



December 1996

# Zündfolge



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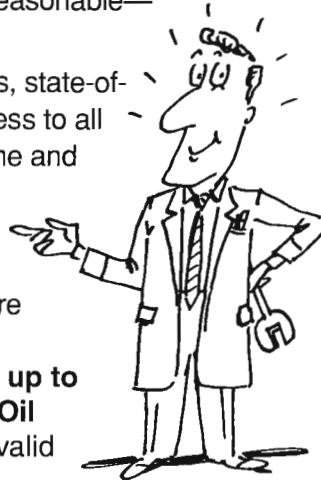
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Zündfolge

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his reindeer.

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## 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.

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

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# Calendar

<b>December 27</b>	<b>Deadline</b> for the January <i>Zundfolge</i> .
<b>January 2</b>	<b>Board Meeting</b> hosted by Greg Mierz.
<b>January 25</b>	<b>Annual Banquet</b> aboard the Spirit of Puget Sound. See Hugh Golden's article for all the details. Register by December 31 <sup>st</sup> to receive the discount price of only \$35 per person.
<b>February 22</b>	<b>Hockey Game</b> —The Seattle Thunderbirds take on Calgary at the Seattle Arena. The club has 30 tickets, so register early.
<b>March 1</b>	<b>Open House</b> exclusively for club members hosted by Redmond Motorsport. Come see all the goodies they have for your bimmer.
<b>March 22 or 29</b>	<b>General Meeting</b> at Vintage Racing Motors. The date isn't certain yet, but we're planning on visiting this wonderland of vintage race cars. Byron Sanborn will be our host.

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

# Club Banquet

This is the final reminder for the banquet before the early bird special expires. If you wait until the next *Zundfolge* is published, you will pay ten dollars more per couple to get on the BMW ACA banquet cruise. Just imagine what ten dollars could buy you in the auction. Depending on the bidding, you might be able to get an M3 hat or you never know, maybe even an M3!!

Generous donations are arriving with reservations. Nancy Martin has already donated a factory poster of a BMW motorcycle — I tried to get the nicest red 1938 328 in existence, but to no avail. Brian Horne has donated a classic picture from the Monterey Historics of a Motorsport M1 passing a motorsport painted Isetta in the corkscrew at Laguna Seca. Denis Nolan from Exeter Garage has pledged a donation and will also be attending the banquet. This brings up an important idea which is, advertisers are welcome and encouraged to attend the banquet; a boat full of car nuts, talk about a captive audience.

The date is Saturday, January 25, 1997. The location is the Spirit of Puget Sound dinner cruise. The ship will be open for boarding at 6:15 pm, and the silent auction will begin at 6:30 and run to 7:30 pm. The ship will cruise from Pier 70 on Alaskan Way out into Elliott Bay from 7:00 until 10:00 pm. After the silent auction, we will have a verbal auction and dinner. The dinner will consist of Caesar salad, followed by a buffet of:

*Hand-Carved Top Round of Beef*  
*Braised Northwest Salmon with Sour Cream Dill Sauce*  
*Sunset Chicken Saute*  
*Chef's Pasta Selection*  
*Seasonal Vegetables*  
*Roasted Rosemary Potatoes*

*Freshly Baked Rolls*  
*Choice of Dessert & Coffee*

The food is very good, and each table will be escorted through the buffet by a staff member. Then when each table has been served, anyone may go back up to the buffet for an item they might have missed the first time. When dessert is finished there will be a slide show highlighting the Monterey Historics. When the lights come back up, the band will play the remainder of the evening for our dancing and listening. My wife, Patrice, and I cruised on the Spirit of Puget Sound just recently and had a wonderful evening. The boat is large enough, so you don't feel the motion of the waves, and the view of Seattle is fantastic. The club has decided to offer a discount to members who make their reservation early. If you reserve before December 31, 1996, the cost is \$35 per person. After December 31, the cost is \$40 per person. To reserve a spot, please send a check for the full amount to Hugh Golden, 23610 51st Avenue S., Kent WA 98032. Any questions can either be included with your check, or feel free to call me at 859-5947. There is a free public parking lot at the intersection of Broad and Alaskan Way, approximately 100 yards from where the ship boards. Or you can park on Pier 70 outside right next to the ship, or inside for \$6.

