meeting at Griot's Garage, another group of club members met on a very cold morning at Bremerton Raceway. Our first track-event of the year was for experienced drivers only. And specifically for those with aspirations of becoming instructors.

Dan Alvis chaired the event that drew potential instructors from many of the area car clubs. The day was a mixture of on track practice, role playing as instructor/student and classroom work. The curriculum covered more than just driving skills; also included were people skills such as instructing a timid student, or one that's overly aggressive.

It was an excellent clinic and we've got a lot of new potential instructors. We should be in good shape for staffing this year's driving schools.

schools costing from \$300 to \$800 per day, our school is a screaming bargain.

The school will begin with drill stations focusing primarily on control techniques such as skid control, threshold braking and transient response. The second half of the day will be spent driving full laps around the track, putting to use the skills learned in the morning sessions. Aside from a little tire and brake wear, your BMW won't mind being put through the paces (they were designed to be driven like this).

So if you have the desire to become a better

driver and to drive your BMW the way it was meant to be driven in a safe environment (no radar), then I encourage you to register for the school. Space is limited so don't delay. If you should have any questions please feel free to call me at 206-472-4505. See you at the track.

— Gary Parr

DRIVER'S SCHOOL APPLICATION FORM

April 20, 1996 — Bremerton Raceway

Name _____

Year & Model Car _____

Address _____

Phone No. Home () _____ Work () _____

Number of Previous Driving Events _____

Driving Level Novice, Level I II III Instructor (Circle one)

Cost \$100

Driving Goals _____

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Monterey Historics

The excitement is building as plans are being made for BMW as featured marque at the Monterey Historic Races. BMW Mobile Tradition, the BMW AG subsidiary that handles the company's historic cars, is involved, as are BMW NA staff and private owners.

So far, the factory has committed to bringing at least nine cars. Included will be the BMW-engined Brabham that won the Formula 1 championship. The goal is to reunite as many drivers with their cars as possible. Hopes are high that we'll see some of the BMW Art Cars, especially those that actually raced.

Many people from our club expect to go to the Monterey weekend. You should start planning now as room availability is already getting tight. Wes Hill is one member planning to go and is interested in ride sharing or caravaning. He'll be going down the coast on Wednesday and Thursday. The trip back will be a one day blast on Monday. Call Wes at 881-3310 or 989-9516 if you'd like to coordinate with him.

See the adjacent article by Ken Whitson for more information. A lot of the specifics aren't known yet. BMW has not finalized their plans. The main point to be made is to get hotel reservations now!

The events of the Monterey Weekend are the best of their type in the world. Lodging costs range from moderate to very expensive. Travel by car is manageable in one or two days. Airfares are cheap, but make reservations early. Events fees are expensive, but worth it. Just leave room in the budget. The Monterey Historics are about \$30 to \$40 per day. The Concours Italiano is \$30 including program. The Pebble Beach Concours was \$40 last year, including a program, but seems to go up every year.

This should be the ultimate BMW fanatic overload.

— David Lightfoot



1996 Monterey Historic Races Laguna Seca Raceway - August 16-18, 1996

1996 will be a year to cherish for BMW enthusiasts, because BMW will be featured marque for the first time in the 25 year history of the Monterey Historic Races! This unparalleled honor is a *don't miss* opportunity to see historic BMW racing cars in action, meet BMW racing drivers and key BMW personnel, celebrate BMW's history and perhaps get a glimpse of BMW's future all at one time. BMW Mobile Tradition, keeper of BMW's heritage in Germany, is sending some historic Bimmers to North America for the first time. Vintage racing BMWs from all over the US will be on display and on the track. This is your opportunity to be part of these and many other related activities. Plan to participate in as much as possible, but even Saturday alone would be worthwhile! It is essential to make hotel reservations for this spectacle as soon as possible to avoid any disappointments—rooms sell out very early! We suggest one of the following:

Inexpensive:

Good Nite Inn, Salinas* (408) 758-6483

Moderate:

Day's Inn, Seaside (408) 394-5335
Laurel Inn, Salinas (408) 449-2474

Nice:

Embassy Suites, Monterey Bay* (408) 393-1115
Doubletree Hotel, Monterey (800) 222-8733
Hyatt Regency Hotel (408) 372-1234
Monterey Plaza, Cannery Row* (408) 646-1700

*Denotes rooms blocked by BMW CCA



Preliminary plans are as follows, with many details yet to come:

Wednesday, August 14

Evening: BMW Club Reception

Thursday, August 15

Half Day: Back Roads to Big Sur Tour (group or self-guided)

Afternoon: Shopping Tour-Monterey and Carmel

Evening: Race Car Display at Laguna Seca

Friday, August 16

All Day: Monterey Historic Races

All Day: Concours Italiano at Quail Lodge

All Day: Volunteer Set-up at Laguna Seca

Late Afternoon: AutoWeek Rolling Concours

Evening: BMW Reception/Social Event TBD

Evening: Classic Car Auction

Saturday, August 17

All Day: Monterey Historic Races (come early, stay all day!)

All Day: BMW Club Corral and Vintage BMW Display

Mid Day: Vintage BMW Parade Lap on Course

Mid Day: Luncheon for Corral Participants

Evening: BMW Banquet TBD

Evening: Classic Car Auction

Sunday, August 18

All Day: Monterey Historic Races

All Day: Pebble Beach Concours (arrive early!)

