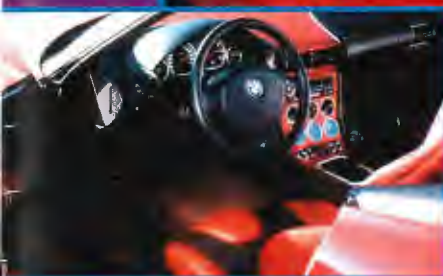
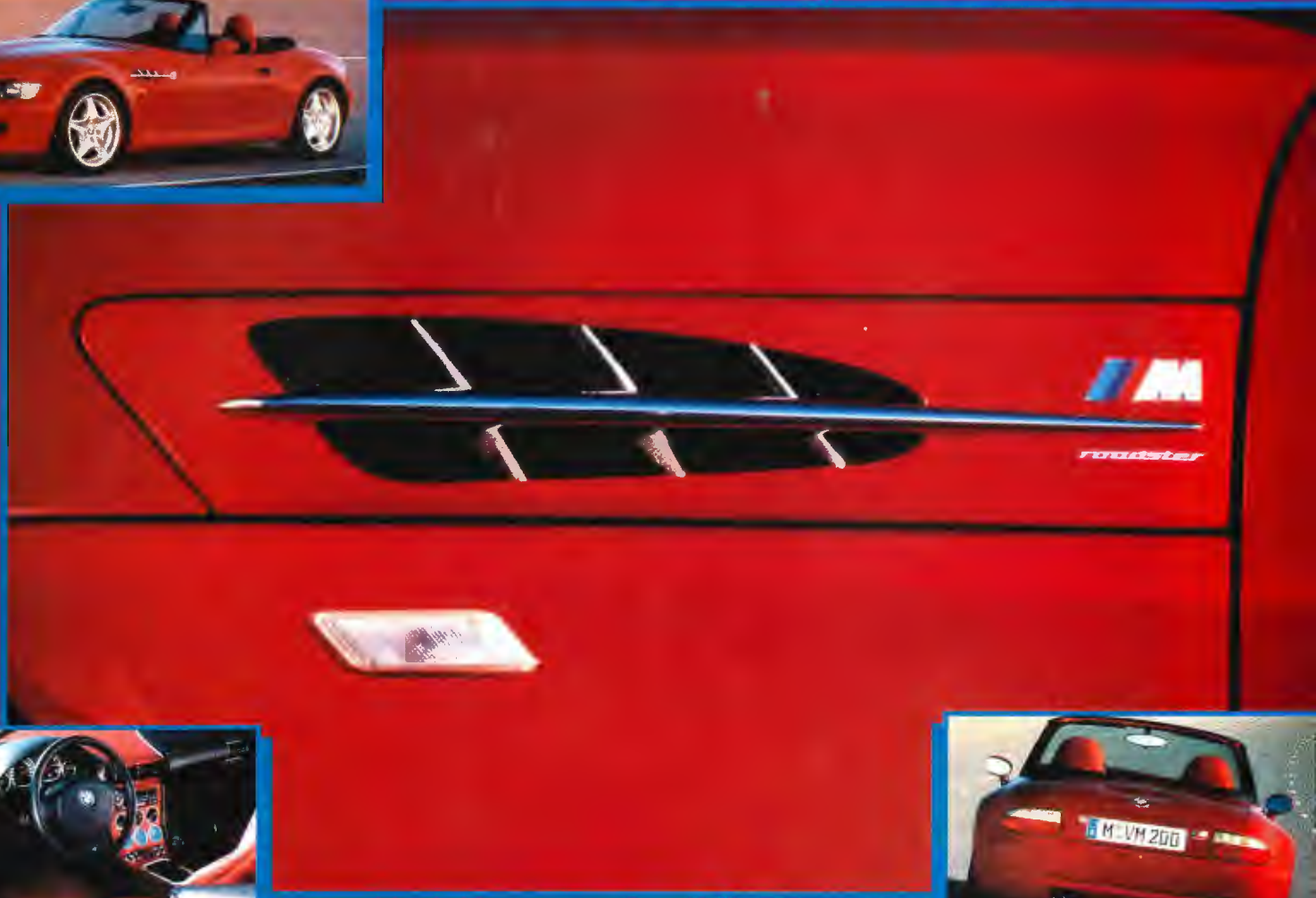




April 1996

Zündfolge



**You Want One:
The M Roadster**

**April Comparison:
M3 vs. Citroen 2CV**

**Heritage: BMW
Mobile Tradition**

COME DOWN AND SEE . . .

. . . THE LAST OF THE '95s



WE HAVE ONE OF THE VERY
RARE '95 M3
LIGHTWEIGHTS AVAILABLE.

. . . THE FIRST OF THE '97s



OUR FIRST NEW 5-SERIES
WILL ARRIVE DURING
THE LAST WEEK OF APRIL.



BMW Seattle
NORMAN ENTERPRISES, INC

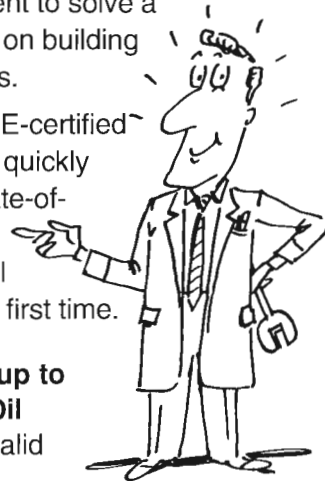
SERVICE 328-2300 SALES 328-8787 TOLL FREE 1-800-782-8780
714 EAST PIKE STREET SEATTLE, WASHINGTON 98122

©1996 BMW of North America, Inc. The BMW trademark and logo are registered.

If it's not broken, we won't fix it.

We're not the kind of BMW repair shop that seems to find a major problem with your car every time you bring it in for an oil change. If your BMW needs only a minor adjustment to solve a problem, we'll tell you. Because we focus on building long-term relationships with our customers.

But if your BMW does need fixing, our ASE-certified Master Technicians have the expertise to quickly get to the root of the problem. With our state-of-the-art equipment and computerized access to all factory service bulletins, we'll make sure your repairs are done right the first time.



As a get-to know-you special, **save 10% up to \$35.00 on all services, OR receive an Oil Change for just \$19.95 plus tax.** Offer valid through May 31, 1996, new customers only. We'll even provide free shuttle service! So call us today at 747-6044.

**STRICTLY BMW
Independent Service**

2111 140th Ave. NE, Bellevue, WA 98005

Over 2,000 BMW owners trust us with their keys.

Cover:
The BMW M
Roadster.

Zündfolge

Volume 26 Number 4 April 1996

Club Hotline

286-1209

Zündfolge Staff

Editors-in-Chief

Lucetta and David Lightfoot
2641 39th Ave. W.
Seattle, WA 98199
282-2641

Production Editor

Tom Williams

Editor Emeritus

Denny Organ

Columnist

Thomas B. Nast

Postal Notice

Zündfolge 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 *Zündfolge*, 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.

Board of Directors

Please limit phone calls to these volunteers to between the hours of 9 am and 9 pm.

President

Stephen Niver
2546 186th Ave. N.E.
Redmond, WA 98052
883-8577

Vice-President

Open

Secretary

Michael Thompson
10821 S.E. 172nd St., #4-A
Renton, WA 98055
228-0848

Treasurer

Roger Wales
2515 140th Pl. S.E.
Mill Creek, WA 98012
743-9246

Membership

Mary Lee Helton
4700 Somerset Ave. S.E.
Bellevue, WA 98006
643-4729

Membership Promotion

Open

Roster Manager

Greg Mierz
2218 S.W. Willow St.
Seattle, WA 98106
768-0376

Zündfolge Editors

Lucetta and David Lightfoot

Track Events

Gary Parr
3573 E. "L" St.
Tacoma, WA 98404
472-4505




Special Events

Al Lancaster
29817 2nd Ave. S.W.
Federal Way, WA 98023
946-4100

Past President

Gary Parr
3573 E. "L" St.
Tacoma, WA 98404
472-4505

Inhalt

	Bremerton Driving School <i>by Gary Parr</i>	3
	Bavarian Beer Tasting	3
Stalls	Stalls <i>by Thomas B. Nast</i>	4
	Club Discounts	5
	April Road Test: The Odd Couple <i>by Robert A. May Jr.</i>	6
	BMW's North American Organization <i>by David Lightfoot</i>	9
	Geneva Motor Show <i>by David Lightfoot</i>	10
	BMW Mobile Tradition <i>by David Lightfoot</i>	12
	Technik <i>edited by Greg Mierz</i>	14
	M-formation <i>from the editors</i>	15
	Classified Marketplace	20

Calendar

April 20	Driving School at Bremerton Raceway. See Gary Parr's article for full details.
April 20	Tulip-Daffodil Rally sponsored by the MG Car Club. See page 13.
April 26	Deadline for the May <i>Zündfolge</i> .
April 27	Open House at Bellevue BMW — 5-series debut.
May 2	Board Meeting hosted by Michael Thompson.
May 25	Beer Tasting at Merchant du Vin.
May 24-26	Classic Motorcar Rally. Contact Arnie Taub at (206) 644-7874 to enter.
June 8	Driving School at SIR.
June 22	Detailing Session at Exeter Garage.
July 7	Vintage Race Corral at SIR.
July 28	Concours d'Elegance at the Mercer Island Lid.
August 16-18	Monterey Weekend featuring BMW.