I am trying to focus on expanding the size and diversity of goods and services that we will auction off this year. Please contact me if you have either an item or service you would like to donate to the auction. I will be donating a gift certificate to my restaurant, Gambardella's Pasta Bella — I put up so I don't have to shut up.

— Hugh Golden

# Coming Events

This winter the club has an unusually busy calendar of events. Here's some activities to look forward to:

Our annual banquet on January 25<sup>th</sup> will be like none before. The location is the Spirit of Puget Sound, which will be cruising Puget Sound. We will have our auction and dinner on the boat. But rather than an after dinner speaker, we will have a slide show of the festivities this past August at the Monterey Historic Races. The banquet is extremely reasonably priced given the dinner, boat ride and entertainment. Early registration, by December 31<sup>st</sup>, is only \$35 per person.

On February 22<sup>nd</sup> the club has 30 tickets for the Seattle Thunderbirds hockey game. Those that attended the Tacoma Rainiers' game last summer enjoyed it so much, we decided to do another sporting event. In the January issue of *Zundfolge* we will have registration information.

On March 1<sup>st</sup> the club has been invited to Redmond Motorsport for an exclusive Open House. We'll have more information as this event gets closer. And later in March, on either the 22<sup>nd</sup> or 29<sup>th</sup>, we'll be visiting Vintage Racing Motors. Our last meeting at VRM was extremely popular, so we're going back. VRM supports vintage racers by providing repair, restoration and trackside services. It's an amazing place and you won't want to miss this meeting.

# Turkey Rally

The Puget Sound BMW ACA had an excellent turnout at the Alfa club's rally on November 23rd. Of the 20 entrants, about half sported the roundel.

The route took us from downtown Bellevue to Issaquah. Along the three hour drive there were three checkpoints. With Hugh Golden driving and yours truly navigating, we came in fourth overall. We missed a turn a half block from the last checkpoint that put us 20 minutes over time on the last leg.

Two of our club's track events coordinators were at the rally, so let's hope that events like this, might be included in the club calendar in the future. Rallies are an excellent way for the whole family to enjoy their BMW.

— Ray Kirkland

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# Stalls

By Thomas B. Nast

## The First Annual Stalls Year In Review, Third Edition

*[This was a slow year for BMW, with developments being evolutionary, and press releases having the sizzle of an Al Gore speech. Nevertheless, for the car industry 1996 was another Silly Season, and while my summary of it is not all strictly true, it catches the spirit of truth better than O.J.'s testimony ever will. TBN]*

**02-02-96** BMW announces that, in order to create parity between the car and motorcycle divisions, it has purchased the Ariel product line in Great Britain. "We think that with the square-4 technology, we can make a "box" which is a perfect complement to our "boxer," an official BMW apologist said. "Besides, we need a motorcycle which will appeal to buyers of Rover automobiles."

**04-06-96** True item: According to the Seattle Times (p. D-1), "General Motors launched its third major effort this week to win a general-size share of the lucrative American minivan market."

**04-08-96** Chrysler announces it is retiring the 40 year-old "New Yorker" moniker.

**04-10-96** A demonstration sponsored by AARP at Chrysler headquarters in Auburn Hills, Michigan gets out of control. Although Chairman Robert J. Eaton personally defends the New Yorker's demise, the crowd is not appeased and pelts Lutz with Geritol bottles and half-empty Poli.Grip tubes.

**05-06-96** United Parcel Service announces that it has 98% decided to begin weekend charter passenger service with its jets, which are devoted to carrying cargo during weekdays.

**05-20-96** The United States Supreme Court, for the first time in history, gets into the automotive refinishing business.

In the case of BMW vs. Gore (no relation to Al), it decides that a repair job on a new 535i was not \$2M bad, even though a detailer named Mr. Slick noticed flaws in the repaint.

**05-21-96** The NASDAQ has a record day, the result of a tender offer by General Motors for Earl Schieb at 600% over current bid.



**07-08-96** BMW introduces the M3 pickup truck, and announces its ability to make 600,000 a year to meet anticipated demand.

**07-11-96** United Parcel Service announces it is buying American MediSure Corp. to sell insurance to its charter passengers.



**07-19-96** BMW has a substantial presence at the Olympics in Atlanta, Georgia. A 5-series wins the Torch Relay, the K1100 takes the gold in the bikathlon, and in a surprise upset the 318ti sweeps the normally aspirated downhill event.