Evening: BMW Club Social Program TBD

Evening: Christie's Auction

Monday, August 19

All Day: BMW CCA Club Race & Lapping Day (tentative)

Make your travel and hotel reservations now!! For more information call Ken Whitson at (408) 625-5133 until 9:00 pm Pacific Time.

— Ken Whitson

(Ken Whitson is Pacific Region Vice-President of BMW CCA and Event Chairman for the BMW Club Corral at the Monterey Historics. Ken is an engineer and his firm is the track engineer for Laguna Seca.)

Surf the BMW Internet

By Dan Patzer

CYBER RIDERS AWAY! . . . erh, Gentlemen, turn on your modems. If you haven't heard about the Internet yet, I hate to be the one to tell you we're approaching the start of another millennium, and there's gonna be a few changes around here. If you're already surfing the net, continue. If you've heard about it, but don't know how to start, or what good it could be to you, find a friend who's "wired in" and go to them with three topics in mind. Let's say museums, aviation events and BMWs.

Using a crystal ball called Internet search, (or something similar depending on the system), type in BMW. Currently on Netscape there are 100 Websites (locations of information, pictures, sound, video,) listed. Scanning the list, a few listings really pop out. "Highlighted" text invites us to another dimension and by clicking on BMW Compass Start of Germany and their Art Cars. Yes, BMW race cars, that served as the unique canvases for world renowned artists such as Warhol, Stella, Lichtenstein, and Calder (he did a couple Braniff airliners).


As we scan the snapshots, we are invited to click on any we choose and clicking on the snapshot, we get a full screen view which we can print if we want.

We can click over to the specifications page for detailed info, then on to some "Frequently Asked Questions." FAQ's about this/that . . . most sites will have references to other sites, and a simple click takes us, say from the BMW club of Canada, to the BMW CCA, or a list of on-line dealers . . . from Website . . . to Homepages . . . to FAQ . . . to "How to" pages with bigger and better photos than any shop manual you ever dreamed of. Remember this is all printable to take to the garage with you, so about lubing that driveshaft spline on your BMW K75s. Well here's six pages of text and 27 photos. What more could you ask for? It's all free, well whatever your monthly service costs are. I pay \$25/month.

Now for the name of the museum where you can see some of the cars, and an airshow nearby to make the trip worth while. I didn't realize there were over 500 airshows in 1995 until I looked it up. It's all there on the Net. I haven't found the smut yet. Maybe it's only the congressmen who have nothing better to do with their time than find it.

I'd start my web search with	bmw	http://www2.infoseek.com/Titles?qt=BMW
on to Munich	bmw compass start =	http://www.bmw.de/cgi-bin/winmace.pl
for stateside information	art cars	http://www.bmwusa.com/
for bikes and scenery try	bmwna	http://www.bmw.it
If you ride & drive	bmw italy	http://www.ibmwr.org/
then how about some	internet bmw riders	http://www.xs4all.nl/~cbuijs/html/bmwibikes.htm
	bmw bike pictures	

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[Guest Register](#) [Ask BMW](#) [What's New](#) [Index](#)

Always look for additional references or links, and bookmark the ones of interest.

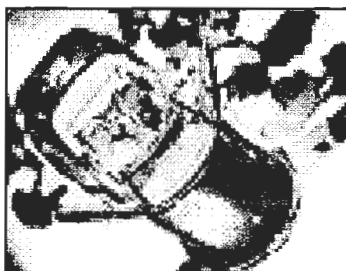
Electronic mail (e-mail) is an added benefit of the Internet, by which you can be in personal contact with BMW owners/riders throughout the world from your keyboard. Here are the addresses of two free "mailing lists" I subscribe to: majordomo@world.std.com and bmw-digest-request@lists.balltown.cma.com

To subscribe, include the word subscribe [bmwmc-digest](#) for the former, and subscribe by itself in the body of your message for the latter. You will start receiving postings from BMW owners worldwide. They don't see you until you contact them through the list, or directly to their e-mail address, attached to their postings.

I haven't written a "non-business letter" since I finished courting my wife 30 years ago, but now I'm writing three e-mails a day, some several pages long, most to people I've never seen, in places I never thought of as having BMWs, and about models I've never heard of. I love it.

I started this article a month ago and I've visited 50+ BMW related Web sites including the Rolls-Royce BMW jet engine page. I'm continually sidetracked by new and exciting finds and personal contacts with Bimmerphiles having similar interests, and concerns about their BMWs. I apologize for not getting you started on your internet journey sooner.

Dan Patzer, Bimmers Only ©1996
bmrfamily@nwlinc.com



The Z3 Roadster

A dream of mobility comes true

Z3 topics:

- Z3 technical data
- Z3 fascination
- Z3 and Roadster tradition
- Media gallery

1996 BMWs for the USA

By David Lightfoot



The popular 318ti gets more power with a revised 1.9-liter engine.

BMW has a strong line-up for the 1996 model year. The 1995 year was its second best sales year in the U.S. with only 1986 being better. BMW's goal is to make 1996 the best year ever and break 100,000 sales for the first time. Here are the highlights.

All Models

All BMW engines now use chain drive for the camshafts. This system requires no periodic maintenance and means the end of expensive belt failures. As of spring 1996 production, all models will have traction control either standard or as an option.

Other features standard across all models include: dual airbags, ABS, Coded Driveaway Protection (anti-theft system), four-year warranty and lots and lots of other stuff. But, most importantly, tah dah!, all models have dual front cupholders! Some models have rear cupholders, too.