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

Last Chance for Bremerton Driving School

Saturday, April 20th will be the club's first driving school of the year. Don't expect to learn how to parallel park or back around a corner. Our focus is on teaching car control techniques going forward (and sometimes a little sideways). You will learn how to control your car in a skid, what oversteer and understeer are and how to correct them, the proper way to drive through a slalom and how to control the transient responses of your car's suspension. Also you'll learn how to control your car under maximum braking.

These skills will be taught at drill stations during the first half of the school. Each student will be assigned to an instructor for the entire day. You can be assured you'll receive one-on-one instruction from a fully qualified instructor.

The second half of the day will be spent driving full laps around the track applying the skills you learned in the morning. You'll find, as your skill level increases through the day, that you are able to drive your BMW closer to its limits. You will learn why BMW is called The Ultimate Driving Machine.

Upon receiving the entry forms, I will be sending out a letter with more information about the school. The cost is \$80 per student or for two students sharing one car the cost is \$115. The club will be providing lunch. Deadline for entry is Saturday, April 13th so don't delay. Space is limited. So take advantage of this opportunity to become a more competent and confident driver and to bond with your BMW. See you at the track.

— Gary Parr

Bavarian Beer Tasting

May 25 is the date for what will be a very special event. How special? Well consider these elements that will be part of the event: a formal tasting of some outstanding Bavarian beers, a host who is one of the most influential people in the world of beers, a beautiful setting, some snacks to complement the beers, and lots of BMW club members. All this for only \$5. Interested? Read on.

The Bavarian Beer Tasting will be hosted by Merchant du Vin, an importer of European specialty beers and wines. Merchant du Vin is located at 140 Lakeside Avenue, Suite 300, in Seattle's Leschi area. The Merchant du Vin

DRIVER'S SCHOOL APPLICATION FORM

April 20, 1996 — Bremerton Raceway

Name(s) _____

Year & Model Car _____

Address _____

Phone No. Home () _____ Work () _____

Number of Previous Driving Events _____

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

Cost \$80 one driver/one car \$115 two drivers/one car

Driving Goals _____

Make checks payable to BMW ACA. Mail checks and application form to:
Gary Parr, 3573 E. "L" St., Tacoma, WA 98404.

1996 Track Events

As I promised last month, here is a list of track events for the 1996 season. Some dates and events may change so watch in future issues. I'll keep you posted as the events draw near. — Gary Parr

April 20	BMW ACA Driving School at Bremerton Raceway
April 26	BMW ACA (Portland Chapter) Track day at PIR
June 1	Tri-Club Day (BMW, Alfa, Porsche) at PIR
June 8	BMW ACA Driving School at SIR
June 15	Alfa Club Track day at SIR
July 5	BMW ACA Track day Bremerton Raceway
August 10	BMW CCA Driving School at SIR
September 15	Alfa Club Time Trials at SIR
October 26	BMW ACA Driving School at Bremerton Raceway
November 2	BMW ACA (Portland Chapter) Track day at PIR

Bavarian Beer Tasting - Reservation

Name _____

Send this form with a check for \$5 per person, payable to BMW ACA, to:
Stephen Niver, 2546 186th Ave. NE, Redmond, WA 98052.

headquarters is a veritable beer and wine museum. It's a working office filled with historical memorabilia. There's also a tasting area with a bar. The office is almost right on Lake Washington and adjacent to a park. With any luck, we'll have nice weather.

We will have driving directions next month, but Merchant du Vin is on the western shore of Lake Washington and between the two floating bridges. It is near Daniel's Broiler and the Leschi Lake Cafe. Since the beer tasting is from 3:00 to 5:00, you may want to consider having dinner at one of these restaurants. They're within a block.

Our host will be the owner of Merchant du Vin, club member Charles Finkel. Charles will conduct a formal

tasting for us. The featured beers will all be specialty beers from Bavaria, which seems appropriate. These are not "factory" beers, but beers made in small batches and with distinct character.

The admission to the tasting is \$5 per person. None of this goes to Merchant du Vin, who is donating the beer. The club will spend the \$5 per person on snacks to accompany the beer. We will also have some soft drinks for those who don't drink alcohol. However, you must be 21 or over to attend this event; sorry, no children.

Advance registration is required! You may not simply show up and pay at the door. So send in your reservation soon, using the form provided.



Stalls

By Thomas B. Nast

Mad About Rolls-Royce

It has long been rumored that BMW will "merge" with Rolls-Royce ("merge" is euphemism for "take over" because they can't make it on their own"). After all, why buy Rover (with which got BMW the MG, Triumph and other marques, thus fulfilling the Leavenworth, Washington Chamber of Commerce's annual interpretation of BMW as "British Motor Works"), except to inure the British to a German takeover of a national icon?

Over the last five years, Rolls-Royce has not, on average, made any money. Its most recent model was designed before Jackie Stewart retired from racing, and it does not have the resources to produce another on its own. It cannot even afford to produce the bodies for its cars; this is outsourced. Royce has proudly announced a \$60M investment over five years for a body shop, which is about what BMW will spend on cup-holder design. Neither can Royce or its parent, Vickers, afford a new engine design (the present one dates from the sixties, and not the late sixties either), so it has contracted to buy V-12s and V-8s from BMW. In fact, the largest value-add by Royce may well be the cars' interior furnishings.

Kind of reminds one of the all-too-common circumstance of an English lord with a large castle, unable to afford the taxes or maintenance, renting out rooms and giving tours in an effort to make ends meet. It is just a matter of time before the castle goes to the highest bidder (or more frequently, back to the Crown).

So it came as quite a blow to Royce when it learned that it might have to replace the interior in every car it built over the last twenty years. This is, of course, due to the discovery of Mad Cow Disease (bovine spongiform encephalopathy, for the vets among you). This disease, which is suspected of causing the very German-sounding Creutzfeldt-Jakob Disease (CJD) in humans, has scared the Brits off their steak-and-

kidney pies, Oxford leather shoes and, no doubt, Connolly leathered Rolls-Royce interiors. CJD is a rather serious affair, causing uncontrollable twitching and dementia in the one year its victim survives. One would gladly trade his leather belt for wool braces to avoid it.

The Bavarians want nothing to do with it. They solved their Mad Ludwig Disease problem about a century ago, by sending the carrier skin diving without a snorkel. They do not want to acquire a company with some 50,000 potentially Mad Cow-diseased interiors scattered around the globe.

We don't have the real skinny about what Rolls Royce will do to ensure the safety of its interiors. Were they within the jurisdiction of American agencies (motto: Recall First, Ask Questions Later) they would be hiring scores of upholsterers and hundreds of lawyers. But in the better-tempered British environment, perhaps a home test kit will do. Eventually, of course, original interiors will become collector's items, rewarding owners who don't panic.

John Major's government is threatening to do with much of its heifer population what was done with Ludwig, which will perforce cause Royce to look for substitute materials until safe saddles can be produced again. Wool is a traditional alternative, but the more durable choice is pigskin. With so many pigs giving their hearts, livers, brains and kidneys up for transplant (see 5/95 "Stalls"), it hardly seems a further imposition to grab their skins as well. It is certain that RR will not install BMW's surplus accented seats, such as found in the Z-3, even if it means shutting down the production line. This placing of taste before fashion is, humbly suggested, alone worth the price of Rolls Royce to BMW.

So don't look for a BMW-RR combination soon. The Mad Cows are trampling on the deal, and the Germans can't even understand why they are so thin-skinned about it. After all, cows spend more time on the seats of Rolls-

Royce automobiles than do the owners; what more could they want? Bovines have, for over eighty years, been dyeing to get into Bentleys, and now they are mad about it? This is hard for the Bavarian mind to accept. Germans do not want to build cars that aren't good to steer. So look for Rolls Royce to continue its hide-bound ways alone for a while longer, unfettered by any flanking maneuvers by BMW.