**08-23-96** United Parcel Service announces it is buying the Persona Hospital Group, to economically treat charter

passengers who, in the words of UPS's spin doctor, "were improperly boxed before shipment."

**08-17-96** TWA Flight 800 falls violently out of the sky after its center fuel tank explodes.

**08-14-96** A committee, chaired by Vice President Al Gore, is appointed to find the international terrorism which has afflicted US airlines. Each member is issued a microscope, a pair of tweezers and a personal jet.

**08-30-96** Based on the microscopic understanding of civil liberties which has been a hallmark of the Clinton administration, the Gore Commission proposes that it would be appropriate to have social and financial profiles of all citizens who want to fly on airliners, including bill paying records and flying habits.

**09-09-96** The Clinton administration announces programs costing billions of dollars and tens of millions of hours of travelers' lost time to ensure that no terrorist can ever get on board an airplane with a defective fuel tank; only non-terrorist passengers will be allowed to board one.

**10-04-96** UPS suspends charter passenger service after the third passenger this week got caught in the sorting equipment, with fatal results. "It's not our fault," a hub-and-spokesperson stated. "The ticket has printed right on it that passengers are not permitted to wear belts or suspenders."



**11-02-96** Confirming the obvious, BMW anoints the 6-cyl. Z3 as a 1997

model. Will it hold its own against the Boxster and SLK? With production backlogged so severely that sedans are no longer produced on a line designed for both, should BMW really care? Look for used 4-cyl. Z3s to start depreciating to enthusiasts' price points, undergoing engine mods or transplants when they change hands.

**11-24-96** The annual garbling of "Stalls" by the production staff is unleashed on an expectant public.

**11-25-96** Luddites who, for twenty years, have claimed that airbags can and will inflict severe or fatal injuries, are acknowledged to be correct by the Department of Transportation. The installation of airbags was required by federal government when it was found that only a minority of the population uses seatbelts. The auto industry and governmental agencies, however, now have too much invested in this boondoggle to publicly acknowledge that airbags are neither cost-effective nor a sensible alternative to properly designed seat belts. Full employment for 1996 law school graduates is now guaranteed.

**12-02-96** A judge in Detroit refuses to modify her ruling that Volkswagen A.G. may be sued for racketeering over the actions of Jose Ignacio Lopez. Mr. Lopez, a former purchasing manager and cost-cutter for GM, is alleged to have taken crates of trade data with him when he was hired away by VW. VW refused GM's requests for return of the data and discharge of Lopez, and the German courts granted no relief. Expect damages in the U.S. action to be comfortably into nine digits.

**12-12-96** BMW quietly cancels plans to produce its M3 pickup, citing its "inability to source a satisfactory gun rack."

**12-26-96** *Zundfolge* editors publicly apologize for fifteen years of smelling pissteaks and dropped. (Not to mention tolerance of our columnists.-ed.)

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.....	.....	'61 R-6012
.....	.....	'96 Z3
Robin (William) Rausch .....		
Timothy Grace .....	BMW Northwest .....	'95 525ia
Ken Milne .....	BMW Northwest .....	'88 735i
Steven Pawluk .....	Comp Card .....	'91 318is
Aydin & Cindy Akdeniz .....	Comp Card .....	'92 318i
Wade Leathers .....	Internet .....	
Rusty & Sarah Smith .....	Request .....	'84 318i
.....	.....	'83 535i
Walter Williams & Karim Kag .....	Lightfoot .....	'78 530i
Rick Pirret .....	Internet .....	'92 325i
Peter & Lynda Frickland .....	Request .....	
Matt LaBelle .....	Request .....	'74 2002ti
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# Living With The Z3

## An Owner's Impression

by Brian Horne

### First, Some Background

In the world of auto sales, there are cars that are bought for transportation, and there are opportunities to participate in automobile history. It seems that over the last few decades there have been fewer of the opportunity stripe, and more offerings on the transportation side. Makers such as Chevrolet and Honda have fallen into the mundane ravine, and can't seem to get out. The latest Prelude is a prime example. Trying to fix the awful styling of the previous model, Honda sought to repair its sports car image (in the affordable line, the NSX is a wonderful machine but in a different league) and did an admirable job of fixing the looks of the car. Unless you look at it from the front. Ford has attempted to top its press reports on the original Taurus by giving license to the styling department to run amok. What starts out as an attempt at a bold statement turns into a smack in the face as the cockpit overwhelms you with ellipsoids and curvy lines for the sake of curvy lines.