3-Series

There are two basic 3-series engines: the 1.9-liter four and the 2.8-liter six. Both have four valves per cylinder.

The 318 models have the engine size increased from 1.8 to 1.9-liters. Despite this, the 318 moniker remains. The 328 models got a change in model designation to go with the increase in displacement from 2.5 to 2.8 liters.

Both the four and six cylinder engines are available in sedan, coupe and convertible versions of the 3-series. Only the smaller engine is available in the 318ti hatchback and the Z3 roadster.



The 318i Convertible looks mostly the same for '96, but gets new wheels.

After some corporate waffling, BMW will bring a 1996 model M3 to America. The car will be built for only four months and will be available starting in May. The '96 M3 will have a 3.2-liter motor (instead of the 3.0 in the '95) with increased power and torque. The suspension geometry is to be improved and larger wheels and tires are to be fitted. More specific information is not yet available.

5-Series

The 1996 model year is such a transition for the 5-series that there will be no '96 5-series. The 1995 models continue until the new 5 becomes available. The new 5 is designated a '97. With the '97, there will only be two models available. The 528i will use the 2.8-liter six shared with the 3-series. By the way, this engine will have a cast iron block to better deal with the high-sulfur gas in

1996 Model Line-up

3-Series	5-Series
• 318ti 3-Door Coupe	• '95 525i Sedan
• 318i Sedan	• '95 525i Touring
• 318is Coupe	• '95 530i Sedan
• 318i Convertible	• '95 530i Touring
• 328i Sedan	• '95 540i
• 328is Coupe	• '97 528i
• 328i Convertible	• '97 540i
• M3	
• Z3	
7-Series	8-Series
• 740iL Sedan	• 840Ci Coupe
• 750iL Sedan	• 850Ci Coupe

this country. Europeans get the 2.8 in an aluminum block. The other model will be the V8-engined 540i. And despite the 540 designation, the engine's displacement is now 4.4 liters.

One final blast for the old 5 is the 540i Sport. Thus is basically an M5 with the 282-hp. V8 motor instead of the old 3.5-liter six. The 540i Sport can be ordered with a 6-speed manual or an automatic transmission. It's quite a value, too, at under \$50,000.

7-Series

The 7 is down to just two models. Both are the long wheelbase version of the 7 (the 740i has been dropped). The 740iL gets the 4.4-liter V8. The 750iL gets a revised version of the V12, with 5.4-liters and 322 horsepower.

8-Series

The big coupe is also down to two models: the 840Ci and 850Ci. The engine choices are the same as in the 7-series. The 850CSi, after a short production run, is history.

Don't Ask Me Why

BMW's '96 model line-up offers an attractive choice of options. The highlight is revised and freshened versions of the various engines across the board.

But the model designations are now an accurate reflection of engine displacement in only two cases: 328 and 528. Otherwise, the engines got bigger but the model names stayed the same. Of course, for enthusiasts, it is less of an issue. We spell our favorite cars M3 and Z3.



The 328is Coupe has no body panels in common with the sedan.



The new 528i and 540i share this new body style.

◀◀◀ The 750iL is so complete, there are no options available. Just pick your colors.



The pretty but slow selling 850Ci continues virtually unchanged.

THE BMW M ROADSTER

BMW is proudly presenting the prototype of an all-new variant of the Z3 roadster at the Geneva Motor Show (7-17 March 1996). Powered by the six-cylinder already featured in the M3 (and thoroughly revised and upgraded only recently), this top model in the Z3 range offers precisely the staggering performance befitting of a truly outstanding sports car. And at the same time it clearly proves the huge potential offered by BMW's latest roadster with versions now ranging from a nimble 1.8-litre model all the way to the ultimate driving machine with almost unbeatable performance.

This special new version has been developed by BMW M GmbH, a wholly-owned subsidiary of BMW AG. Following BMW's usual philosophy, the car on show in Geneva is fully functional, but not yet absolutely final in all its details and model features. The launch date of the new car in the market has not been determined.

To put it in sober, down-to-earth terms, the M roadster (this is the official name of BMW's new muscle car) relates to the Z3 in just about the same way as the M3 does to the 3-series as a whole: it is a very special model adding the final touch to the original version in terms of supreme power and performance. This means that whenever the performance-oriented driver gives his emotions free rein (and why not?) the M roadster will immediately prove its supreme qualities as an uncompromising driving experience for the driver who enjoys life in the fast lane.

The decision to entrust BMW M GmbH, a company with vast experience in the field of performance motoring, with the development of this special model, was obvious right from the start. For the particular talent of M GmbH's engineers and design specialists in creating the perfect car means making a change only where extra power and performance - and, accordingly, even greater driving pleasure - really make sense. Precisely this explains the overwhelming concept harmony offered by the M roadster - harmony also resulting from the fact that this special M model was foreseen as one of the stars in the range right from the beginning in the development of the Z3. Now the suspension, brakes, all components from top to bottom, each and every part and feature have been carefully considered

one more time and tailored to the new level of power and performance offered by the engine. The features visible to the onlooker from outside, of course, are only the consequence of all the "goodies" this very special car has to offer.

