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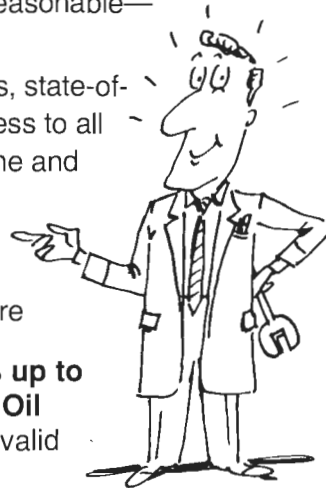
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McLaren F1 GTR.

Zündfolge

Volume 26

Number 6 June 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

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Calendar

June 15	Track Day at SIR hosted by the Alfa Romeo Club. See the May Zündfolge for more information.
June 22	Detailing Session at Exeter Garage.
June 25	Deadline for the July Zündfolge.
June 29	Tech Session hosted by Bellevue BMW's new service manager.
July 2	Board Meeting at the Lightfoots. Note this is a Tuesday.
July 5	Track Day at Bremerton cancelled; to be rescheduled.
July 7	Vintage Races at SIR including the BMW Club Corral.
July 13	Swap Meet/Go Karts at Point Defiance Park. More in this issue.
July 28	Concours d'Elegance at the Mercer Island Lid. Our biggest event of the year.
August 31	Baseball Night at Cheney Stadium.

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

Bellevue BMW Technical Session

June is upon us! There are many club events planned in June, this is a reminder about the last one. On June 29, Bellevue BMW will host a technical session at the service area of their dealership. The session will start at 1 pm and last until about 3 pm.

Our host will be Peter Kahl, the manager of the service department. Club members will have the opportunity to have their BMWs inspected by factory trained technicians. The inspection will primarily be of the undercarriage, but also include an examination of the vehicle's body as well. There will be some hamburgers and hot dogs grilled for our dining pleasure. Please call me, Hugh Golden at (206) 859-5947 to register yourself and your BMW. You can leave a message on my answering machine with pertinent information about you and your car. If you are like me and you read this article, put down the *Zundfolge* and do not remember the event until the morning of the 29th, come anyway! What better way to spend a sunny June day, than with the BMW car club and our cars. — Hugh Golden

Vintage Races at SIR

The Fourth of July weekend traditionally marks the time for the biggest vintage car races in the Northwest. This year the Pacific Northwest Historics will take place on July 6th and 7th.

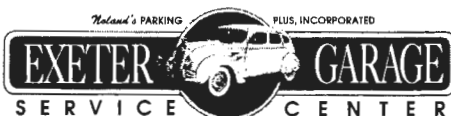
There will be about 200 vintage cars taking part. As usual, there will be cars representing virtually every era of automobile racing. Featured this year are cars of the 1950s. IndyCar drivers Bobby Rahal and Mauricio Gugelmin will be in attendance.

The races are sponsored by SOVREN, the Society of Vintage Racing Enthusiasts, to benefit Children's Hospital. It is expected that the weekend will raise almost \$200,000 for Children's uncompensated care fund.

Once again, the club will have a corral at the track. The corral will be held only on Sunday, the 7th. The cost to park in the corral is \$10, which is less than the general admission price. To be included in the corral, you must come early and tell them at the gate you are with the BMW Club. You should also clean up your car since it will be on display. If you are parked in the corral, you are welcome to participate in the lunch time parade lap.

— David Lightfoot

June Detailing Session at Exeter Garage



This is the last call for the Exeter Garage detailing session. As you may recall from the first article on this session, we are going to limit attendance so that everyone has a chance to practice their detailing technique. We're limiting attendance to twenty-five so I hope that there is still room when you read this article. As I write, half the slots are already filled!

Whether you just want to learn how to take better care of your car or if you are tuning up for the Concours, this session is for you. You can listen to the professionals and then take your turn on a practice car that the Exeter Garage will be providing (it's not a car that has been left there for more than 30 days). We are very pleased that Dennis Noland and his staff have taken time to put on this session for our club members; this has been a very popular meeting in the past. This time Dennis will also be discussing interior care. With the weather we've been having this spring, this will be timely.

When: June 22, 9:30 to noon.

9:00 Coffee & doughnuts

Where: Exeter Garage, 7th Avenue/Hubbell Place & Seneca

Directions: *Southbound I-5*, exit at Union St.; go left on 5th Ave.; left on Spring St.; left on 7th Ave./Hubbell Pl. The entrance is the first driveway north of Seneca.

Northbound I-5, exit at Madison St.; go straight ahead on 7th Ave. for 2.5 blocks. The entrance is the first driveway north of Seneca.

Dress: Wear work-around-the-yard/clean-up-car type clothes; you might get some cleaners on them.

To Register: Call Stephen Niver at 883-8577.

Swap Meet/Go-Kart Day

On July 13th, we will be holding a Swap Meet and Go-Kart Day at Pt. Defiance Park in Tacoma. The fun starts at 10:00 am, rain or shine.

The specific location of the Swap Meet is the parking lot of T-N-T Go-Karts. Bring all your reusable BMW stuff. Or come to shop for what ever you need.

If you have any questions, call me at 206-265-2021.

— David Culp

NEW MEMBERS

<u>Member</u>	<u>Referred By</u>	<u>BMWs</u>
Paul Mattiola	Drivers' School	'95 M3
Andrew Spain	Drivers' School	'81 528i
David Muszynski	BMW NW	
Zac Underwood	Drivers' School	
Sheila Garlach	Drivers' School	
Jim Griffin		
Wayne Allen	BMW NW	'87 325is
Dan Walton		'83 633csi
Peter & Joyce Peter	Internet	'74 2002tii
Edu and Sutarto	Driver's School	'88 M3
Richard Bost		'88 325ix
Vera Lillig	Zundfolge	'91 325ix
Harvey Grad	Zundfolge	'84 528e
Marc & Beth Swiontkowski	BMW Seattle	'82 528 Alpina
Patrick O'Neill	Zundfolge	
Steven & Tamara Ogg	Walt Conley	'92 750iL
David & Kathleen Uhlorn	Lightfoots	'87 325
Brian Fennell	BMW Seattle	'95 M3
Gary & Robin Mueller		'95 940i
Charles Tenesch		'81 528i
Russ & Marie Beck	Bellevue BMW	'96 Z3
Bob & Becky Eilert	Griffin Auto Lane	'90 325iC
		'95 540i
		'76 2002
David & Cynthia Witham		
Mark & Rebecca Baldwin	Bellevue BMW	'92 325i



Stalls

By Thomas B. Nast

Foul in the Paint

Dr. Ira Gore, Jr., an aptly named oncologist, purchased a new, black 535i from the BMW dealer in Birmingham, Alabama in 1990 for \$40,750.88. He was very proud of this car, and endeavored to keep it looking its best. So at age nine months, he took it to the aptly named Mr. Slick, of Slick Finish, for detailing. Mr. Slick called Dr. Gore and told him that the car had been repainted. Dr. Gore, who thought he had bought a new BMW with original paint, decided he had been cheated. And this being America, he decided to teach BMW a lesson in court.