It may seem silly to some to place so much stock in the looks of a car, but after all, that's what drives the perception of the automobile. There have been some wonderful cars built

since the turn of the century, but the ones that are revered and in the museums are the pretty ones. That's why people put up with Ferraris. The best of all worlds is a machine that combines looks with solid engineering, reliability, and drivability. But looks are a moving target as trends come and go, and public perception of style changes. Car styling, like everything else, can rise and fall in popularity. There are cars, though, which define a certain type of style and become classics. This seems to be a process that takes years, as the style of an automobile has to establish itself and be judged against its contemporaries.

In the mix of near term automobiles that have held top honors in classic styling, I would have to put the Porsche 911 at the top. A design that has held up for over 30 years and is just starting to be massaged into more modern lines. But the original design elements can still be seen. Also the Chevrolet Corvette. Even though the car has changed considerably since 1953, the mission has been the same and designers have always had an eye on the history of the car. Certainly the Morgan has to be cited as the classic classic, still using the same manufacturing process from the 30s as well as styling from the mid 50s. The current Miata successfully borrowed its style

and mission from the classic British sports cars. There are many other examples of 'classic' style defined by a particular car. You know it when you see it, the style will transcend time and trend and fix itself in our perception.

Which brings us to the Z3. BMW has had its share of style classics, but none of the history (except for the kidney grille and badge) of those predecessors seemed to exist in the current line. It can be said that the present move toward retro cars (Plymouth Prowler, Miata, Boxster...) is a styling trend in itself—that remains to be seen. There are only so many ways that you can bend sheet metal around seats and wheels. The latest styling 'advances' in the auto industry seem to be more driven by manufacturing methods and material innovations than anything else.

In the face of this, BMW has stubbornly hung onto antiquated devices such as round headlights to try and preserve some heritage and distinction. With the Z3 it has had a chance to reclaim more of its past, present it to the car buying public in a fresh package, and seek to define a new classic style. Imbedded into the Z3 are cues from the wonderful 507, the short lived Z1, as well as the mission of both cars—an open two seat sports car.



*The Z3 in the BMW Corral at the Concours Italiano.*



*Z3 2.8 coming soon to a BMW dealer near you.*

# Z3

This is where the opportunity part comes in. Yes, the Z3 is based on the 318ti and shares many parts from the 3-series parts bin. But it's a significant departure (some might say return) for the company and will mark some sort of milestone in the model history. The shared parts helped bring the base price in under \$30k, which is important in defining its market niche, and sets it apart from the other German roadsters due out soon. It also will help the Z3 weather demand fluctuations, and keep development costs down. From the Z3 platform other iterations will soon spring which will bring in aftermarket manufacturers and tuners and help extend the success of the car.

The opportunity is to be able to own the first production run of a unique car. How many of us would like the first year 328, 507 or any other car that is respected in collector and enthusiast circles? The trick is seeing this ahead of time and making the move (and being in the proper position to do so). What other car at this point in time represents this type of opportunity? Add into the formula that the Z3 is a wonderful car to drive, and the case is wholly made. I have always been jealous of two seat veterans tooling around in their open cars that they bought new and have pampered for 30+ years. Now in 2026, I'll can be the old guy in the perfect original Z3 making the kids go green.

## Back to Reality

How do you like it? Didn't you want to wait for the six cylinder? These are only a couple of the questions I've been asked about the Z3. The latter is patent advice from many of the professional seat jockeys writing for the popular auto magazines.

They say; "The Z3 is a wonderful car, but true enthusiasts should wait for the six."

And bring about \$12k more too. What is the four really like? How could someone trade in a Carrera and be satisfied with two less cylinders and a lot less horsepower? To answer that I'd have to live with the Z3 for awhile.

The first test drive I had in the Z3 was in December of 1994. I had already decided to buy one, having put down the deposit to get my name on the waiting list. I was 23 down or so, and delivery was penciled for April, 1996. BMW NA had put several demos on the circuit, and when Seattle BMW got theirs I hurried down to get a turn. Seeing a near production Z3 in the flesh was exciting, it was certainly a unique design. The top was up, and there had been few pictures in the car mags with a black top in the up mode. I'll have to admit that at this point I

or which was typical BMW—functional and well designed. I immediately liked it. There was enough distinction to make it unique to the Z3, but it wasn't gaudy or forced. When it was my turn to drive I slipped behind the wheel anxiously. We were on Lakeview headed south toward the steep hill up Belmont. I popped it into D and took off. The handling was classic BMW, solid, firm, and responsive. The engine seemed willing enough, but the exhaust note was buzzy. As we pulled up the hill I felt the car downshift and bog slightly. The performance was, well, adequate. I told myself it was a pre-production demo with an automatic, but I was concerned. Could I be happy with this car?