The looks of the M roadster are characterized by a wonderful blend of the Z3's original character and specific design features reflecting the technical modifications introduced for the new model. While, therefore, the M roadster is the Z3 at first sight, it nevertheless



differs quite distinctly from the original model through its muscular, flared wheel arches at the rear as well as its powerful-looking spoiler at the front. Indeed, it is these two features in particular that give the M roadster a very special touch. And at the same time the features are of course essential for purely rational reasons, much wider track and wider tires on the rear axle ensuring performance and handling reminiscent of the proverbial go-kart. The dynamic front end, in turn, ensures an even better flow of air as well as additional downforce on the rear axle providing enhanced grip on the road. The rear end, finally, is accentuated by four chrome-plated tailpipes. And it almost goes without saying that this exhaust system, so characteristic of the car's outstanding performance, also reliably fulfills all the noise emission standards for years to come while at the same time offering the connoisseur that spectacular sound of superior power.

Everything about the new car is designed consistently for performance at its very best, making the M roadster

unique in every respect. And here, in brief, are the main features of the engine, which will whet your appetite right from the start: six-cylinder in-line power unit with four valves per cylinder, double-VANOS (variable, infinite camshaft management and control), six mechanically operated individual throttle butterflies, solid-state distributor with six individual coils and the latest Digital Motor Electronics, engine capacity of 3201 cc, maximum output well over 300 bhp and, of course, lots of torque. Just as

a reminder, these performance figures are comparable to the power and torque which, as recently as in 1987, enabled Italian driver Roberto Ravaglia to win the World Touring Car Championship in the "old" racing version of the M3.

A few additional figures further underline the shattering performances of the M roadster: acceleration to 100 km/h in less than six seconds and lots of muscle at all speeds. Indeed, the car's performance throughout the entire range is so dynamic that its electronically limited top speed of 250 km/h or 155 mph is almost irrelevant. The only modest figures are for fuel consumption, the M roadster being even more fuel-efficient, thanks to its lower weight, than the M3, already renowned for its outstanding ability to save fuel.

Driving a roadster is of course always a very special experience - the aficionado opting for this kind of car has already found his particular style in life. And precisely this is reflected by the features the Z3 has to offer even in standard trim. The interior of the M roadster also lives

up to this particular commitment, with round instruments in chrome dials, a sophisticated two-color ambience, and leather upholstery creating an even more outstanding roadster atmosphere plus an additional touch of nostalgia.

It is only when driving the car that you will forget this nostalgia and the style of old roadsters way back when. For the modern technologies featured in the M roadster make it quite clear from the start what this car is built for: sheer driving pleasure in its purest, most up-to-date form.

— BMW AG Press Release

(Editor's comments: We've been expecting an M version of the roadster, but not so soon! Don't go order one yet - this is just a prototype. I suspect BMW introduced this car now to upstage the not-yet-unveiled Porsche Boxster. It may be awhile until we can actually buy an M roadster, but when we can, this will be the Ultimate ultimate driving machine. We'll have more photos next month.)

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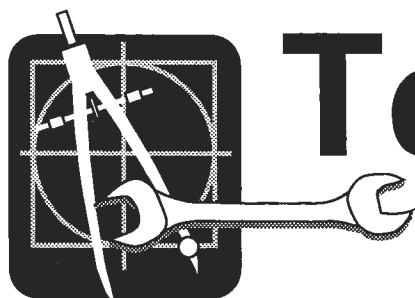
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Technik

edited by Greg Mierz

Here is the second part of the Battery FAQ written by Bill Darden. Part one was published last month.

7. HOW DO I INSTALL A BATTERY?

A. Thoroughly wash and clean the old battery, battery terminals and case or tray with water to minimize problems from acid or corrosion. Heavy corrosion can be neutralized with a mixture of baking soda and water. Auto parts stores sell a cheap wire brush that will allow you to clean the inside of terminal clamps. Mark the positive cable so you do not forget which one it is when you reconnect.

B. Remove the **NEGATIVE** cable first, then **POSITIVE** cable and then the hold-down bracket or clamp. Dispose of the old battery by exchanging it when you buy your new one or at a recycling center. Batteries contain large amounts of lead and acid.

C. After removing the old battery, be sure that the battery tray and cable connectors are clean. If the cables are corroded or damaged, replace them; otherwise, they will significantly reduce starting capability.

D. Place the replacement battery so that the **NEGATIVE** cable will connect to the **NEGATIVE** terminal. Reversing the polarity of the electrical system **WILL** severely damage it.

E. After replacing the hold-down bracket, reconnect the **POSITIVE** cable first and then the **NEGATIVE** cable.

F. Before starting the engine, check the electrolyte levels and state-of-charge and refill or recharge as required.

G. Coat the terminals with a high temperature grease to prevent corrosion. If you do not want to lose your car's computer memory, security codes or radio settings, a second battery can be temporarily connected to the electrical system in parallel before disconnecting the first one. A cigarette lighter plug can easily connect a parallel battery.