Dr. Gore learned some interesting things preparing for trial. He learned that BMW internally instituted a policy in 1983 that if a car was damaged during manufacture or transit and the cost of repair was less than 3% of the retail price, no disclosure would be made to the purchaser. (We do not know how the "cost of repair" was determined by BMW; 3% may represent a lot more damage than you think.) According to BMW, Dr. Gore's car cost \$601.37 to repaint. BMW had refinished 983 cars between 1983 and 1990, at a cost of over \$300 per car. (Again, even if just a panel or two is being repainted, this is a very low figure for body work.) BMW claimed that the repainting was as good as the factory finish. (If this is true, how did Mr. Slick detect it?) BMW also asserted that repainted cars are worth the same as cars with original paint. (Piffle.)

The jury agreed with Dr. Gore that the value of his car was damaged 10% by the repainting, and awarded him \$4,000 for that. It also determined that BMW's non-disclosure policy constituted fraud, and awarded punitive damages of \$4 million. BMW promptly instituted a national policy of advising purchasers of all repairs made to new cars. The Alabama Supreme Court reduced the punitive damages to \$2 million, saying the jury computed the amount incorrectly.

BMW appealed to the United States

Supreme Court, which took away Dr. Gore's punitive damages award. Justice Stevens, joined by O'Connor, Kennedy, Souter and Bryer, felt that the award was "grossly excessive" and was therefore a due process (14th Amendment) violation. It used as "guideposts" of excessiveness the "degree of reprehensibility" of the conduct, the disparity of the harm suffered by Dr. Gore and the size of his punitive damages award, and sanctions for comparable misconduct. Notably, while recognizing the propriety of punitive damage awards, the majority gave no guidance as to what an acceptable range would be, leaving it to the Alabama courts to figure it out for themselves in Dr. Gore's case.

Four justices filed two dissents. Rehnquist and Ginsburg felt this was a state court matter, one in which the Supreme Court should not interfere. Justices Scalia and Thomas' dissent argued that this was not a matter within the Equal Protection clause, and that the Court should butt out, especially since it was offering no guidance to lower courts anyway.

A few points:

¶ There is an irony in a surgeon suing to teach a lesson over a moderately insignificant practice by a car manufacturer. It is, after all, doctors who are most offended by frequent recourse to the legal system by their patients, and the occasionally large award of damages.

¶ Spreading Dr. Gore's award over BMW sale in the United State for 1990, the punitive damages came to less than \$30 per car. Even if directly passed on to the consumer, this is a very small price to enforce openness and fair dealing.

¶ It appears that the punitive damage award had its desired effect, of convincing BMW to disclose the repainting of "new" cars.

¶ There are no punitive damages in the State of Washington, except when allowed by the laws of other jurisdictions (for example, federal civil rights violations).

¶ Many states do not require disclo-

sure of pre-sale repairs such as BMW was making.

¶ The Court's alliances were politically unusual (save Scalia and Thomas agreeing with each other), and it is fair to say that the issue of disproportional punitive damages is far from resolved.

¶ Where was Dr. Gore when we needed him? Virtually every BMW with metallic paint built between about 1970 and 1977 suffered complete paint failure. It was not a question of whether the paint would fail, but when. Many of these cars were repainted at BMW's sole expense; some were prorated.

Comment: When my new Euro delivery Mercedes arrived in Portland in October, 1980, it had been flecked, inside and out, with orange rust-resistant paint, and dented, in shipment. I understand exactly how Dr. Gore must have felt. I think Scalia and Thomas had the correct opinion.

The case is BMW of North America, Inc. v. Gore, No. 94-896 (May 20, 1996).



BMW Night at Cheney Stadium

Yes, it's almost time for the first annual BMW Night at Cheney Stadium in Tacoma!

Come join us on Saturday, August 31st, at 7:00 pm.

But that's not all! Prior to the game there will be a BBQ at 4:30 in the picnic area. There will be group parking along with beautiful new cars courtesy of BMW NORTHWEST. More details next month!!

— David Culp

1995 Financial Report

Here, for the first time, are financial statements on the club's activities. These are for 1995. We have never presented financials before, for several reasons. Among them, we usually haven't had anything this well organized, and even when we did, we felt few people would care. The latter excuse may still be valid, but here they are.

Just a few words on the financial philosophy that the Club's board follows. The aim of all events is to break even. Some make money and some lose money, but the aim is almost always to break even. The reason that the treasury does not subsidize events is that only a few members would benefit. The one exception to the general rule is the annual concours. The treasury subsidizes this, our biggest event, to the tune of \$500 to \$1,000 each year. About half of a member's dues goes to *Zundfolge*. This is because it is the one benefit that is enjoyed by all. It is also the way we communicate, attract new members and attract advertisers. The other half of a member's dues goes mostly to the administrative costs of running the club. These are mostly printed materials and postage.

The board tries to maintain a reserve of about \$5,000 to \$10,000. This is needed because many event costs, such as track rental, are paid far in advance of the actual event. The reserve is also needed because, in spite of intentions and planning, some events lose money. This tends to be offset by those that make money, but the ebbs and flows of the cash flows can be pretty dramatic. The board does not like to see the cash balance get too high, because it means that the money is not being put to use to benefit the members.

If you have an interest in the administration of the club, remember that board meetings are open to all members. Please feel free to attend.