U L T I M A T E
**MOTOR
WORKS**

BMW

**PARTS
SERVICE**

823-1212

Gordon Kortlever
BMW Specialist
Pete Jackson
Service Consultant

*Ultimate Service for the
Ultimate Driving Machine
13635 N.E. 126th Place
Kirkland, WA 98034
Telephone (206) 823-1212*

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

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

April Road Test: The Odd Couple or Can There be Harmony in Opposites?

By Robert A. May Jr.



This month's road test is a comparison between a perennial favorite, the Citroën 2CV and one of Europe's most recent imports to America, the BMW M3. While these two vehicles may seem slightly mismatched, there are some interesting similarities and differences. The name of each car consists of numbers and consonants, with the 2CV having three as compared to the M3 having two.

Styling/Design/Body

Beauty is in the eye of the beholder, but this tester found both vehicles to have strikingly marvelous profiles that seem to attract members of the opposite sex. Driving the friendlier of the two designs, the 2CV, is the automotive equivalent of walking in a park with a puppy on a leash. People just assume that because you have one you are likely to be friendly. Continuing the park analogy, driving the sensuous M3 is like walking through the park with Julia Roberts. You get the distinct impression that they are staring at her, not at you.

The Citroën is a study of recurring themes of soft, rounded forms that give a visual emphasis on the front wheel, which is appropriate for such a trend-setting front wheel drive car. The manner in which the floor boards slope upward from the front of the car, leaves

no doubt in an observer's mind which end of the car carries the mechanical pieces.

The BMW is a '90's interpretation of recurrent BMW themes. The double kidney grille, four headlights and rear pillar kick up at the back window all trace styling clues that were found in the 3.0 CSi and the 2002, which were some of the first cars to blend the practicality of a sedan with the driving fun of a sports car. The short nose overhang and long hood leads up in a wedge shape to the high short trunk, which differentiates the BMW in an era of generic looking, front wheel drive jellybean shapes.

Both cars have sunroofs, the Citroën having a distinct advantage in area, while the sunroof is motorized on the Bimmer. Both have adequate trunk space with a low sill that makes loading groceries equally easy. Both have the fuel tank deep inside the body under the rear seat, which is good for safety.

The era in which the Deux Chevaux was designed was much more laissez faire regarding crash worthiness than the more contemporary BMW, which has dual airbags, antismash seats, side impact beams and computer-designed crumple zones. Closing the door on both vehicles leaves no question as to which car the tester would rather be driving should a big sport utility vehicle try to occupy the same space

at the same time.

The minimalist design brief of the 2CV packs four doors and seating for four into a short 150.5 inches. As a measure of size, the two seater Fiat X19 measures 153.5 inches. The M3 is hardly gargantuan at 174.5 inches long; a Honda Civic casts a similar size shadow at 173.0 inches.

Both cars run on Michelin tires, the M3 shod more generously with 235/40ZR17 Pilot SX MXX3s on 17 inch light alloy wheels. In keeping with its minimalist approach, the 2CV runs on 125R15X on steel rims. The job of fitting a full size spare in the trunk floor was much easier for the Citroën than for the BMW, which also found the space.

The Cit carries three lug bolts per wheel (according to geometry, three points define a plane so why have more?) compared with five bolts per wheel on the Bimmer. The Germans must be inept at changing wheels without losing lug bolts, so they design a bit more redundancy into their systems.

Interiors/Driving Position

The minimalist theme of the Citroën carries through to the inside of the car, although this model has the more luxurious gray velour interior of the upmarket Charleston model.

Where the Bavarian machine has self

canceling turn signals, in the French car you cancel the turn signals yourself. Elderly drivers in Ballard may find this feature particularly useful for confusing adjacent traffic.

The BMW also has separate heater controls for the passenger and driver, so that each may find a temperature to his or her liking. The Citroën is somewhat more democratic, with equality for all.

Where the BMW has a quiet heater fan motor, the Citroën cleverly eliminates the fan entirely and relies on the concept that heat 'wafts'. The electronic pollen filter of the BMW cleans most pollutants from the cabin air; the opening flap and screen of the 2CV keeps out the larger insects.

The German car has the superior driving position as the word ergonomics was not yet found in dictionaries when the 2CV was designed. Aerodynamics must have been missing from their vocabulary as well. The M3 has twelve way adjustable seats, the 2CV has adjustable headlights to compensate for load and removable seats.

Opening the M3's doors lowers the windows 1/4" to provide a good seal (when closed), where as in the 2CV daylight can be seen through a gap between the door and the car at 60 mph.



efficiencies and stable handling. Citroën, an innovator in front wheel drive, has engineered out torque steer, which is found in many powerful front wheel drive cars. Torque steer is entirely absent in the 2CV.

BMW chose (gads!) rear wheel drive and a 50-50 weight distribution as their solution to the problems of torque steer. Their philosophy is that the handling will be more balanced if the front wheels are not asked to steer and propel the car at the same time.

ordinary, the Citroën having an air-cooled horizontal flat twin and the BMW a water-cooled in-line six in an era of V6s. The aural pleasures of the twin's sewing machine thrum is different but enjoyable, as is the sonorous howl of the BMW's well balanced six. Both naturally aspirated engines love to be driven, but at vastly different speeds. The march of technology is demonstrated in the M3's 240 horsepower output from 2990 cc's which yields 80 horsepower per liter (95.4 hp/liter in Europe and Canada).

This compares to the 2CV's 29 horsepower from a 602 cc displacement yielding 48 horsepower per liter.

The BMW has a multi-link independent rear suspension and MacPherson struts with double pivot lower arms in the front. The Citroën has a co-dependent suspension interconnected by what is best described as a 'box o' springs' (leading arms connected to longitudinal coil springs/tube shocks connected to trailing arms).

Performance/ Handling

The performance of the 2CV is somewhat more sedate than the

M3 with 0-60 arriving in 27.3 seconds (*Road & Track*) versus 0-60 in 5.3 seconds (*Car & Driver*). At the end of 27 seconds the M3 will be doing 130. It wins this round.



Engineering/Drivetrain

The two cars take very different approaches to what defines a pleasurable driving package. The French car chose front wheel drive for its packaging

Both engines are four valve designs. The 2CV has four valves, and the M3 has four valves per cylinder, featuring BMW's VANOS variable valve timing. Each engine is something out of the

Both cars handle remarkably well, with the 2CV exhibiting more pronounced roll but helped by its light weight. In a 700 ft. slalom course the 2CV managed 50.5 miles per hour as compared to 62.6 miles per hour in the M3. As a basis for comparison, a Plymouth Grand Voyager Van went through the slalom at 52.4 mph, an LT-1 Corvette at 62.6, a Porsche 911 Turbo at 61.6. The 2CV does very well in this test considering the age of the design.

While the M3 may have a slight advantage in the horsepower to weight department, the 2CV manages considerably better gas mileage. *Road & Track* reported an average of 42.5 miles to the gallon, as compared to 24.5 miles to the gallon in the BMW. Same numbers, but in different order. The 2CV wins this round.

Given that the M3 has antilock brakes and the four wheel disc brakes from the larger and heavier M5, it is no surprise that the M3 stops in a shorter distance from 60 mph (122 feet versus 154 feet for the 2CV). The M3 wins this round.

Conclusions

So how does the French charm of a 1966 Citroën 2CV compare to driving a somewhat more modern automobile, the

1995 BMW M3? Well, if you drive the 2CV flat out; no one will likely notice. Driving flat out in the M3, 'Officer Bob' will definitely notice and may throw you in jail. On congested roads, the M3 is an exercise in frustration, where in the 2CV it is an opportunity to relax for a few minutes. The 2CV is easier to insure and sips less gas. In the real world of ever increasingly congested roads, the 2CV can usually keep the M3 in sight until traffic lightens.

For a long distance road trip the M3

would be, for this tester, the preferable steed. However, for a Sunday drive, the Bimmer would stay garaged and the 'Ultimate Picnic Machine', with its removable seats, would be the vehicle of choice.

(This article originally appeared in the Citroën Communiqué: the combined newsletter of the Northwest Citroën Owner's Club and Citroën Autoclub Canada. Our thanks to the author, who is also Editor of the Citroën Communiqué.)



M3 in its natural environment (the highways of Montana).

PREMIER

AUTO BODY

FOREIGN CAR SPECIALISTS

BMW FACTORY TRAINED

206•343•2005

FAX • 206•343•5247

**114 Westlake Ave. N.
Seattle, WA 98109**



**Providing the Finest
Detailing Services
Since 1979**

*Hand Washing
Swirl-free Polish
Interior Shampoo
Concours Quality Detailing*

**Free local pick up and delivery
with full detail services**

641-9932

**13600 N.E. 16th St. Bellevue
(by Furney's Nursery)**

BMW's North American Organization

In 1993, BMW formed BMW (US) Holding Corp. The Holding Corp. owns all of BMW AG's (the parent company) operations in the United States and Canada. Dr. Helmut Panke, Chairman and CEO of BMW (US) Holding Corp., manages and directs all activities in North America, including:

BMW of North America, Inc.