8. HOW DO I RECHARGE MY BATTERY?

Some more words of caution. Do **NOT** ever disconnect a battery cable from the car with the engine running because the battery acts like a filter for the electrical system. Unfiltered electricity can damage the electrical components, for example, computer, radio, etc. (**VERY** important to BMW's computers **GM**) Check the electrolyte level before recharging. Do **NOT** add water if the electrolyte is covering the top of the plates because during the recharging process, it will warm up and expand. After recharging has been completed and the electrolyte has cooled, **RECHECK** the level and add **DISTILLED** water to 1/8" **BELOW** the bottom of the filler tube (vent wells) or to the level indicated by the battery manufacturer. Reinstall the vent caps before recharging and recharge **ONLY** in well ventilated areas. (**NO** smoking, sparks or open flames because while being recharged, batteries give off explosive gases.) If your battery is sealed, do **NOT** recharge with high current. Usually, a car is jump started and run to recharge or "equalize" the battery, which might **NOT** fully charge it. The length of time to fully recharge the battery depends on the amount of discharge, the amount of surplus current that is diverted to the battery, how long the engine is run, RPM, and temperature. That is, an alternator is sized by the car manufacturer to carry the maximum accessory load and maintain a battery, **NOT** recharge a dead one. If you have added audio amplifiers, alarms, cellular telephones or other accessories, the alternator might not produce enough current to keep your battery fully charged. If you jump start your car, test your battery after you have finished driving it, and recharge it if the state-of-charge is below 75%. A better method to recharge batteries is to use an external constant current charger which is set not to deliver more than 1% of the CCA rating of the battery. The best method is to use an external constant voltage or tapered current charger. A constant voltage "automatic" charger applies regulated voltage at approximately 14.6

volts. A 10 amp automatic charger will cost between \$30 and \$50 at an auto parts store. To prevent damage to the battery, the current should be less than 1% of the CCA rating during the first 30 minutes. With a taper charger, a high current, up to 30 amps, is applied to the battery for a short period up to 30 minutes maximum and then is regulated downward until the charge state reaches 100%. A 15 volt regulated power supply adjusted to 14.6 volts makes an excellent automatic battery charger. For batteries with a state-of-charge of 25%, the following table, published by Interstate Batteries, lists the recommended battery charging rates and times:

Reserve Capacity (RC) Rating	Slow Charge @ 5 Amps	Fast Charge @ 20 Amps
80 Minutes or less	10 Hours	2.5 Hours
80 to 125 Minutes	15 Hours	4 Hours
125 to 170 Minutes	22 Hours	5 Hours

If left unattended, cheap, unregulated trickle battery chargers can overcharge your battery, because they can "boil off" the electrolyte. Do **NOT** use fast, high rate, or boost chargers on any battery that is sulfated or deeply discharged. This condition requires a constant current from one to two amps for 60 to 100 hours. The electrolyte should **NEVER** bubble violently while recharging. High currents only create heat and excess gas.

9. CAN I INCREASE THE LIFE OF MY BATTERY?

Keeping your battery well maintained is the **BEST** way to extend the life of your battery. For cold climates, keeping the battery fully charged and warm will help. In the warmer climates and during the summer, the electrolyte levels need to be checked more frequently and **DISTILLED** water added, if required, due to the high under hood temperatures. Batteries last approximately two thirds as long in hot climates as cold ones. The parasitic load will determine how long a car can sit and still be started. Disconnecting the **NEGATIVE** cable will extend the "life" of the battery. Turning off unnecessary accessories and lights **BEFORE** starting your car will decrease the load on the battery while cranking. Leaving your lights or other accessories on and fully discharging the battery can

ruin it, especially if it is the sealed or maintenance free type. Should this occur, you should test the battery after it has been recharged to determine if there is permanent damage. NEVER add acid—just distilled water. Maintaining the correct electrolyte levels, tightening loose hold-down clamps and terminals, and removing corrosion is normally the ONLY preventative maintenance required for a battery.

10. WHAT ARE THE MOST COMMON CAUSES OF PREMATURE BATTERY FAILURES?

- A. Loss of electrolyte due to underhood heat or overcharging,
- B. Deep discharges (leaving your lights on),
- C. Using an undersized battery,
- D. Undercharging,
- E. Vibration,
- F. Using tap water,
- G. Corrosion, and
- H. Freezing.

11. WHAT ARE SOME OF THE MYTHS ABOUT BATTERIES?

A. Storing a battery on a concrete floor will discharge them. Modern lead acid battery cases are better sealed, so external leakage causing discharge is no longer a problem.

B. Driving a car will fully recharge a battery. There are a number of factors affecting an alternator's ability to charge a battery. The greatest factors are how much current from the alternator is diverted to the battery to charge it, how long the current is available and temperature. Generally, short trips during bad weather will not recharge the battery, whereas a long daytime drive in good weather will.

C. A battery will not explode. While recharging, a battery produces hydrogen and oxygen gasses. If a spark occurs, an explosion can result. Remember the "Hindenburg!"

D. A battery will not lose its charge sitting in storage. A battery has internal electrical leakage that will cause it to become fully discharged and sulfated over time. Prior to storing a battery, it should be fully charged and recharged when it reaches the 50% state-of-charge level. Batteries on store shelves should be checked periodically and recharged if necessary. A regulated power supply adjusted to 13.8 volts will maintain or "float" a battery at 100% state-of-charge.

E. Maintenance free batteries never requires electrolyte. In hot climates, the

electrolyte could be "boiled off" due to the high underhood temperatures. It could also be lost due to excessive charging voltage or using high charging currents.

Comments are always welcomed by Bill Darden at wdarden@mcimail.com.

A few final notes: I saw a frozen battery for the first time working on a 2002 engine rebuild. It was almost new (six weeks) but frozen solid. It had to be replaced; water expands causing damage

to plates and the case. A battery shop said the only way that would normally happen is to a very discharged battery. It occurred during our February cold snap.

See ya Bimmer friends
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...from the editors **formation**

'96 Motorsport Plans

BMW Motorsport will be participating in three Super Touring Championships in 1996. And, with McLaren Cars, will service customer cars in GT races.