BMW ACA - Puget Sound Region Statement of Activity for the Year 1995

Revenues:	
Dues	\$16,305
Zundfolge advertising	15,574
Track event fees	10,815
Banquet receipts	4,633
Stipends and reimbursements	3,558
Merchandise sales	953
Other event revenue	806
Miscellaneous	789
Total revenue	53,433
Expenses:	
Zundfolge	26,750
Track Events	12,333
Banquet	5,198
Administrative costs	3,924
Merchandise	2,464
Other event costs	2,414
Miscellaneous	1,523
	<u>54,606</u>
Net expenses in excess of revenues	\$ 1,173

BMW ACA - Puget Sound Region Statement of Financial Position at December 31, 1995

Assets:	
Cash	\$ 5,616
Accounts receivable	3,811
Inventory	1,440
Prepaid postage	207
Equipment	2,000
Total assets	\$13,074
Liabilities and Net Assets:	
Accounts payable	\$ 106
Net assets	12,968
Total liabilities and net assets	\$13,074

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16th Annual Concours d'Elegance

By Al Lancaster

Make your plans now to attend the Concours d'Elegance. This is our biggest event of the year. It's a lot of fun and a good event for all ages. Activities include entering a car, just viewing the cars (which is what most members do), picnicking, tennis (nearby), bicycling (to and from the event) and swings for the kids.

The Concours is at the First Hill Lid on Mercer Island. This is the beautiful park built over I-90. The park is on the west side of the island with a view of the lake and the Seattle skyline. This location is

cars. That's Isettas, 600s and 700s. We expect examples of each. There will be three or four other judged classes: 3-series, Vintage, and the big cars. The big cars may be split into coupes and sedans. Vintage includes classic coupes, Bavarias, 2002s, etc.

The Plan

That's the plan. We just need you there to be a part of it. Next month we'll have more information. But it's time to start polishing.



just about perfect. Last year we had our biggest turnout ever for a Concours with an estimate of over 250 attending. We also had over 30 cars entered, a record.

Schedule

The Concours is Sunday, July 28th.

The day's schedule is:

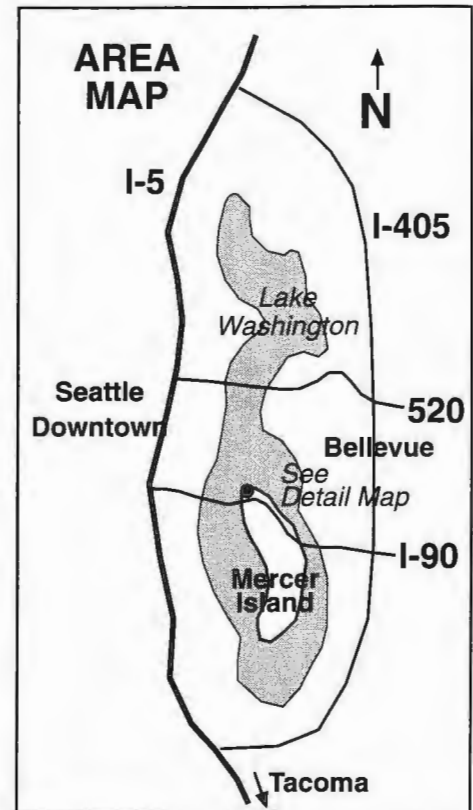
- 9:30-11:00 Vehicle registration and preparation
- 11:00 Hands off
- 11:30 Judging begins
- 2:30 Awards ceremony

Spectators should feel free to drop by anytime. If you are entering a car, you must be there by 11:00. You will receive instructions when you check in. Preregistration is encouraged. The cost is \$10 per car until July 18th. After the 18th, including the day of the event, the cost of registration is \$25.

The Cars

Expect to see a cross section of extremely well maintained BMWs. We are making a special effort to lure out some unusual cars. No promises, but come by to be surprised. Maybe a 507, maybe an M1, maybe,well, you should be there.

As mentioned last month, there will be a new judged class for the air cooled



DRIVING DIRECTIONS:

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

Westbound from Bellevue: Exit I-90 at Exit 7, Island Crest Way (last Mercer Island exit). Go straight and continue on North Mercer Way. Cross 76th Ave. SE. Follow road as it curves left. Turn right into the parking lot.

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BMW ACA 1996 Concours Registration

Year and Model _____

Owner _____

Address _____

Phone Number _____

Comments _____

We appreciate any additional comments. Please make checks payable to BMW ACA. \$10 per vehicle entered. Return no later than July 18, 1996 to: A. A. "Al" Lancaster, 29817 2nd Ave. S.W., Federal Way, WA 98023.

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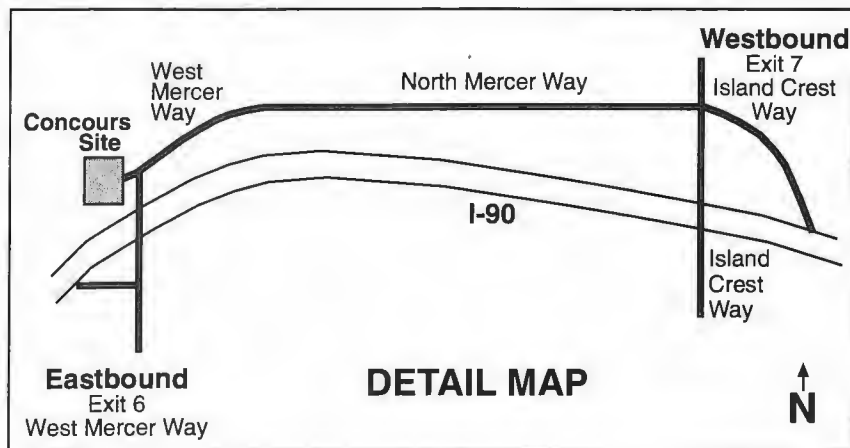
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BMW Motorsport 1996

By David Lightfoot



McLaren F1-GTR

...for 1996,
a
different
approach...

In 1995 BMW enjoyed a very successful racing season. National touring car championships were won in Japan, France, Belgium, Germany and Australia. BMW scored a second at the Touring Car World Championships. In the 24 hour races at the Nurburgring and Spa, BMW came home a winner both times. And at Le Mans, the BMW-engined McLaren F1 was the overall winner in its first race outing.