BMW NA was established in 1975 as the United States importer of BMW automobiles. In 1980 BMW NA assumed responsibility for the importation and distribution of BMW motorcycles. BMW NA continues as the sales and marketing unit for the United States, with headquarters in Woodcliff Lake, New Jersey.

The President of BMW NA is Victor Doolan. The company employs about 800 people in four states: New Jersey, Georgia, Illinois and California. Besides the corporate headquarters, New Jersey is home to the Eastern Regional Headquarters and Technical Training Center in Montvale, the Parts Distribution Center in Mount Olive and the Vehicle Preparation Center in Port Jersey.

Located in Georgia is the Southeast Regional Headquarters and Technical Training Center in Atlanta. The Central Region Headquarters and Technical Training Center is located in Chicago.

In California one will find the Western Regional Headquarters and Technical Training Center in Los Angeles, the Emissions Testing Laboratory in LA, a Parts Distribution Center in Ontario and a Vehicle Preparation Center in Oxnard.

BMW automobiles are sold through about 350 dealers in the US. There are about 175 motorcycle dealers.

BMW Canada, Inc.

BMW Canada, Inc. was established in 1986 as the Canadian importer for both BMW cars and bikes. The company employs about 100 people.

The headquarters is located in Ontario, which is also home to the National Parts Warehouse and the Service Training Areas. The three Regional Offices are located in Ontario, Quebec and Richmond, B.C. (a suburb of Vancouver). The Port of Entry is Halifax, Nova Scotia.

There are about 40 automobile

dealers and 28 motorcycle dealers across Canada.

BMW Manufacturing Corp.

BMW Manufacturing Corp. was established in 1992 to construct a manufacturing facility in Spartanburg County, South Carolina and to produce BMW automobiles. The plant represents a \$400 million investment by BMW.

Construction began in the Spring of 1993 and was completed by the Fall of 1994. The 1.2 million square foot plant sits on a 1,039 acre site.

The President of BMW Manufacturing Corp. is Allen O. Kinzer. By the end of 1994, the plant employed over 500 associates. By the end of 1996, head count will be about 1,200 and 2,000 are expected by 2000.

The first production vehicle from the South Carolina plant is the 318i four-door sedan. These are assembled from knocked-down kits from Germany. Production started gradually and will grow to 300 vehicles per day by the end of 1996. The Z3 roadster will be built exclusively at the Spartanburg plant. The 3-series and the Z3 will be built simultaneously at Spartanburg.

BMW Financial Services Corp.

BMW Financial Services Corp. was established in January 1993. BMW Financial provides financing and leasing to BMW customers via the dealership network. The company also provides financing to BMW dealerships.

Designworks/USA

Designworks/USA is a Southern California product design consulting

company with an international client list. The firm employs 40 designers, engineers, administrative and support staff. Established in 1970, the company is located in a state of the art, 40,000 square foot facility in Newbury Park, California. In 1991, BMW took an ownership stake in the firm. In 1995 BMW bought the remaining shares.

Designworks/USA has the responsibility to integrate lifestyle and aesthetic needs of U.S. consumers into BMW's worldwide product planning and design process. The company currently provides exterior and interior styling, model fabrication and color/materials recommendations to BMW.

The most visible project for BMW was the E2 urban car, the American counterpart to the German-designed E1.

— David Lightfoot

Parts for all BMW Models Specializing in 2002 and Coupe Restoration



Call for Discount Prices on:
OEM Parts, Bilstein, Suspension Tech. Equipment
NLA and Hard to Find Parts

**ORDER DESK (800) 466-8184
FAX (619) 488-0972**

**RC Motorsport
CNPR/La Jolla Independent BMW
710 Turquoise Street • La Jolla, CA 92109**

FROM HEADLIGHTS TO TAILPIPES...

We have it all for your BMW!

Our latest 100 page catalog is packed with the most current BMW replacement parts and aftermarket accessories. We have expanded our performance section, and added more Tech Tips and Product Pointers than ever before. You can always count on our same day shipping, knowledgeable sales staff and everyday low pricing.

**BAVARIAN
autosport**

275 Constitution Avenue, Portsmouth, New Hampshire 03801-5664 • Fax Orders: 1-800-507-2002



**'95-'96 EDITION
FREE BMW CATALOG**

Order Today: 1-800-535-2002

Geneva Motor Show

BMW's motto at the 66th Geneva Motor Show, held from March 7th through the 17th, was "Perfection and Passion." BMW related perfection to the wide range of choices available amongst BMW models, especially in Europe. Passion means that every BMW is a thoroughbred driving machine meant to enhance the pure pleasure of driving.

BMW's stand was over 15,000 square feet. Displays included the McLaren F1 GTR with its BMW V12 and the M Roadster. *AutoWeek* says we'll be getting the M Roadster eventually, but with the M3 motor used for the US, not the European M3 motor. But my sources tell me that BMW AG has decided to not sell the M Roadster in the US. I don't know why, but it may have to do with liability concerns or with problems passing the pendulum crash test. Hopefully this decision is not irrevocable.

The variety of models available in Europe is amazing. There are 30 different versions of the 3-series alone, not counting the Z3. The adjacent table presents all the models currently offered in Europe.

Note that the 316g and 518g are included in the models available. These are compressed natural gas-powered BMWs that were first offered in December 1995. BMW doesn't expect to sell many; only 1500 units a year for both cars.

Some of the features introduced on the new 5-series are now being offered in the 7-series. These include the side airbag, heated steering wheel and rear-seat air conditioning. Other special luxury features are exclusive to the 7, and specifically to the rear seat of the 7. These have been borrowed from the 750iL High Class from BMW Individual. European factory options for the 7 now include remote control for the stereo, on-board computer, a second cellular phone in the armrest, picnic tables, a writing desk and video monitor (as shown in the March *Zundfolge*). And if there isn't room in the back for you and all your gear, an electrical adjustment for adjusting the front seat from the rear is available.

— David Lightfoot

1995 BMW Sales

By Series

3-series	413,000	70.0%
5-series	124,000	21.0%
7-series	50,000	8.5%
8-series	3,000	.5%
Total	590,000	100.0%

By Area

Germany	215,000	36%
Rest of Europe	177,000	30%
US	93,000	16%
Asia	58,000	10%
Rest of World	47,000	8%
Total	590,000	100%

Things You Can't Have

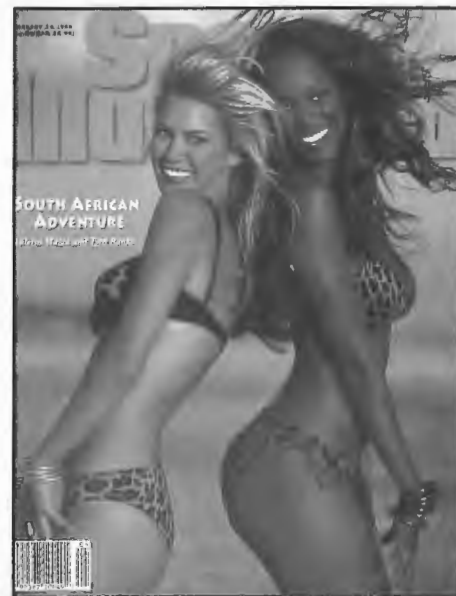


BMW M Roadster

BMW AG has decided that the M Roadster will be built in America, but not sold in America. What a shame! Let's hope we can change their minds.

BMW Junior Bike

The BMW Junior Bike is modeled on the BMW R 1100 GS motorcycle. Although in compliance with European and American toy standards, it will not be sold in the U.S. due to safety legislation.



SI Swimsuit Models

Yes, you can buy the magazine, but the girls are unavailable. They are either too expensive or don't reside on the same planet as the rest of us.

1995 Results

At the Geneva Motor Show, BMW reported its results for 1995. During 1995, the BMW Group manufactured 1.1 million BMW, Rover, Land Rover and MG vehicles. Of this, 590,000 units were BMW cars. The BMW Group is now the fifth largest car manufacturer in Europe.

Vehicle sales were slightly less than units produced, at 1.07 million. Compared to 1994, production was up 16 percent and sales were up 9.4 percent.

At the end of the year, the BMW Group employed 115,763 people. Of this, 75,626 were in BMW's workforce. BMW is currently investing heavily in

capital improvements. During 1995, 3.5 billion DM was invested. With BMW's aim of being a "global player," you might think most of this would be overseas. In fact, 2 billion DM was invested in Germany.

The 3-series continues to be BMW's bread and butter car, accounting for 70

percent of sales. And although efforts are underway to sell BMW products worldwide, most of 1995's sales were in Europe. The United States was the biggest market outside Europe by far. The tables show the 1995 sales by series and by market.