BMW has scaled back its motorsports efforts and will concentrate on the three most important Super Touring series: Great Britain, Germany and Italy. The weapon of choice is the proven BMW 320i.

In the British Touring Car Championship (BTCC), Team Schnitzer will use two experienced drivers: Joachim Winkelhock and Roberto Ravaglia. Occasionally driving a third car will be Peter Kox.

In the German series, Team Bigazzi will employ Alexander Burgstaller and Steve Soper. Jorg Muller will drive a third car in some races.

Team CiBi Emme carries the colors in the Italian series. The drivers will be Johnny Cecotto, Emanuelle Naspetti and Yolanda Surer-Egger.

BMW works drivers will drive McLaren F1 GTRs at the LeMans, however specific plans have yet to be made. (BMW AG)

BMW Motorsports Ltd.

As reported earlier, BMW's motorsports activities will move to England. The new company is a wholly-owned subsidiary of BMW AG called **BMW Motorsports, Ltd.** The company will operate out of southeast England under the leadership of engine designer Paul Rosche. Engine development will continue to be handled in Munich.

BMW Motorsports Ltd. will develop and campaign the 318i and 320i Super Touring cars. It will also work with McLaren to support privateers racing the McLaren F1 GTR. (AutoWeek)

Valvoline BMW M3 Finishes Third in Rolex 24

Daytona Beach, Fla., February 4, 1996: The No. 06 Valvoline BMW M3, despite losing over 20 minutes to replace a lost wheel and clean a clogged air filter, placed an impressive ninth and third in the GTS-2 category of the Exxon Supreme GT Series in the grueling Rolex 24 at Daytona, the 34th running of this historic 24-hour contest.

This marked the best finish for the M3 in a GT endurance event of 12 hours or more since the model debuted in GTS-2 at Daytona in 1995. This was also David Donohue's first top-three finish in two Rolex 24 starts. John Paul Jr., Javier Quiros and Pete Halsmer shared the driver's seat with Donohue. Halsmer, listed to drive the No. 07 BMW M3, took over No. 06 three hours from the end after the No. 07 retired due to mechanical problems after seven hours.

The No. 06 BMW M3, one of two M3s campaigned by Prototype Technology Group, completed 638 laps and 2271.28 miles, just three laps short of second place and 11 laps behind the GTS-2 winner, the No. 55 Porsche 911. Both M3s led the class in the early hours of the event.

"Taking our second consecutive pole and then a third-place finish and ninth overall is a great reward for all the hard work the team has put into the M3," said Donohue after the race. "The car handled well for the entire race and if we hadn't



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had the problem with the air filter which caused us to lose about 20 seconds a lap, we would have been right there at the end." The M3s qualified 1-2, both breaking the M3's existing track GTS-2 record set in 1995.

"Obviously, we have to be pleased," said Erik Wensberg, M Brand Manager for BMW of North America. "BMW hasn't done anything in an IMSA GT 24-hour race in a long time and it's been 20 years since we won Daytona with a CSL in 1976. We believe in this car, we believe in the program, we believe in racing unibody cars that we sell. To come here and finish on the podium is a terrific achievement and I think it's a testament to the hard work that the team did all winter. So we look forward to this season with a lot of anticipation. We think there's more where this came from and it represents a good start."

The next race of the Exxon Supreme GT Series is the Exxon Superflo 12 Hours of Sebring, March 16, in Sebring, Fla.

McLaren F1 LM

The McLaren F1 LM will be produced in a limited run. Limited to five cars. To celebrate McLaren's victory in its first try at LeMans, this special edition gets its BMW V-12 upgraded to 668 horsepower. Extravagances such as air conditioning have been eliminated to lower the weight. The result is 0 to 60 mph in under three seconds and 0 to 100 in less than five seconds. The cars will be painted orange - the color of the original McLaren Can-Am cars.

Despite earlier reports that BMW was to take over the F1 project, McLaren has announced that production of the F1 and derivatives will end at 100 cars. The original plan was for 300 to be built. BMW will probably handle the needs of customers racing the GTR version. (*Car & Driver*)

Hot Z3

BMW is testing a Z3 roadster fitted with a 340 hp version of the old M5 engine. This engine has gone out of production. But this mule is being used to prepare an M roadster with a high horsepower V6! A coupe version with the same engine is also being tested. (*Roundel*)

Griot's Garage

On the morning of February 24th, about 35 members enjoyed the hospitality of Richard Griot and his staff. Richard publishes the catalog of specialty automotive products most every member is familiar with. The entire Griot's Garage operation was very impressive. It includes top quality products, knowledgeable staff and a state-of-the-art facility.

The weekend before our meeting, Griot's held a "garage" sale which many members attended. Richard has some very nice BMW models left over which he is selling cheap. They are 1/43 scale made by Paul's Model Art, which is about the best there is. Prices are \$13.00 to \$14.50. They have a 507 in three colors and a '93 M3 GTR in three colors. These are the same models usually sold for \$25 to \$30. Call them at 1-800-345-5789.

The meeting itself was very informative. Richard explained how to use a torque wrench, how lubricants distort torque wrench readings, showed their line of car care products, had use drooling over their tool boxes and more. Lots more.

Griot's Garage is a class act. Thanks for hosting our meeting.