But BMW was disappointed by their poor showing in the important British Touring Car Championship (BTCC). There was also the feeling that the company had spread its efforts too thin. Finally, BMW M, which was founded as BMW Motorsport in 1972, had diversified to such an extent that the focus on racing was being lost.

Thus, for 1996, there will be a somewhat different approach. In December 1995, BMW Motorsport Ltd. was founded. BMW M will continue its activities with the Individual line of cars, the street M cars and drivers' training. BMW Motorsport Ltd. will focus solely on racing. The new company will be domiciled in both England and Germany. The German branch will be responsible for engine development. The British branch will be near the specialized racing infrastructure that exists only in England. The English location will also facilitate cooperation with McLaren and intense involvement in the BTCC.

Touring Cars

The touring car program will concentrate on two areas: first, support for the works teams racing in England and Germany, second, support for subsidiary company teams in Italy, Belgium, South Africa and Australia. In Germany, BMW Team Bigazzi will be defending the title for the second time with drivers Alexander Burgstaller and Steve Soper. In the BTCC, BMW Team Schnitzer will try to "make amends for the 1995 predicament," (that's what the press

release says) with drivers Joachim Winkelhock and Roberto Ravaglia.

GT Racing

The McLaren F1 had a spectacular first year in racing. In 1996, the plan is to enter an improved version of the car in various events. BMW Motorsport Ltd. has modified the V-12 engine to conform to new regulations. Delivery of customer cars began in February 1996. Team Bigazzi is expected to compete in the 24 Hours of Le Mans. The McLaren will likely also be raced in Zhuhai, China and in Suzuka, Japan. At the Le Mans race the cars will bear the BMW Motorsport banner design, as depicted on this month's cover.

Youth Development

BMW was the first to field a "Junior Team" and continues to give young drivers a chance to compete. BMW is backing the ADAC Formula Junior program. The director of the school is Marc Surer who got a career boost himself from the BMW Junior Team many years ago. The current Formula Junior program features single seaters using BMW engines.

The Cars

For the various national touring car championships, BMW will once again be campaigning the 3-series four-door. The dry weight of the cars is 1000 kilos, or about 2200 pounds. Enormous wheels and tires are fitted; wheels are 19 inches in diameter. The cars are lighter than in 1995 but have the same stiffness. The center of gravity has been lowered considerably. BMW builds the cars themselves at the Regensburg Works.

The engine is a 2.0-liter four cylinder with 16 valves. Goodies include forged pistons, a graphite fiber intake manifold and BMW's own electronics. The result is 299 horsepower.

The motor in the McLaren is a cost-no-object affair. The 6.0 liter V-12 sports 12 individual ignition coils, 12 separate throttle valves, four overhead camshafts, 48 valves, four exhaust manifolds of three cylinders into four flues, and so on. Suffice to say that the engine produces 615 horsepower on premium unleaded gas.

1996 BMW Works Teams

Germany

Team: Bigazzi
Drivers: Alexander Burgstaller
Steve Soper
Jorg Muller (occasionally)

England

Team: Schnitzer
Drivers: Joachim Winkelhock
Roberto Ravaglia
Peter Kox (occasionally)

Italy

Team: Cibi Emme
Drivers: Johnny Cecotto
Emanuele Naspetti
Yolanda Surer-Egger

Belgium

Team: BMW Motorsport Belgium
Drivers: Thierry Tassin
Marc Duez

South Africa

Team: BMW Motorsport South Africa
Drivers: Shaun van der Linde
Deon Joubert

Australia

Team: Frank Gardner
Drivers: Geoff Brabham
Paul Morris



Joachim Winkelhock's 320i for the British Touring Car Championship.



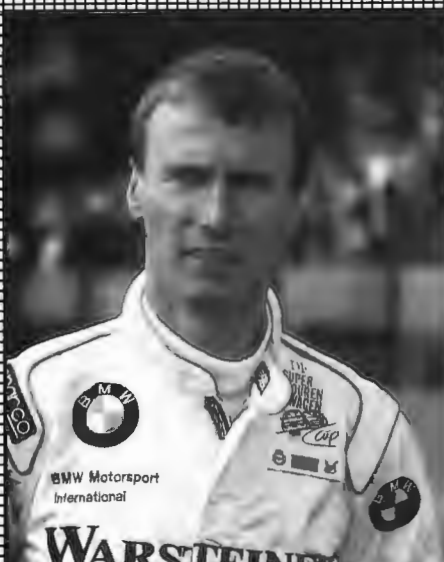
Alexander Burgstaller - BMW Team Bigazzi.



Joachim Winkelhock - BMW Team Schnitzer.



Johnny Cecotto - BMW Team Cibi Emme.



Steve Soper - BMW Team Bigazzi.



Roberto Ravaglia - BMW Team Schnitzer.



Emanuele Naspetti - BMW Team Cibi Emme.



Jorg Muller - BMW Team Bigazzi.



Leopold Prinz von Bayern - BMW Team Iserert.



Yolanda Surer-Egger - BMW Team Cibi Emme.



Roberto Ravaglia, the most successful touring driver ever, drives Number 21 in the BTCC.



Steve Soper's 320i competes in the German Series.

BMW Racing in the USA

For the second year, Prototype Technology Group (PTG), is carrying the flag for BMW racing in the United States. This year, PTG is fielding a pair of BMW M3s in the 1996 IMSA Exxon Supreme GTS-2 series. BMW is providing factory support and Valvoline is the primary sponsor.

The president of Prototype Technology Group is Tom Milner who has nearly 30 years of experience in the racing business. This experience includes IMSA, SCCA and NASCAR.

PTG occupies a modern, 23,000 square foot facility outside Winchester, Virginia. The company utilizes state-of-the-art equipment for the design, construction and testing of race cars and automotive components, including computer aided design and drafting. PTG also does engine building, dyno testing, and machining and fabrication for automobile and airplane engines.

The team is seeking both the driver's title and a second IMSA GT manufacturer's title for BMW. The first GT championship came in 1981 when Kenper Miller and David Cowart drove an M1 to 11 victories. Drivers David Donohue and Pete Halsmer will run a full season in the M3s, with support in the endurance events from veteran John Paul, Jr. and Austrian Dieter Quester.

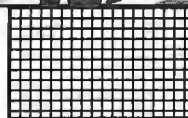
PTG is currently developing a program with BMW to act as BMW of North America's motorsports customer service facility.