— David Lightfoot

1996 BMW Model Line-up

	Sedan	Coupe	Touring	Convertible	Compact	Roadster
Z3 1.8						X
Z3 1.9						X
316i	X	X			X	
318i	X		X	X	X(ti)	
318is	X	X				
320i	X	X	X	X		
323i	X	X	X			
328i	X	X	X	X		
M3	X	X		X		
318 tds	X		X		X	
325 td	X					
325 tds	X		X			
316 g					X	
518i			X			
520i	X		X			
523i	X					
525i			X			
525iX			X			
528i	X					
530i			X			
535i	X					
540i	X		X			
525 td			X			
525 tds	X		X			
518 g			X			
728i	X					
728iL	X					
735i	X					
735iL	X					
740i	X					
740iL	X					
750i	X					
750iL	X					
725 tds	X					
840 Ci		X				
850 Ci		X				
850 CSI		X				

NEW MEMBERS

Member	Referred By	BMW's
Francis & Joyce Floyd	BMW Seattle	'88 M5
Matthew LaCross		'88 M3
Jeffrey Koby		'95 M3
Alex Long		'95 M3
Mark Shapiro		'95 M3
Bryce Jonasson	Call/Internet	'72 3.0CSL
Steve Montag		'82 633CSI
		'79 323i
Gary Newman		'73 Bavaria
Nick Santelli		'81 528i
	Gor Markovic	'89 325iC
William & Laura Morris	Park Place	
Richard Nishio		'92 318is
Marcelo Traffat		M3
Michael Hayashi		
Chris Yanke		'79 320i
Paul Wu	BMW NW	
Steinar & Michelle Solsuik		'87 535i
Roger & Margo Wheelis		'96 M3
Michael Emery		M635CSI
Ron Thomas		'94 325i
Mitchell Ma	Internet & Video Night	

Meguiar's Mirror Glaze Professional Line

Redline Synthetic Lubricants & Additives

PIAA Professional Halogen Lamp Systems

Available along with other fine quality products & service from

Horton
Performance

872-4559

8603 South 212th & Kent, WA

Located just off the 212th exit on Hwy. 167

Open 8 to 7

& Sat 9 to 4

& 10% Discount to BMW Club Members &

BMW Mobile Tradition

by David Lightfoot

For many years, Mercedes-Benz and Porsche have been very active in supporting the preservation of old examples of their marques. Until recently, BMW has seemed indifferent towards historic BMWs. This has now changed.

A subsidiary, BMW Mobile Tradition, is charged with preserving BMW's heritage. Mobile Tradition has several facets: providing parts for older models, selling models and accessories, supplying historic BMWs for vintage motorsports events, and renting historic BMWs (with drivers!) for weddings and other events.

Parts

Once a model gets 15 to 20 years old, the supplying of parts is taken over by Mobile Tradition. Mobile Tradition works with suppliers and the BMW special interest clubs to provide parts. For example, the first generation 5-series (E12) has just passed into Mobile Tradition's realm of responsibility. BMW Mobile Tradition just took over 2,000 lots of spare parts for these cars built from 1972 to 1981.

To facilitate the distribution of parts for older BMWs, all parts for all models back to the Isetta now have 11 digit part numbers. Yes, from the Isetta through the new 5-series to debut this month, every part has a number of 11 digits that can be tracked through BMW's system.

BMW Mobile Tradition offers over

1,000 different parts for the Isetta alone! And parts they don't carry will be analyzed for demand. If warranted, parts will be remanufactured.

To order, theoretically, go to your local dealer. If you have the part number, that will help a lot. If they don't have the part in stock (likely), the system checks the regional warehouses in the BMW of North America system. If BMW NA doesn't have it, the BMW AG system in Germany (including BMW Mobile Tradition) is checked. The part will then be forwarded via the normal parts distribution system to the dealer where you placed your order. Just like any other part.

Now, I say theoretically this is the way to order parts for older BMWs. BMW Mobile Tradition has published

information about parts availability in Europe. And, BMW NA is supposed to be able to tap into this supply of parts.

But currently the BMW NA parts system does not include the part numbers for Mobile Tradition, including the part numbers that follow.

I am told that these part numbers will be added to the BMW NA parts computer in the next few months. So, by summer or fall, these parts should be available to U.S. customers.

To facilitate parts distribution, BMW Mobile Tradition is in the process of publishing new parts catalogs which use the 11 digit codes for all parts. So far, the following are, at least in Europe, available:

Isetta (1 volume, DM 39)— part # 01-09-0-035-235 (catalog), #01-09-0-

Auburn Foreign Car Since 1968

COMPLETE IMPORT REPAIR SPECIALIZING IN

Parts & Service For
V.W. • MERCEDES • TOYOTA • BMW
NISSAN • PORSCHE • HONDA • VOLVO • AUDI
and other Foreign Cars

• FACTORY TRAINED TECHNICIANS
• STATE CERTIFIED EMISSION SPECIALIST

HRS MON-FRI 7-5
833-8161 OR 872-0085
725 Auburn Way N. - Auburn





035-236 (price list).

CS Coupes (2 volumes, DM 39 per volume)—part # 01-09-0-035-233 and # 01-09-0-035-234.

02 Series (2 volumes)—part # 01-09-9-760-244 and # 01-09-9-760-245.

Accessories

BMW Mobile Tradition's accessories range, with its emphasis on scale models, continues to grow. Catalogs are available for the following individual accessory lines:

Isetta accessories—part # 89-22-0-035-003

Roadster accessories—part # 01-39-9-789-637

Collector's items—part # 01-39-9-789-638

New classic BMW models include the 335, 503, 502 cabriolet, 2002, 328 and 327 coupe. Some of the models are very special versions. For example, the 327 is a limited edition of 2,000, painted in original colors, and has a working steering wheel and detachable wheels.

Vintage Motorsports

BMW Mobile Tradition has a nearly complete collection of every BMW model ever built. They also have many of the significant BMWs raced in various series over the years. The warehouse that houses the collection is said to be very impressive. Marc Surer's 320i Group 5 car was recently restored. After restoration, the collection's 328 with Touring bodywork will make its first appearance in this year's Mille Miglia. Besides the Mille Miglia, BMW Mobile Tradition will be participating in vintage car events at Goodwood in England and Laguna Seca in California.

Occasionally, Mobile Tradition will sell classic cars that they do not need. They are currently offering a couple of 503s and a 2002 turbo. And they are looking for a few cars to fill in the gaps in their collection. In particular, they are looking for a 1936 or 1937 BMW 329. So, if you happen to have a spare 329 you'd like to sell...

Other Activities

BMW Mobile Tradition also rents cars out for weddings and special events. It probably helps a lot if your special event happens to be in Munich.

They also participate in the automobilia exchanges that are popular in Europe. These exchanges feature vendors and collectors dealing in automotive memorabilia.

Video Night

On Tuesday, March 26, around twenty-five club members attended the March video night at the Lake Washington Grillhouse and Taproom in Kenmore. Although it was a Tuesday night, the restaurant was crowded. It was a good thing we had a separate room. As anticipated, the food and beer (too many choices!) were outstanding. We had a double feature. The first video was very professionally done and covered the concepts and introduction of BMW manufacturing in the United States. It was obvious from the film that BMW places a great deal of emphasis on their staff. This video called, "Once in a Lifetime," showed all aspects of the manufacturing process with only a cameo appearance for the Z3. For those of you who weren't able to see it, this film is commercially available.

During the intermission, we auctioned off several items that arrived too late for the banquet. The bidding was not as spirited as at the banquet; members were able to pick up some bargains.

Now that we had seen the factory, the staff and how they assemble the cars, we were ready. They were ready. The featured attraction, the Z3. The second video showed how the design began and evolved into the Z3. There were many interesting comments from members of the team that designed and tested it.

Highlighted was the "platform team" concept, first used by BMW on the Z3. This concept saves costs, reduces times and improves quality. It will be inte-

grated into the series car production.

— Stephen Niver

(To order copies of "Once In A Lifetime," send \$24.90 to Millenium Television, P.O. Box 2004, Greenville, SC 29602 or call 1-800-242-4923.)

Daffodil Rally!

**Saturday, April 20th, 9:30 AM
Cascade Mall, Burlington**

Come celebrate fifteen years of rallying amongst the flowers with over 200 sports and special interest cars from all over the northwest. We promise great fun and beautiful scenery for everyone. Dash plaques will be awarded to each entry.

The course will send you here and there around the countryside surrounding the Tulip Festival area. The rally will have you gathering clues to questions about things and places you pass along your merry way. All you need is a sharp eye, a pen/pencil, something to write on, and sense of humor. Speed is not necessary or recommended!