Olympic Games Bike

A special edition Olympic Games Bicycle joins BMW's line of "bicycles that fold" for 1996. The bicycle sports a red, white and blue paint scheme and special Olympic and BMW badging. It also features a Rockshox Quadra 6 Elastomer front fork design to handle rough terrain. The 21-speed bike can be had in 18.5 inch and 20.5 inch frame sizes. The patented tube within a tube frame allows the bike to fold in less than a minute.

BMW is the Official Mountain Bike Sponsor of the 1996 Olympic Games and will provide 1000 bikes to be used in the Olympic Village by athletes and officials. The Olympic Games Bicycle is available at BMW dealers for a sticker price of \$795.

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Mexican Plant

The BMW plant in Toluca, Mexico is up and running. The plant assembles 3 and 5-series cars from completely knocked-down (CKD) kits brought in from Germany. The cars are strictly for the Mexican market and will only be sold from the BMW store in Mexico City. The plant's annual capacity is 3,000 cars. At the same facility, BMW will assemble a limited number of Porsches. Because Porsche has no distribution system in Mexico, the cars will be sold through the BMW store. Porsche's projected sales in Mexico are 75-100 cars annually. (*Whispering Bomb*)

Dr. Ulrich Bez, formerly of BMW and Porsche, says the original concept for the Z3 was for it to be part of a joint venture with Porsche. From a common platform, BMW would offer an entry-level sports car, while Porsche would offer a more powerful and more expensive version. Porsche management decided to go it alone and the forthcoming Boxster is the result. (*Car & Driver*)



BMW Z3

BMW Sport Ute

BMW and Land Rover will joint venture a vehicle to be built starting in 1998. Although built from the same platform, the vehicles will use different styling, equipment and engines. The result will be distinctly different personalities (and markets) for the two SUVs. The BMW version will be built in Spartanburg and is code-named E53. (*Roundel*)

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No Java, No Jive

BMW has decided that the Bentley Java is not commercially feasible, and has ceased development work on engine and chassis technology. BMW is still lined up to supply Rolls with engine for the 1998 Rolls-Royce Silver Spirit replacement and for the Bentley Turbo R. (*AutoWeek*)

BMW number two, Wolfgang Reitzle, went to Rolls-Royce to negotiate the engine supply deal. This he did, but he came back with more: a solid deal to buy the whole company. His idea was to make Rolls-Royce the ultimate in automotive technology. Unfortunately, Reitzle couldn't convince the BMW board to do the deal. (*Roundel*)

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↔↔↔ Coupe Z3

So, you want a BMW Z3, but you've got a child or two and there's just not enough room in the roadster. Be patient, it looks like BMW will have a car for you late next year.

Although they won't talk on the record about the car, BMW officials are confident the Z3 coupe will appeal to people whose lifestyle demands the practicality of transporting as many as four people and a limited amount of luggage. BMW also sees the coupe as a counter to the Mercedes-Benz SLK, a two-seater that will have a retractable roof.

The Z3-based coupe was designed by BMW stylist Joji Nagashima, and carries most of the roadster's lines, complete with its flared wheel arches and contoured hood. But the addition of the roof structure meant major revisions to the rear end. Early prototypes have a large tailgate similar to the one on the 5-Series station wagon.

That tailgate opens at bumper-level to reveal a cargo area with small, folding rear seats. Like the Porsche 911, accommodation is tight, with minimal legroom and seats essentially meant only for small children.

Underneath the steel roof, which has lines that are reminiscent of the MGB GT, the BMW coupe uses the same rear-drive platform and trailing arm rear suspension as the Z3 roadster. The length and wheelbase are identical to the roadster, but the track

reportedly has been widened slightly to compensate for the weight and dynamic changes caused by the fixed roof.

BMW won't talk about engines for the coupe, but simple economies of scale suggest that the coupe will be offered with the same engines that are earmarked for the Z3 roadster. Expect entry models to be powered by a 140-hp, 16-valve 1.9-liter four, while a 193-hp, 24-valve 2.8-liter in-line six should provide enough power for 0-60 km/h sprints in 6.5 seconds and a top speed of 155 mph.

If that's not enough, there's talk of a BMW Motorsports version that will have aluminum doors and hood, and the M3's 321-hp, 24-valve 3.2-liter six. The M-version would be built in Germany from completely knocked down body kits shipped from the BMW plant in South Carolina. While the Z3 coupe has been undergoing durability tests on the outskirts of Munich, a prototype of the M-version has been doing high-speed testing at the Nurburgring, and there's speculation of a racing program under international GT2-class rules.

The Z3-based coupe is codenamed E36/8, but could come to market with a C3 badge. Plans call for as many as 20,000 units to be built annually at Spartanburg, with half of them exported. Sales of the coupe could begin in September, 1997. (*AutoWeek*)



New 3-Series Plans

The new 3-series is due in July 1997, at least in Europe. It will be an evolution of the current car; no surprise. Length is the same as the current car, but the front overhang is shorter and the wheelbase is longer. There will be more interior room, especially for rear seat passengers.

The windows will be closer to flush. The front will have broader kidneys, built into the hood as on the new 5-series. The current (excellent) suspension system will be unchanged.

The new 3 will reach dealers exactly seven years after the current car debuted. Various derivatives (coupe, convertible, Touring, ti) will be introduced over a five to seven year span to maintain interest in the car. However, there will be two distinct branches to the 3-series tree: One will include the sedan, coupe, convertible and Touring. The other will include the Compact (ti) and a more modern Z3 (scheduled for 2002!). (*Car*)

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Cars For Sale

1985 M635CSi. Bronzit/Bufalo, 93K miles, engine rebuilt by H&B at 67K. All options including M skirts & 3 pc 16 x 8 H & B wheels w/new Yokos AVS. All records since new. Will trade for extremely nice 2002 & some cash or \$18,000. (360) 293-2663 days.