1996 BMW M Team



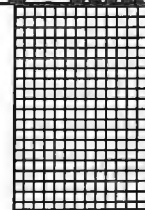
David Donohue



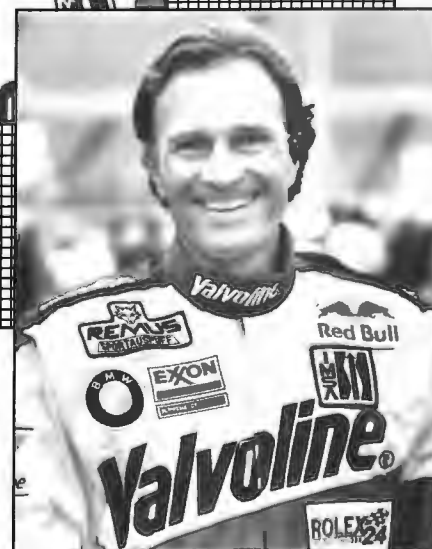
Pete Halsmer



John Paul Jr.



Dieter Quester



Prototype Technology Group BMW M3 Team

BMW Motorsport Highlights

Season(s) Highlights

1972	BMW Motorsport GmbH formed
1973-1982	Six European Touring Car Championships, 1973-79, with 3.0 CSL. Six Formula 2 championships, 1973-82. BMW-engined cars won 87 of 129 F2 races during this period.
1975	BMW Motorsport introduced to North America with 3.0 CSL in IMSA GT series. Won 12 hours of Sebring, Laguna Seca, Riverside 6-Hour and Daytona 250, plus five second-place finishes and six pole positions.
1976	Peter Gregg Racing 3.5 CSL, won Daytona 24 Hours, Watkins Glen, Talladega.
1977	David Hobbs, Citibank McLaren BMW 320i, won Mid-Ohio, Sears Point, Road Atlanta, Laguna Seca, plus six pole positions.
1978	David Hobbs, Citibank McLaren 320i, won Sears Point, Hallett.
1979-1980	BMW M1 PROCAR series champions: 1979 - Nelson Piquet; 1980 - Niki Lauda.
1981	BMW M1 IMSA GTO Champion, Kenper Miller, Dave Cowart, 11 victories. BMW wins first GT Manufacturer's Championship.
1983	Formula One World Championship, Nelson Piquet, Brabham BMW BT52.
1985-1986	March BMW IMSA GTP, John Watson, David Hobbs, Davy Jones, John Andretti. Won Watkins Glen 6-Hour, 1986.
1986	Sports Driver's, Ron Christensen, and Manufacturer's Championship in IMSA's Firestone Firehawk Endurance Championship, BMW 325e.
1987-1991	BMW M3, the most successful touring car racer of all time, including World, European and German Touring Car Championships.
1988, 1992	One Lap of America, BMW M5, first overall.
1994	David Donohue, BMW M5, IMSA Supercar, 2 wins, 3 poles, Driver's and Manufacturer's Championships.
1995	Shawn Hendricks, BMW M5, IMSA Supercar Driver's Championship. BMW claims second consecutive Supercar manufacturer's title. Randy Pobst takes amateur SSA National Championship in BMW M3.

BMW Motorsport Heritage

Competition has been an important development tool for BMW ever since it set the World's Altitude Record with a BMW-engined airplane in 1919.

Through the development of airplanes, motorcycles and cars, competition has been the conduit for a continuous exchange of ideas between BMW racing and production vehicles for 75 years. Fifty-seven world records for airplanes, combined with 57 world records for motorcycles, German, European and World Championships in motorcycles, sidecars and automobiles, attribute to BMW's commitment to competition to develop better products.

For BMW automobiles, the record shows a continuous string of successes since BMW Motorsport GmbH was created in 1972 as a separate entity to build high-performance cars for both racing and sporting road use.

Lessons learned in competition are applied directly to BMW production cars. Many technical innovations employed to improve fuel economy and reduce exhaust emissions were first tested on BMW race cars. ABS, now taken almost for granted, was tested in competition by BMW as long ago as 1974. The 1983 BMW Formula 1 World Championship-winning engine was based on a standard BMW 3-Series block. The BMW Formula 1 engine was the first competition powerplant to employ Digital Motor Electronics.

In addition to technical successes, the "human side" of BMW Motorsport has included many of the greatest names in auto racing during the past 20 years. In Europe and North America, drivers contributing immeasurably to BMW's success have included Formula 1 and IMSA GT championship. Names that are a part of the modern BMW Motorsport heritage include Nelson Piquet, Niki Lauda, Ronnie Peterson, Jody Scheckter, Hans Stuck, Sam Posey, Brian Redman, David Hobbs, and Dieter Quester. Rising stars John Andretti and Davy Jones won their first major victories with BMW. In 1994, David Donohue, son of Indianapolis 500 winner, Can-Am and Trans-Am champion Mark Donohue, won his first major race, the IMSA Supercar Driver's Championship, and Manufacturer's Championship in a BMW M5.

Many of the cars these men drove to victory are as famous as the drivers themselves. BMW engines powered six Formula 2 champions between 1973 and 1982 and won an astonishing 67% of all F2 races during these years. In 1979-1980 the PROCAR series introduced the BMW M1 to Formula 1 audiences. The Brabham BMW BT52 was the first World Championship-winning car powered by either a turbocharged engine or a production-based engine block. Production-based BMW 3.0/3.5 CSL's, 635 CSi's, 320i's and M3's have been the backbone of BMW racing for over 20 years. The BMW M3 alone has won more championships than any other car ever built.

-- BMW NA

BMW NA Wins One Before US Supreme Court

On May 20, a sharply divided Supreme Court overturned a judgment of \$2 million against BMW of North America (BMW NA). In a 5-4 decision, the court found that the amount of the award violated BMW NA's due process rights under the US Constitution. The case now returns to the Alabama Supreme Court to determine whether a new trial or merely a revision to the amount of the judgment is warranted.

The award had been made to Alabama doctor Ira Gore Jr. who had brought legal action against BMW NA for failing to disclose that his 1990 535i had been repainted prior to delivery. Gore sued under Alabama fraud statutes, and the trial court jury found in his favor, awarding \$4,000 in compensatory damages and \$4 million in punitive damages.