On the short drive back to the showroom, I was probably too polite and careful and should have tossed the car around a bit. I reassured myself that the demo was not necessarily representative of how the production car would act. Later I would rationalize that there could have been a 1.8l in the car instead of the production 1.9l that made the difference. I kept reminding myself of the opportunity. When I got home I took the 911 out for a spin.

I would end up taking delivery of my Atlanta Blue with beige interior Z3 at the end of June 1996 after several color changes, factory production date rescheduling, and detective work tracking the shipping from Spartanburg (that's another story itself). Spartanburg had the predictable start-up problems and customers and dealers alike suffered a



A 'Classic' BMW 507 at Laguna Seca.

was questioning my judgment. Was this a styling miscue or one of those designs that has to grow on you? The top was left up as I headed out with the salesman in tow. I was in for my second round of questions.

The demo that Seattle received was silver with a black interior, and it had an automatic! As we turned out onto Pike street I was inspecting the interi-

break-in period. In the interim I had the chance to drive the production dealer demo—this time with a stick! I have to admit that I still wasn't totally convinced. The car seemed prone to cowl shake and you could see the body flex transmitted to the rear view mirror and dash. The engine was more lively, though, and the handling was superb. The stock sound system was less than adequate, but hey, this would be of little concern in an open car, right?

With the top down I could experience open air motoring. I had never owned a convertible before, and it was going to take some getting used to. I started out riding a motorcycle, so wind in the face was no problem. It's the idea of being exposed to the world. Everyone can see exactly what you're doing when the top is down. And they are more prone to shout questions at you too—as I would find out. On Saturday, June 29, I took delivery of the long awaited Z3 and waved goodbye to the Carrera. It rained on the car on the drive home down I-5 with the top up.

### Getting Acquainted

Now the pressure was on. Prove the theory. Quiet the naysayers in the press who characterized the car as being underpowered. The first few drives in the Z3 were easy paced back road type meanderings. I promised not to flog it until it was properly broken in. The early impressions were very positive. The handling was still superb. The gear box was incredibly smooth—almost too smooth, shifting without effort and very precise. I almost felt I should be working harder (Porsche training). The engine was eager to rev up, and quieted any fears from previous experiences. The four wheel disc brakes performed well, and the stock Michelin Pilot HX 225/50 16 tires were wonderful. With the top down, cruising along country roads, this would be a great car for pleasure driving.

After the break-in period, I was able to push the car closer to the limits. Recent autocross training helped evaluate the car's potential. I found that if you keep the revs up, and use the gearbox generously, this car can keep up with most anything. Will it blow challengers away at stop lights or on the straight? No. But that's not what driving should be about. The corners hold the most potential for fun, and that's where this car lives. There are some quirks—there is predictable understeer (the front wheels tend to push out in a corner) but you can swing the rear out with a lift or light braking. The rear will hop a bit in rough pavement when inducing oversteer (rear end sliding out) but after a few times and when you anticipate it there's no problem bringing it back.

The opportunity to drive the Z3 down to the Historics at Laguna Seca provided a long trip ergonomics evaluation. Again the car surprised me. I was expecting to pay some price for being in a roadster on a long trip. The ride was wonderful as we made our way through central west Oregon to the coast. The instruments are laid out well, and the seats are comfortable on a long trip. I found that even with the cruise control on in top gear the engine pulled over any hill that was thrown at it. I succumbed to temptation in a few spots and executed high speed passes—all legal of course. The seating position is very good, and the seats themselves are infinitely adjustable. The tunnel is a bit close to your right leg, but it's not an intrusion.

At the historics I had the opportunity to participate in the Concours Italiano BMW corral. There were about a dozen Z3s there, and most of us were lined up together. I got the chance to meet and talk with most of the owners, as I happened to be the first one in line. They were a diverse bunch, not representing any particular demographic. The conclusion I drew

*Text continued on page 12*

## What The Press Has Said About the Z3

### Road & Track Aug. '94

"Styling is modern and pleasant, rather than extravagant. The as-yet-unnamed roadster will have a shortened wheelbase compared to the 3-Series sedans and coupes. No doubt the small inline 6 will fit, but it remains to be seen whether BMW will take that step which would obviously make the car front heavy."