Entry fee is \$10. For questions, call Kevin Copley at (206) 362-7686 or Ken Bottini at (206) 883-9615.

(From I-5 take exit 230 and head east on Highway 20. Take a right at stoplight onto South Burlington Boulevard. Take a right at next light onto Cascade Mall Drive. Go straight until you see the red-and-white MG Car Club tent, where you will check in and get your car number.)

JOIN THE BMW CLUB!!

If you own a BMW, membership in the BMW Automobile Club of America will be invaluable. Members receive exclusive benefits including:

- Discounts at dozens of local businesses
- Zundfolge, the club's monthly magazine
- Tours, tech sessions, social activities
- Participation in high performance driving schools
- Credit union membership, and more . . .



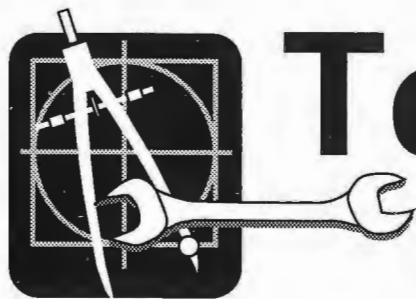
To join today, return this form and your check for \$25 payable to BMW ACA.
Mail to: BMW ACA, P.O. Box 1259, Bellevue, WA 98009.

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

BMW Year _____ Model _____ Color _____ Lic. # _____



Technik

edited by Greg Mierz

This month I'm going to talk about gas and the problems oxygenated gas can cause and the fun of changing a M5/6 starter.

Oxygenated gas is a troublesome beast that the EPA has mandated for several areas of the country. Basically what we have is ethanol added to our unleaded fuel. The problem is that ethanol can be destructive to certain rubber components of the fuel system. It also can cause problems with driveability, especially in cold engines. Because of the lower volatility of ethanol, the fuel doesn't like to ignite like straight fuel. I've found with my 2002ti that I need some engine heat before it wants to run well. I'd venture to guess that the ethanol attracts some water, especially when a car sits a while between drives. My wife's Dodge Caravan reacts the same way as does my Dad's Toyota truck.

Motronic equipped cars may be able to compensate some but they have other problems. Dan Patzer (long-time club member and owner/operator "Bimmers Only") has told me that the pressure regulators of the Motronic cars can be affected over time from the ethanol. Fuel pressure is a **major** factor is properly running FI Motronic motors. Faulty regulators can cause erratic running that may be fine one minute and lousy another. Dan replaces his on a regular schedule but one could certainly just be aware of it as a source of inconsistent running. For some areas the oxygenated fuel (reformulated) is a winter only thing but there is talk of it being used year round in some locations. Hey, the bright side of it is our air is **supposed** to be cleaner for it and the octane is a bit better. I've got a great set of FAQ's on gasoline I hope to edit down for a future column.

A club member gave me a call last month about his cool M5 ride not starting. The starter would turn over but not turn the motor over. So to the rescue with a rebuilt starter I went to his house. The car was stuck in his garage and

could not even be pushed out to bump start it. The large plenum on the M5 motor is neat to look at but a **big** hassle when you want to gain access to the starter. So here's the steps needed to replace the starter.

1. Disconnect battery;
2. Remove air-flow meter boot from driver side of intake plenum (hose clamps);
3. Disconnect small hose between the bottom of plenum and the crankcase near the oil dipstick (hose clamp);
4. Disconnect two hoses on passenger side of intake plenum (hose clamps);
5. Remove twelve cap nuts and washers from intake throats with 10 mm wrench;
6. Unclip plastic holders at ends of throttle cables;

7. Pull intake plenum out without disturbing the six rubber boots on the passenger side of plenum.

8. Starter is now in plain view. Cut the two cable ties which hold the starter solenoid rubber cover and the battery cable.

9. Remove cables from starter with 13 mm wrench;

10. Hardest part — it takes a while and needs a special wrench because there is no room for a normal straight wrench or socket. Remove two bolts holding starter motor with special u-shaped 17 mm obstruction wrench (also called starter or half-moon wrench). It's tough to find these wrenches in metric sizes. Try Snap-on, Mac Tools, or Griot's Garage. Sears has them in inch sizes only. JC Whitney has a cheap set, maybe good enough for occasional use;

11. Assembly is the reverse ... two new cable ties needed for the starter solenoid rubber cover. This should also apply for any other late sixes with the exception of the plenum removal.

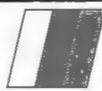
See you next month, if you've any suggestions or comments write me at GregM2002@aol.com or call me, number's listed with the other board members.

Special Delivery!



Historic Post Cards!

Authorized full color (4"x6") reproductions from BMW promotional archives. **\$6.95**
The 7 card 2002 series.....
Isetta series also available



BMP design

3208 Park Center Drive - Tyler, TX 75701

Parts and accessories for BMW automobiles exclusively

800-648-7278 Free 92 Page Catalog

Mformation

...from the editors

Monterey Weekend

BMW AG has committed to sending eight (and maybe as many of 25) of their historic racers over for the Monterey Historics. BMW NA will also be sending cars. NA has one of every IMSA cars, so expect to see a CSL, 320i Turbo and the first and second generation GTP cars.

Future Product Plans

The final new BMW to debut in 1996 will be the Touring version of the new 5-series. Don't expect to see it in the U.S.; the current Touring has sold poorly here.

The Z3 Coupe is to go into production in early 1997. Both the Z3 Coupe and Z3 Roadster will get the 2.8-liter in-line six in '97.

The big news for 1997 will be the debut of the new 3-series, E46, in November, seven years after the debut of the current 3. The 3 stays rear drive, but will be bigger, have a longer wheelbase and wider track.

BMW will stagger the introduction of the 3: the sedan goes on sale in '98, the coupe in '99 and the convertible in 2000. The new Compact (ti) will also come out in 2000, but could be badged the 2-series.

In 1998 the replacement for the 8-series will debut. It's said to be beautiful, resembling the CS and 6-series, and will cost about \$50,000. Also about 1998 we may see an upmarket roadster, E52, with a V12 and 507 Inspiration. Price will be about \$150,000 if it survives. (Car)



South Carolina Lightning

"Munich's own interpretation of the Shelby Cobra." Wishful thinking or not, that's how one insider describes this red-hot concept of the BMW Z3. The M roadster—a name BMW says will carry over into production—is to be built at BMW's plant in Spartanburg. It goes on sale in April 1997 at a price of about \$62,000.

Replacing the Z3's 150-hp, 1.9-liter four is the variable camshaft 24-valve, 3.2-liter inline six from the European M3. With a modified exhaust manifold, the engine pumps out 316 hp and 260 lb of torque—enough, BMW claims, to propel the rear-drive ragtop from 0-60 mph in fewer than six seconds, and to a top speed of 155 mph. That should

pitch it within the same performance parameters Porsche plans for the Boxster. One catch: the engine doesn't meet U.S. emissions standards, so U.S. versions will have a different powerplant.

To handle the increased power and torque, the M roadster gains a close-ratio six-speed manual gearbox, an upgraded suspension, improved braking capabilities, and larger wheels and tires. Exterior styling changes include a revised front spoiler, flared rear-wheel arches, chromed double twin exhausts, chromed engine cooling ducts in the style of the old 507 roadster, and five-spoke 17-inch alloys.

The prototype to be shown at Geneva also has an upgraded interior with body-colored highlights within the dash. But the production car is likely to forgo these touches in favor of a more restrained interior approach in line with the standard Z3's look. (AutoWeek)

told that the 'bimmers' polished the fenders, hoods, etc. with fine grained pumice or similar metal polishing materials. The early BMWs, known

for their fine (and smooth) body parts were thus dubbed "Bimmers"! How much fact, and folklore is in this, I'm not sure; but this is what I know about bimmer. The word 'beemer,' used for BMW motorcycles, probably comes from the bastardization of BMW. Many bikers, or at least here in Texas sometimes refer to their BMW bike as a BM... then 'BM er'... and I believe that gradually

evolved in "Beemer" which rolls out of the mouth easier and certainly sounds better than "BM" or "BM er." It is quite clear that the general public (and certainly not most TV nor movies) know the difference. It is very common to hear BMW cars called "Beemers." But like the politician said, I don't care what you say as long as you spell my name correct... at least BMWs are being mentioned... (Leo Newland newland@gamma.is.tcu.edu or LMNewland@aol.com)



More on Bimmer vs. Beemer

While this may not be 'the' authoritative or 'official' answer to the question about the origin of the words "bimmer" and "beemer," it is what I believe to be true. My understanding is that the word "bimmer" (used for BMW cars) is a slang German term used back in the first half or so of this century and means a worker who polishes metal. I was



BMW 5-series Coupe and Convertible

The overweight, overpriced, and overly cramped BMW 8-series coupe, which supplanted the beloved 635CSi in late 1989, was chief engineer Wolfgang Reitzle's only showroom flop. When the time came to develop a replacement, Reitzle and his team could have gone with an even more elaborate high-tech flagship (code-named E51) that would have paved the way to supercar territory. Or they could develop a two-door derivative of the new 5-series range. Choosing the latter was an easy decision to make.