The trial judge denied BMW NA's post trial motion to set aside the punitive damages award. The Alabama Supreme Court agreed, but nonetheless reduced the punitive damages to \$2 million, saying that the jury had improperly multiplied Gore's compensatory damages by the number of similar sales in all states, not just those in Alabama. BMW NA then appealed to the Supreme Court.

In the majority opinion written by Justice Stevens, the Court held that the award was "grossly excessive". He was joined by Justices O'Connor, Kennedy, Souter, and Breyer.

In reaching this conclusion, the court cited several areas. First, the award must be considered in light of the harm that occurred only within the state in which the transgression occurred. Second, BMW did not receive "fair notice" of either 1) the conduct that would subject it to punishment nor 2) the severity of the penalty that the State might impose for such conduct. Third, the degree of reprehensibility of BMW's conduct did not justify the amount of the award: the company did not manifest indifference to or reckless disregard for the health or safety of others, nor did it engage in deliberate false statements or act in bad faith. Finally, neither the plaintiff Gore nor any other BMW purchaser was threatened with any additional harm as a result of BMW NA's nondisclosure of the repair work. While the Court acknowledged that it is not possible to determine a ratio between compensatory and punitive damages that would fit every

case, it nonetheless said that "the ratio here is clearly outside the acceptable range."

The dissenting justices (Scalia, Ginsburg, Thomas, and Rehnquist) argued that the Supreme Court had no constitutional rationale for interfering in an area that they felt is properly the province of the states.

Court-watchers had an interesting time with this one. The case itself was one of the most closely watched of the session. Both business, for whom the goal of reducing punitive damages has become a crusade, and consumer advocates, who feel the specter of punitive damages deters business from marketing unsafe products, had an obvious interest. The breakdown of the voting itself also showed that it isn't always wise to handicap cases of this type using ideologies as a guide: the Court's relatively moderate wing formed the majority, while the more conservative justices, for whom a pro-business vote might have been predicted, were the minority. It will be interesting indeed to see how the Alabama court ultimately rules.

— Tom Williams



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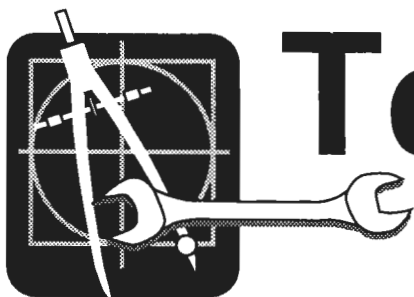


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Technik

edited by Greg Mierz

BMW's in general have good brakes, great brakes in some cases. BMW's that really get used hard, (ie track) events may need some improvements to enhance their ability to withstand very hard usage.

Hard braking generates a large amount of heat. There are a number of ways to deal with the heat. The basic components of your brake system are designed to handle quite a bit, that's why you have ventilated discs, four wheel disc brakes and so forth. Changing main brake components can be very expensive, but that's what many 2002's have by upgrading to ventilated 77 320i rotors. Larger calipers and pads increase the system's heat holding and dissipating ability. Adding ducts to get air to the rotors will yield good results and is a good idea for those whose air dams limit the amount of air getting to the brake area. Good clean brake fluid is of utmost importance as fluid contaminated with water will boil and cause brake fade. Brake fluid of both DOT 3 & 4 are hydrophilic, absorbing water over time. That's why it is so highly recommended to have freshly flushed fluid before running. Better brake pads can withstand more heat and along with the brake fluid are the two easiest things to change.

The makeup of brake pads can affect the way they handle heat and their hot/cold stopping characteristics. With brake pads there is no such thing as a free lunch. Pads that are good cold may fade easily and pads that work well on the track may not stop you when cold. As there are many brands of pads and many types of pads ie, street, street/track, and track, help via some personal experience was necessary. I was fortunate to get a lot of help from the BMW digest. Carl Buckland (buckland@alinc.com), Pete Read (read@enggr05.comsys.rockwell.com) and Bob Tunnell (bobt@wmfilms.com) gave me a lot of info and this pad review wouldn't be possible without their help. They will be CB, PR and BT for reference purposes. Oh, I'm GM.

Street pads will be what most of us have on our cars. Their main properties are good cold stopping ability. Cold stopping is that first stop, the one where the idiot pulls over in front of you and you nail the brakes. On the street that's very important, maybe of the highest importance, over dusting, squeal, etc. Repco/PBR deluxe are in this category, as are stock pads. On lighter cars and for those who are going to be pushing the performance envelope at the track, they will probably be fine if not pushed too far. They should also be satisfactory for basic autocrossing. There may be differences in minor characteristics such as dusting/squeal and all will be rotor-friendly.

High Performance pads are the next and maybe the most difficult group to explain. There are many new players in this group with a mix of compounds. Cold stopping will be lessened in general but not always. Noise and dusting are more of a problem but they stop better hot so you just clean things harder. Primary stopping action may be improved. Here's where my Internet friends' experiences come into play. **PR** reports good performance from Cool Carbon Blue, sort of expensive at \$100/axle. **Pros** are good temp range braking, streetable but with good track performance. **Cons** are nasty brake dust/noise and rotor material buildup that wears down with street usage. Rotor wear is accelerated. **BT** reports that Hawk Y-5 work well. "They stop the car like I've thrown an anchor out" (an M3). Rotor wear appears reasonable. **CB** seconds that opinion. **Cons** are noise and dust. The dust isn't as bad as some but cleaning up is necessary. Do not confuse Y-5s with Hawk Blue which are race pads. Repco/PBR Metal Masters are in this group, are readily available, but suffer in ratings to some of the newer pads. **GM's** personal preference is Ferodo 3410 AF, a very nice compromise they hold up well at the track, aren't too messy, are quiet and wear well. Works better than both Repco/PBR's Deluxe &

Metal Masters. If you want a pad to use at the track for your street car these pads should be given some consideration.

Race Pads are to be used only by the rich and famous. Almost all will stop you well when hot but all seem to love to EAT rotors. Hawk Blue and Porterfield R-4 are two such pads. **These are for track use only.** Don't try to use them on the street, they may be able to stop you but cause extreme wear to rotors when not at operating temperature. Several people reported very extreme rotor wear with the Porterfields so be forewarned. For the vast majority of us, these pads should be avoided or at least used only at the track and changed before heading home.