*Road and Track's cover showed a concept rendering on the cover labeled BMW R1.*

### Road & Track Jan. '96

"It's a handsome car, Germanically muscular, and with some deeply sculptured details that I enthusiastically applaud. With your butt about 1 foot ahead of the rear tires, every slip of the rear end is magnified. But after awhile your brain seems to rewire itself to the new geometry, and the motions are recorded as fun, not fear. Does the Z3 herald the return of the traditional sports car, or is it the last stand against alternative sporty methods of getting around? The sports car market is in the throes of reincarnation of the classic, simple roadster theme, the back-to-the-future scenario BMW foresees. The Z3's future looks really good."

### Motor Trend Feb. '96

"The 1.9 liter engine, though adequate, is hardly the stuff of legends. Expect fun (but far from frantic) acceleration. Even the rarely encountered cynic, given a bit of time behind the wheel and the right road, likely will warm to the Z3. Once around the block with the top down probably will suffice."

*Motor Trend's cover labeled the Atlanta Blue Z3 as a '97.*

### Sports Car International Feb. '96

"While the Miata's handling is a whole lot of fun building up to fairly low limits, the Z3's is fun, accurate and inspired on its way to very high limits. BMW is offering a simple, basic sports car, and that's something a lot of people will line up to pay for. They won't be disappointed."

### Sports Car International Oct. '96

"The Z3 is a 318 sedan with 10 inches cut from the wheelbase and a distinctive convertible body clapped on top. The jury is still out on its styling. This is the ride of choice for wealthy 40-somethings who want to attract the right amount of attention, but don't care about the difference between an apex and an Amex."

*This Z3 slam appeared in an open 2 seater comparison of 5 cars. The Z3 placed 2nd, behind a Panoz, and beating out a Miata, Corvette, and Viper. The picture depicting the placement order had the cars out of the text sequence.*





Z3



Happy J



# B



**Top left to right: Z3 at the Concours; the new M Roadster wheel; Z3 2.8 liter**

**Bottom left to right: Z3 tails at Laguna Seca; the history behind the Z3; M Roadster gill**



# Holidays!

*From the Zundfolge Staff*

## 1996 BMW NA Sales Through September

	1996	1995
September.....	9,330	7,775
Year to Date.....	80,149	71,021

	Sep. '96	YTD '96
318ti	725	5,879
318is	182	1,837
318i 4 door	300	3,674
318ic	269	2,387
325is	6	238
325i 4 door	19	5,248
325ic	0	753
328is	257	5,149
328i 4 door	972	11,582
328ic	657	5,942
M3	176	2,494
Z3	1,776	10,305
525i	28	2,721
525iT	16	621
528i	1,785	9,619
530i	0	602
530iT	1	21
535i	0	0
540i	5	552
540i E39	599	2,933
M5	0	0
635CSi	0	1
740iA E38	0	693
740i M62	347	1,042
740iL E38	0	610
750iL	0	40
740iL M62	1,156	8,685
750iL E38	26	818
840CiA	23	278
850CiA	7	121
850CSi	0	4

October sales continued at a record pace adding 9,944 for the month and a year to date total of 90,093. Stronger sales were attributed to 5 Series availability, showroom interest generated by the Z3, and high demand for the 7 series models.

from this is that the Z3 has wide appeal from all age groups—a good indicator that it will be a successful model for BMW.

### What's Not To Like?

No car is perfect. The Z3 performs as advertised, and that is the most important aspect of a new model, and really any car. It's a true BMW in every respect. However, there are some things about the car that should be improved, and need attention.

**LUGGAGE SPACE-** If there are two in the car, pack light. There's not much room in the trunk and precious little in the cabin. With the top up there is an area behind the seats that you can stow stuff in. But you won't be able to put the top down. And you will have to decide to leave the boot at home, or find a place for it in the trunk. Don't give in and put on a luggage rack!

**STEERING WHEEL-** No adjustment. The position is good but some might benefit from adjustment. The seat will compensate for this, though, with the raise and lower control and tilt switch.