Comments a member of the project team, "This car's production costs are only a third of what E51 would have swallowed, and at an estimated 30,000 units a year, it should sell five times better." Aimed at the gap between the 1997 Mercedes-Benz mid-size coupe and the 1999 SEC replacement, the sporty 5 series-derived BMW coupe should go on sale in the first quarter of 1998.

Although some powerful voices did plead for adoption of the four-door 528i's 111.4-inch wheelbase, it now looks as if the coupe will get a slightly shorter floorpan because of styling considerations. The car will also be treated to its



own all-new exterior sheetmetal. The pop-up headlamps and flared wheel arches of the 850 will not return, but the new car will have a pillarless profile. Unlike the 8-series, the new coupe will be a proper two-plus-two, providing enough cuff and scalp room for back-benchers.

Although the coupe has been officially signed off by the board, the funds for a convertible variant are still to be released. The body structure has been designed from the beginning with the droptop in mind, so torsional stiffness should be adequate. They are closely related, but the cabriolet is believed to have a taller and slightly longer rear end. A power-operated soft top will be fitted, as will pop-up rear roll-over protection devices, which complement front seats with tall, reinforced backrests.

According to one informant, the chassis of the upcoming coupe is loosely based on that of the next M5. The suspension is said to be a light-alloy, all-independent setup, with four air springs

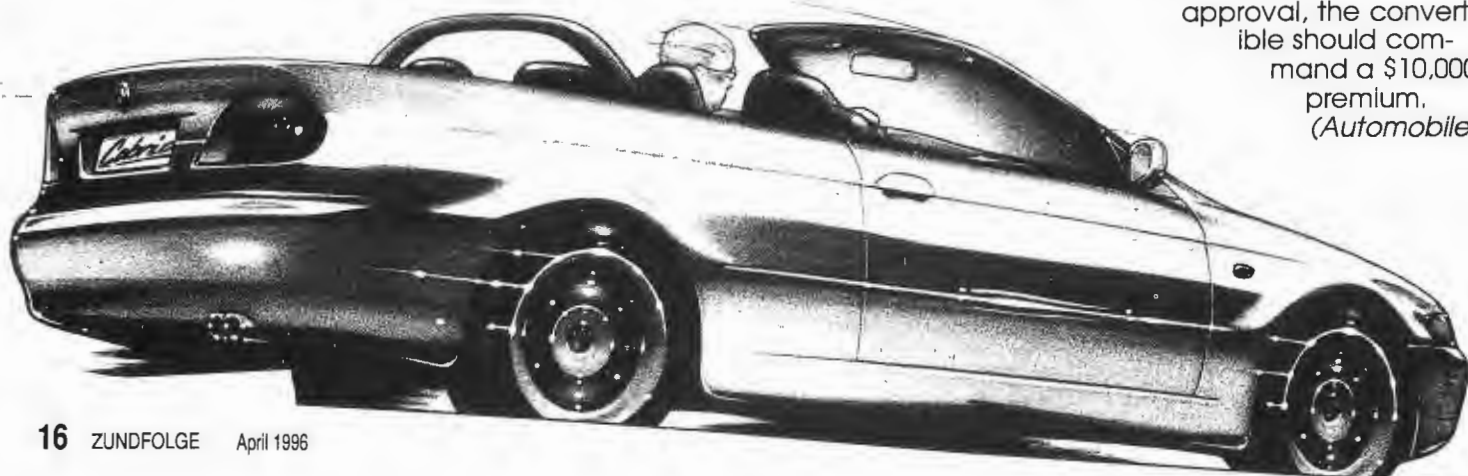
and adjustable dampers. The body will be steel, with an aluminum hood, deck lid, and doors.

Like the exterior, the interior design will be new. Characteristic elements are believed to include a slim center console running from the dashboard to the back seats, a partly voice-activated on-demand instrument panel, and a new generation of downsized, lightweight climate control and sound system componentry.

Under the hood, it seems safe to predict that the 190-bhp, 2.8-liter straight six, along with the 235-bhp (DIN), 3.5-liter V-8 and its bigger 282-bhp, 4.4-liter sibling, will be available. There will be a choice between a six-speed manual transmission and a five-speed automatic. Traction control, alloy wheels, stereo, and power everything should be standard, but expect to pay extra for a sunroof and for leather seats.

Although the final pricing is still pretty much undecided, there are indications that this legitimate successor to the 6-series will cost as much as 50 percent less than a full-boat 850CSi. Expect a price of \$50,000 for the six-cylinder version and \$70,000 for the top-of-the-line V-8. If it does receive

approval, the convertible should command a \$10,000 premium.
(Automobile)



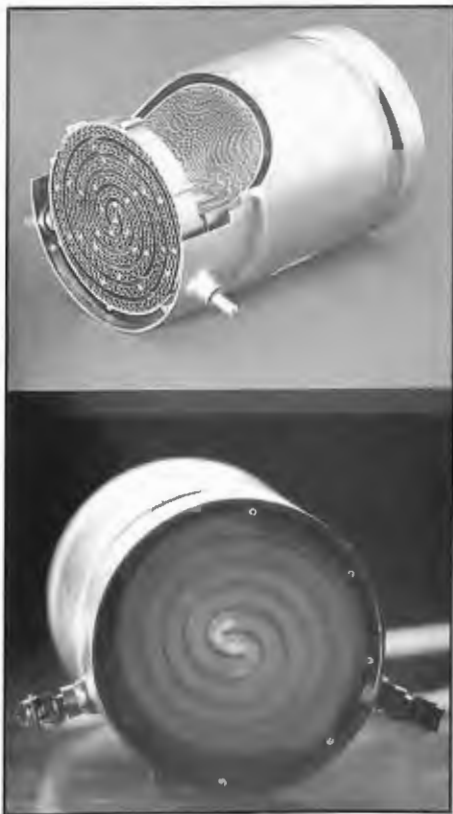
McLaren F1 LM

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 + 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*)

Super Cat

Alpina has introduced the first production-ready super catalyst. Super cat is an electrically-heated metal catalytic converter. It was developed by Alpina, BMW and EMITEC. By preheating the catalytic converter, the V12 BMW engine achieves a 50% reduction in hydrocarbons and nitrogen oxide and over 80% less carbon monoxide is emitted.



►►► 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 more powerful and more expensive version. Porsche management decided to go it alone and the forthcoming Boxster is the result. (*Car & Driver*)

Sebring

The BMW team had a disappointing day at the 12 Hours of Sebring on March 16th. David Donohue's M3 was leading the GTS-2 class until the suspension broke. The second M3 inherited the class lead, but broke down 20 minutes from the end of the race. The M3 of Pete Halsmer/Dieter Quester/Manfred Wollgarten finished 15th overall. The David Donohue/John Paul Jr./Javier Quiros M3 finished 45th. (*AutoWeek*)

Hot Hatches

The coupe based on BMW's Z3 roadster will come in some very hot versions. The in-line six will be offered in three versions: 2.5-liter, 2.8-liter and 3.2-liter; just like now. The 3.2 version is the M3 engine which makes 321-hp in European trim.

The enclosed body means better rigidity and thus better handling than the roadster. The rear suspension is to be beefed up considerably.

BMW engineers have lapped the Nurburgring in the Z3 coupe ten seconds faster than in a Porsche 911 Carrera 2. Acceleration from 0 to 60 mph is achieved in less than six seconds and top speed is 165 mph without an electronic cutoff. (*Car & Driver*)

Bellevue Motor Works

2040 152nd Avenue N.E.
Bellevue/Redmond

Overlake area, serving the Eastside

(206) 746-7141

*Rental and loaner car and free
towing on the Eastside and in
greater Seattle on major repairs.*

**ASE & Factory Trained
Technicians
(Apprenticed in
Europe)
Bosch & OEM Parts**



**Avoid the high cost of dealership repairs and
preserve the performance.**

- All mechanical works, factory scheduled maintenance including extended warranty work.
- With direct access to factory service bulletins ensuring the job is done right the first time.
- Quality workmanship, honesty & competitive pricing.
- We now offer lifetime brake, radiator, muffler and rack & pinion service.
- Windshield replacement/we pay deductible up to \$100.
- For parts or service, please call Al.
- More than 30 years combined experience on all European cars.