Brake fluid specs vary slightly between DOT 4 fluids. ATE Super Blue has a 536F dry and 392F wet, Castrol LMA is 446F dry and 311F wet. ATE specs exceed DOT 5 specs but is more costly than more commonly available Castrol. Regular DOT 5 fluids are silicone based and are verboten in ABS cars and are very tough to bleed in others. Wet and dry refer to boiling temps for a dry fluid and then fluid contaminated with water.

I hope this information helps you track wannabes and otherwise heavy brakers to assess your needs. Be realistic, don't buy more pad than you need, keep your powder (brake fluid) dry and enjoy. Again I must thank the folks from the Internet for their help and info.

BRAKE HARD and then turn for the apex Dudes!!

Till next month,

Greg Mierz

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...from the editors formation

New Stuff News

By the time you read this, the new **540i** will be available in dealer showrooms. This "mainstream" BMW should have performance equivalent to the old M5s. And you can get it with an automatic, if you choose.

Also available about now is the **1996-US spec M3**. The US M3 will be built for only about four months. Then the 1997 model run will begin. The '96 M3 gets a 3.2 liter motor for increased performance. Power is the same but torque is more, and at lower rpms. Cosmetic changes are minor.

A new version of the **318ti** will be available here shortly. The Open Air version has been available in Europe for a while. It's a 3-series hatch with a large canvas sunroof. Its function is to provide convertible-like driving at a price of about \$25,000. In the US the Open Air will be known as the **318ti California**. The California will be a very limited run.



Huschke von Hanstein

The passing of Huschke von Hanstein on March 6, 1996, has been noted by a number of auto magazines. A German nobleman, he is usually cited as Porsche's chief of racing and press relations. While true, before the war he was a noted endurance racing driver. He was the driver of the BMW 328 that won the 1940 Mille Miglia that was featured in the May *Zundfolge*.

Not to be Replaced

Rover CEO John Towers has resigned. Towers had favored closer ties with Honda rather than the BMW takeover. As a result, when Wolfgang Reitzle arrived from Munich, Towers' responsibilities decreased. Reitzle's title is Chairman, but he is effectively the CEO. That's why insiders are saying that the position vacated by Towers will not be filled. (*AutoWeek*)

E46 3-Series

The new E46 3-series will make its debut next year. The car is evolutionary, not revolutionary. (Would we expect anything else from BMW? The wheelbase will grow to allow more passenger room. The rear doors will be bigger, the front kidneys will be wider, and the windshield will be raked back more. The six cylinder engines will remain the same, but the four cylinder engines will go to aluminum blocks. Two new diesel engines will be available in Europe. (*European Car*)



No Sport Ute

The sport utility vehicle that BMW of North America had prematurely promised its dealers has been axed. Developed as E53, the 4X4 has been transferred to Land Rover. The next generation 3-series will again be built at the Spartanburg plant. The four door version is due in late 1997. The 3-series coupe may be added to the production mix in Spartanburg. The coupe is due one year after the sedan. The 3-series hatchback, called Compact in Europe and 318ti here, is another candidate for South Carolina assembly. The hatchback shares the platform of the Z3 and next year's Z5 hatch, so it would be a natural for Spartanburg. Don't hold your breath for this one, it's not due until the new version of the Compact appears, after 2000. By then, expect a whole family of slightly smaller BMWs badged as the 2-series. Included will possibly be a five-door version of the 318ti. (*Car*)

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◆◆◆Motorsport Update

Here's an update of BMW Motorsport activities as of press time: In the German Touring Car Cup, the Audi A4s are dominant this year. Fastest of the rest is Steve Soper in his BMW 320i, who is fourth in championship points. Leopold von Bayern is racing a 1995 spec BMW 320i for BMW Team Isert. The 52 year old Bavarian nobleman has been competitive, finishing 12th in his most recent race.

In the British Touring Car Championship, an Audi A4 also leads but the situation is much more competitive. Of the top six cars in championship points, there are two A4s, two BMW 320is, a Volvo 850 and a Renault Laguna. The highest placed BMW is Jo Winkelhock in second. But the gap should close between "smokin' Jo" and leader Frank Biela. Winkelhock has won the last two races. The new BMW 320i is still being developed and is improving rapidly. Things look good in the BTCC.

In the International Endurance GT Championship, the McLaren F1 GTR has won every race. Competition has come from the Ferrari F40, the new Porsche 911 and the new, and surprisingly quick, Lotus Espirit V8. The McLarens have not won many poles this year, some of the other cars are quicker, but the reliability of the BMW V12 has meant victory in every outing so far. Our cover car this month is a McLaren F1 GTR in BMW Motorsport livery.

Brake By Wire

With drive-by-wire a reality on some BMWs, can brake-by-wire be far away? Not according to the Robert Bosch Corporation. They're developing an electronic replacement for hydraulic brakes. A sensor would detect the speed and depth of the driver stepping on the brake pedal. Electric actuators at each wheel would apply the brakes accordingly. There is a great potential for cost and weight savings, and the wheel-speed sensors for ABS could be used. This is coming quicker than you think. (*Sports Car International*)

Touring Cars to NA

The touring car racing that is popular in Europe, and around the world, is coming to North America. The series is governed by a largely common set of rules that are used in about 20 countries. Racing is open to mid-sized, four-door sedans of which no fewer than 25,000 are produced annually. Suspension and drive line design must be stock, but the components can be modified. Engines are limited to 2.0 liters and six cylinders. Eight races have been scheduled for this, the initial season. BMW will be represented by no fewer than four cars entered by various teams. (*Car & Driver*)

Only three cars turned out for a practice session for North American Touring Car Championship cars at Road Atlanta. Two were from the PacWest team, which races the Dodge Stratus. Darren Law's Hartong Racing brought a BMW which was run in last year's Italian Touring Car series. (*AutoWeek*)



Z3 Target

Forty to fifty-five year olds who regard the Z3 as a "weekend reward" make up one of the main target groups for the car, according to Jim McDowell, VP of Marketing for BMW of North America. Those buyers want the roadster to have the best of everything, says McDowell, who adds that BMW will later bring out a number of new, undisclosed options aimed at this group. (Whispering Bomb)