1983 320i. Brown on brown. Lots of new parts including tires, tune-up and shocks \$2200. Dan 206-582-0803.

1980 633 CSi Sapphire Blue with blue leather, Dinan suspension, lowered, Bilsteins, 16 inch Ronal R5's with Goodyear Eagles, Metric Mechanic five speed, Sunroof, Momo wheel, awesome Nakamichi and ADS stereo. Excellent running daily driver. Great car, but I've bought an 850 and am running out of garage space. Reasonable price to a good home. 562-6670.

1976 2002 Red/tan sunroof, 4 spd, over \$4500 invested last 12 mo. w/ receipts. Car is in pristine condition, mechanically and aesthetically and comes with references from other club members. Asking \$4900, call Dave for details. 206-952-7889.

1971 BMW 2002 Race Car Project, racing springs, 22mm, 19mm sway bars, BMW close ratio 5 spd, VDO instruments, removable steering wheel, 32/36 weber, header, Ansa free flow exst, new head, centrifugal advanced dist, 70% complete, new radiator, fire ext, 320i sport wheels, new differential, many extra parts. \$1900. 206-838-9862 / 206-926-3226 ask for Tripper.

1968 1600 2. It has been a restoration project since 1987, but life changes force me to part with it. There is absolutely no rust and it is painted maroon. New hood, trunk, body trim, left door, rocker panels, rear quarter panels, right front fender, headliner and tires. Thousands spent, but give me a good offer and it is yours. 206-771-5299, 9 to 5 Mitch.

Other Cars for Sale

1984 SAAB 900 4 door, 5 spd, blue/blue, very good mechanical condition/strong runner, straight body, good paint, service history, heated seats, Nakamichi stereo, alarm, anti-roll bars. Thule rack, Hakka 10's, 176K miles, ready for winter fun. \$2750. Jeff at 689-3452 days; 362-8967 eves.

1987 Jeep Cherokee Laredo \$3,000. **1984 Volvo** GLT Turbo 244 sedan \$3,500. **1980 Volvo** DL 245 wagon \$2,000. Cash or trade for any BMW. Call Manny days 360-478-6873. Eves 206-884-9736.

Parts For Sale

Four BMW 7-Series factory chrome wheels (1990 model). Exceptional shape \$325. Please contact Bob Olson 360-321-6347.

Four 17-inch M-Contour wheels from 1995 M-3 (luxury package style), \$280 each. I will sell the fifth, or spare wheel if buyer wants to keep the full set. Contact Burke de Briere 814-6109, Kirkland.

E30 M3 parts: Boge gas shocks, fronts \$60, rears \$50. McGard wheel locks for 1977-on, all series \$20. One Tire: new Goodyear Eagle NCT 205-55-15 \$85, (original spare, made in Germany, never

used). Contact John Siess at 914-478-1946 (NY).

3.0 CS parts for sale: auto trans, \$250, motor with 2500 miles on rebuild \$1000, includes carb and other hang on stuff.

2002 parts for sale: rebuilt motor balanced and blue printed oversized pistons 8.0:1 ratio. 292 cam, a fire breather \$1800. Drive shafts, 5 speed conversions, tii dist. rebuilt heads, 1600 race motor, big brake conversion, stainless steel brake line kits, tii modified throttle bodies 26% more flow, modified tii pumps to give your car an extra 30 hp. And every other part you might need, I've got it. Please call Dan 206-582-0803.

Four like-new chrome/gold **BMW wheels w/like-new Michelins**, already mounted and balanced. Taken off my 633 csi. Will fit 3 series and above. \$650 or offer. Howdine Hendrickson 206-485-9454 or Fax 206-485-8557.

Factory **Alloy Wheels**, 6x14 4 bolt from E30 325, will also fit 318, or upgrade your 2002, etc. Mounted with 205X55 ZR 14 A008RS **Yokohamas**. Get ready for this year's track sessions or autocross. \$400. Walt at (206) 557-9122.

Four **205/60R15 Michelin MXV4 tires on OEM 1994 Alloys**. Less than 50 miles. \$600. Will separate. Please call Glen 324-1705, 4-10 pm.

Deadline for the April issue is March 29.

Classified Advertising Policy:

Classified ads are free to members in good standing (paid up dues). There is a \$10 fee to non-members. Photo classifieds are \$15 to members, \$25 to non-members. *Zundfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to *Zundfolge*, c/o Lucetta Lightfoot, 2641 39th Ave. W., Seattle, WA 98199. Attn: Classified ads. Make checks payable to BMW ACA.

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

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

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

Club Discounts

BMW of Bellevue

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

BMW Northwest

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

BMW Seattle

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

Hahn BMW (Yakima)

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

AAA Fire and Safety

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

Bap-Geon

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

Bellevue Motor Works

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

Bimmers Only

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

Collision Craft, Ltd.

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

Exeter Garage

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

German Car Specialists

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

Jessica N. Greenway, CFP

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

Kevin P. Bailey, LUTCF

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

Sound Tire

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

Shaw & Assoc., CPA

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

Strictly BMW

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

TNT

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

Walt's Radiator & Muffler

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