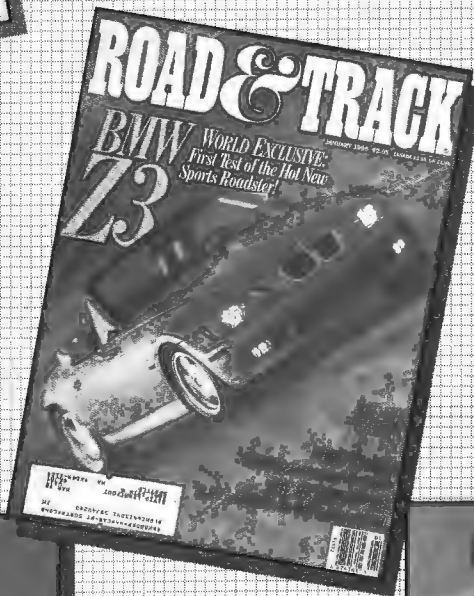
*Compare our service and prices
and let us show you how to
maintain your BMW and avoid
the high cost of repairs.*

Complimentary to first time
customers:
FREE labor on
oil/filter change
(Filter & Castrol oil extra)



Z3 Mania

BMW has been getting more press from the Z3 than any other car ever. Here's a sample of the magazine covers that have featured the roadster.



Z3 Book
The dealers are now offering a beautiful book on the Z3 Roadster. The book is over 100 pages, full color and hard-bound. It's reasonably priced, too, at \$37.95.





The Kiddie Kar Menace

In December 1994, BMW began offering the four-wheel Baby Racer and has since sold 45,000 of them. In June 1995, BMW introduced the Junior Racer (for move-up buyers) and has sold 9,000 so far.

On March 2nd, BMW introduced the third in this series for young enthusiasts: the BMW Junior Bike. This tricycle is aimed at 3 to 5 year-olds and is based on the BMW R 1100 GS motorcycle. The price is DM 169 in Germany.

Although TUV-approved and in compliance with European and American toy standards, none of the three are available in the U.S. The safety Nazis and our litigious business environment have conspired to deprive your deserving child of the BMW Kiddie Kar s/he so rightly deserves.

Of course, there's always the Kiddie Kar Gray Market.

UK Sales Record

In 1995, BMW had its best sales year ever in the UK. A total of 55,034 BMW cars were sold. No surprisingly, the 3-series was by far the top seller, accounting for 41,032 sales. (BMW Car)

Brussels

BMW introduced the BMW 318is coupe and 318ti Compact, powered by the revised 1.9-liter in-line four cylinder motor, at the Brussels Motor Show. The engine, which debuted in the Z3 roadster, is dubbed M44, and replaces the M42 1.8-liter four. The M44 enjoys more torque, better fuel economy and lower emissions than the engine it replaces. The new engine has roller rocker arms for reduced friction, lighter pistons and connecting rods, and uses the DME M5.2 engine management system. (Car & Driver)

No Badge Engineering

BMW promises to do no badge engineering of Land Rovers. There had been press accounts of a possible BMW version of the next Discovery. But Wolfgang Reitzle says, "We will never put a BMW face on a Land Rover." However, many BMW dealers may start to also represent Land Rover in the near future. (AutoWeek)

A Body Shop's Best Friend

Princess Diana's BMW 323i was involved in an accident when one of her aides was driving it. So Di borrowed another BMW — and then was involved in a five car crash in London. (The Seattle Times)

Noland's PARKING

PLUS, INCORPORATED

EXETER



GARAGE

SERVICE CENTER

Auto Detailing

Meticulous Care for The Owner Who Expects It!

Showroom Quality Results • We Protect Your Investments

Only The Finest Products — Meguiar's

10% Discount on Meguiar's Products for Club Members

Pick-Up & Delivery

Downtown next to Freeway Park
7th Ave. (Hubbell Pl.) & Seneca

622-9800

Member of Professional
Detailing Association

CAMPBELL/NELSON AUTO WRECKING

Specializing in New and Used Parts for



PORSCHE
BMW SAAB

ARLINGTON

(360) 403-9800

18021 59th Ave. NE

Arlington, WA 98223

Across from
Arlington Airport Entrance

EDMONDS

(206) 771-4931

205th & Aurora

Edmonds, WA 98020

Across from
Aurora Village Costco



Classified Marketplace

Cars For Sale

1994 325iS. Alpine White with sand leather interior. 19,300 miles, 5-speed, sport package, traction control, on-board computer, heated seats, sunroof, dual airbags. Warrantee until July 1998. Perfect condition, \$28,900/OBO. **Extras available** (all new except wheels): BMW/Alpine CD changer, Dinan chip, Dinan airbox, BMP Supersprint muffler, BMW M3 wheels (double spoke) with Yokohama AVS intermediate 235/40ZR-17 tires. Prices negotiable; call for details. Doug Barritt (206) 874-5830 (H) eves/wknds, or 773-3102 (W).

1987 635CSi. Red/black, 70k miles. This is an exceptional stock original car in flawless showroom condition. 5-speed, optional rear a/c. Looks and drives like new. Service records. If you want an excellent example, this is it. \$13,800, (206) 839-0500.

1984 318i. Lapis blue, 157K miles, cloth interior. Many new parts, Racing Dynamics wing w/GM Blazer 3rd brake light, suspension techniques lowering springs w/Koni adj. shocks and struts. Painted mirrors and bumpers to match car, tint. Alpine Perimeter alarm, 1990 M3 front & rear sway bars. \$4,300. Joel (206) 841-3518.

1975 2002. 80K miles, original owner, blue, sunroof, great shape. \$3200 842-6024.

1972 3.0 CS. Red with tan leather interior. 1994-95 Concours award winner. Immaculate condition. Sale includes additional complete engine, transmission, 2 sets of original carburetors, original steering wheel, extra rims, tail

lights and many other sought after parts. \$16,900. Call Zoe or Steve Fisher at (206) 542-3501.

1958 Isetta Convertible. This car has been at the club's concours for the last two years and was the cover car for the 9/95 *Zundfolge*. \$12,900. Milo Johnstone 324-3701.

Parts For Sale

'85 325 2.7-liter engine, rebuilt. Misc. interior and exterior parts for 325. Call 746-7141.

2002 Parts: 2.0-liter rebuilt engine, interior and exterior parts. Call 746-7141.

Four-speed automatic transmission, recently rebuilt, 746-7141.

Four Bridgestone Blizzak snow tires, size 205-60R15. These are mounted 1992 **3-series factory BMW alloy wheels.** The Blizzaks have been used less than 200 miles! These are the top-rated snow/ice tire and will allow your BMW to safely and swiftly go anywhere in the winter months! My loss is your gain. \$500 takes all! Please contact Paul at 885-9320 evenings.

MOMO "Corse" black leather steering wheel, 13.8" diameter, nice looking OEM BMW roundel horn button, used 6 months, perfect condition. \$75 OBO. Please call Sean (206) 391-6725.

6-1/2 x 14" BBS wheels (5 bolt), very good condition. \$300/OBO. Lee Yates (206) 284-8714.

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. Wait 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.



Tires PLUS Discounters of HIGH PERFORMANCE TIRES & WHEELS



PRICE:

Low Discount Prices.

SELECTION: Over 4,000 tires in stock - Pirelli, Goodyear, Yokohama, Bridgestone, Michelin, B.F. Goodrich, and Cooper.

SERVICE: Friendly, informed sales people; **FREE** tire mounting using European Tire Machines for Touchless Mag Wheel Mounting. All wheels are hand torqued to manufacturer's specs.

12540 N.E. 124th Street
Kirkland (Totem Lake)
821-9200
13310 Bel-Red Road
Bellevue (Next to Olympic
Boats, behind JB Factory Carpets)
641-7300

\$1,000 instant credit plan O.A.C. with no money down.

Deadline for the May issue is April 26.

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.

You're Invited to See the New 5-Series



Open House

April 27th, 6 - 9 pm at:

Bellevue



13617 Northup Way NE
Bellevue, WA 98009
(206) 643-4544



SERVING THE EASTSIDE
OUR 17th YEAR

**German Car
Specialists**

Service & Repair

SINCE 1979

the **BMW
Expert**

Slg Weiss: Master Technician
with 35+ Years experience

12409 S.E. 3RD PLACE
BELLEVUE
behind Factory

644-7770

**WE Guarantee to BEAT ANY
written estimate on ANY
Service or Repair from
ANYONE.**

COURTESY CUSTOMER SHUTTLE

SERVICE II SPECIAL:
on your 525i (1989-1993)
20% OFF ALL PARTS
(OFFER EXPIRES 4/30/96)



BMW AUTOMOBILE CLUB OF AMERICA
Puget Sound Region
P.O. Box 1259 • Bellevue, Washington 98009

Second Class
Postage
PAID
Seattle, WA