Non-Communal

Porsche Cars North America CEO was asked if there would be any cooperation between Porsche, BMW and Mercedes to better market the three companies' new roadsters: "There's nothing communal about Germans. We love nothing better than to kick the crap out of each other." (*AutoWeek*)

Z3s in the UK

In the land of roadsters, the Z3 is a hit. Although not available until the end of '96, UK dealers have deposits on 2600 cars. The first batch of right-hand drive Z3s has yet to be built. Dealers have stopped accepting orders. (BMW Car)

Osellas For Sale

Osella USA will campaign a BMW-powered car in IMSA's World Sports Car Championship, beginning with the Memorial Day race at Lime Rock. The new Osella PA 20 WSC will be available to customers. (*AutoWeek*)

Spartanburg Expands

Because of high production costs in Germany, BMW is investing in assembly plants outside the fatherland. Huge investments in physical plant are planned for the Rover plants in England. And the Spartanburg plant will be expanded with a \$200 million influx of cash. The \$200 million investment will raise plant capacity from 75,000 to 100,000 units annually. According to a Rover source, with ten years, 40 percent of the cost of a car will be contained in the transmission and electronics. These components will likely be shared by BMW and Rover models. Further down the road, shared components could total 60 percent of the value. The appearance and character of the vehicles will not be effected by these "invisible" components. (*Car*)

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The BMW-engined McLaren F1 continues to dominate sports car racing. At the BPR Global Endurance GT race, a McLaren driven by touring car ace Steve Soper and ex-Formula 1 triple champion Nelson Piquet qualified on the pole. It was leading the race too. Until it ran out of gas. Another McLaren, driven by Andy Wallace and Olivier Grouillard, saved the day by winning. (AutoWeek)

M Roadster

Much has been written about the M Roadster. The Z3 with the M3 motor is sure to be a big hit in Europe. Speculation has been that it will only be a matter of time before the car comes to the US with the US M3 motor. If the car comes to this country, it will have the 3.2 liter engine of the US-spec M3. But it's a big if. Our sources say the decision has not been made. The issue is one of capacity. The Z3 is only built at Spartanburg, and that plant is running flat out to build Z3s for world-wide demand. There is a good chance that the M Roadster won't come here simply because there will not be sufficient capacity to build the US-specific model.



BMW Bicycles

BMW has marketed its folding bicycles in Europe and North America for some time. These bikes are made by Montague Corporation and "badge engineered" by BMW. BMW calls themselves a "mobility company," and they mean it. BMW has now developed three bicycles themselves. These mountain bikes were developed by BMW's Development Division. The bikes feature a technical innovation borrowed from motorcycles: telelever technology for the front wheel. Like the Montague bikes, these bikes are collapsible so that they fit into a BMW car's trunk.

The bikes will be built in Dynamic, Speedtronic and Active models. Dealers in Europe are supposed to get their first models in May or June of this year.



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Recalls

There is always the chance that some BMW owners might have missed a product or repair recall notice, either through BMW not having their current address or misplacing the notice. It is important that all services and procedures that are subject of a recall be performed on the applicable models. By running your Vehicle Identification Number through a BMW dealer's service computer, a service advisor can tell you whether there is a pending recall service for your car. There is no expiration date on recall notices and, of course, no charge to the BMW owner for the service. (Fahren Affairs)



2-Series The 3-series hatchback will evolve from a simple entry level version of the 3-series to a family of models. There will be two door and four door versions with unique sheet metal. They will probably be called the 2-series, and may get a distinctive nose to set them off from their 3-series big brothers. BMW currently sells less than 10,000 318tis in the North American market, which does not justify assembly at Spartanburg. But the additional models, which are slated for after 2000, may justify local production. (*Automobile*)

▼▼▼▼ **The Olympic Torch Relay** passed through the Northwest on its way to Atlanta. David Culp snapped these photos of the special BMWs that followed the torch.



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1972 tii Black metallic. 320i mags. New injector pump. All original and many extra parts. \$5,500. Call Larry or Sandy in Olympia 360-866-5253.

1972 2002 Touring. Rare hatch-back 02. \$4000. David or Lucetta, 282-2641.

1967 BMW Glas GT Hybrid project car. \$2,000- 6,000. Call Dan 206-743-2002.

1958 Isetta Convertible. This car was on the cover of last September's issue of Zundfolge. It



has received a First Place Concours trophy from this club and Peoples Choice in San Francisco. Many extra parts, two complete sets of tires and wheels plus a new trailer. Showroom ready for your business! \$12,500 Milo 206-324-3701.



Other For Sale

1977 R100S Full dress touring bike. \$4,450. Call Dan 206-743-2002.

Parts For Sale

New Goodyear Eagle NCT 205-55-15 Tire. Original E30 M3 spare tire, made in Germany, never used \$85. Call John 914-478-1946 (NY).

New BMW Wolf Bra for 325 (1984-1992). Never used in original box. \$85. Call Caren 206-523-9664.

1995 Factory BMW M3 exhaust catalytic. Fits all E36 325's. Great addition with a chip. \$200 plus shipping. Leave message. Dave 206-527-0569.

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Factory Service Manual for 1983 to 1987 733i/735i. Also slightly scratched front lower air dam, door brake, injectors, misc. small parts. All free. Call Karl Rufener in Enumclaw at 360-825-3111.

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Determined by the Service Interval indicator in your vehicle or at approximately 15,000-mile or 12-month intervals. Ask your Service Advisor for details.

This service includes:

All operations recommended by BMW. A complete listing of operations for your vehicle can be found in your Owner's Service Warranty information Manual—or ask your Service Advisor for a BMW Inspection II Service Maintenance checklist.

15% OFF LABOR & PARTS

Free Loaner Special

This coupon is good for a free loaner during all scheduled Inspection I, II, or other recommended maintenance services.

Call your Service Advisor for details.

BMW Annual Body Inspection

To maintain your BMW 6-year rust perforation warranty.

This service includes:

- Inspect the body and undercarriage
- Clean and reapply undercoating as required.

(No charge with this coupon.)

Floor Mats

Any model BMW through 1989.

\$99⁹⁵



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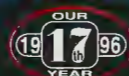
Service & Parts Department Hours:
8 am to 6 pm Monday - Friday, 9 am to 5 pm Saturday

*We honor all BMW manufacturer's warranties...
regardless of where you purchased your vehicle.*



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