**SOUND SYSTEM-** This is not a major deal, because the top should be down most of the time. But the speaker placement and quality of the stock system is very marginal. It's a good candidate for replacement.

**THE EXHAUST-** I think most will feel that the buzzy exhaust note for the stock set-up could be improved. The



The final detail station at the Spartanburg plant.

Z3 deserves a better voice. Look for Schnitzer to come up with a solution.

**PLASTIC REAR WINDOW-** It's nearly impossible to stow the top without crimping the plastic. I use a hand towel to help form the plastic as it's folding away. This should be zippered so you can take it out.

**REAR STORAGE BINS-** there are 2 bins behind and between the seats. These should be combined to give more space and reduce the material that goes into them. There are lots of little cubby holes that can't really hold anything practical.

**THE TOP-** Easy to operate, but could be better looking ala the Miata. When it's down, you should be able to put it up with one hand, but because of leverage you can't. I would like to be able to pull over to the side of the road, flip the top up, secure it, and be on my way (I tried this on the way back from Laguna Seca). You have to raise it above eight inches or so with two hands or assistance, and then bring it over the top.

**ELECTRIC WINDOWS-** O.K., windows at all is against true roadster spirit, but I wish the Z3 had the one touch up and down available on other models.

**GLOVE BOX-** The glove box door is built like a tank, which is good I guess if you're going to secure valuables in it with the top down. It seems to be over-engineered and designers could have saved some weight and material. Compared to other BMW models' doors it seems like overkill.

**PICKY LITTLE STUFF-** Where's the famous BMW self charging flashlight? Why isn't there a central locking button on the console? Why is the fog light switch and indicator lamp hidden behind the steering wheel?

Text continued on page 14

## Z3 2.8

During November BMW announced the 1997 Z3 2.8. The long awaited six cylinder version of the roadster came as no surprise. The price may surprise some: at \$35,900 the Z3 2.8 is priced very competitively. This is the base price, of course, and no one will actually buy one for this price for a very long time. By comparison, the standard Z3 starts at \$29,000, although most of them sticker for \$32,000 to \$35,000.

The Z3's 2.8 liter engine produces 189 horsepower, which should make it one quick little car. The 2.8 will get a lot of standard equipment, including all-season traction control sports-tuned suspension, vented front disc brakes, 16-inch alloy wheels with high performance tires, flared rear fenders, a front spoiler, leather interior, and a wood-trim center console and gearshift lever.

BMW says the Z3 2.8 will go on sale this month. They probably mean in Germany. American dealers are saying that their first 2.8s will be here in the spring. Actually, that's pretty good timing. A six cylinder roadster just in time for spring weather. A just reward after a long winter.



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## Z3 Pricing / Tech Data

### 1.9 liter

Base Price	29,425
Zero-60 mph	8.2 seconds
Power	138 bhp @6000rpm
Top Speed	116 mph

### 2.8 liter

Base Price	\$35,900
Zero-60 mph	6.3 seconds
Power	189 bhp @5300rpm
Top Speed	128 mph

### M Roadster

Base Price	\$50,000*
Zero-60 mph	under 6 seconds
Power	300 bhp
Top Speed	155 mph

\*estimated

## The Verdict

The true test of an automobile's classic potential is time. The Z3 seems to have the early indicators in line. The styling, especially from the front quarter view is an acquired taste. But like all classics, it inspires love and loathing at the same time. The knocks it has received because of its reported lack of power are undeserved. How fast is fast enough? If the Z3 could make 60mph in four seconds, would that be enough, or would the auto journalists be screaming for more? On twisty back roads, you can only go so fast around corners. If you *drive* the car, even at low speeds (like autocross) you can extract enjoyment. With the Z3, you will be supremely rewarded.

One additional consideration for potential buyers is the spouse factor. With the 911, I was on my own. My wife Karen drove the car once and politely told me that she wasn't interested in a return engagement—as passenger or driver. The Z3 has potential for as much fun as the 911, but it's not in an intimidating package. She is

much more comfortable with driving the Z3, and that leaves more opportunity to participate in club activities together. Here's a suggestion, though, don't tell the spouse when you upgrade the Z3's suspension and add performance gear.

With the introduction of the 2.8 liter version, and the promise of the M Roadster for the U.S. (keep the fingers crossed) the future of the Z3 seems to be secure. I hope BMW remains true to the mission of the car—a roadster that carries cues from the past in form and function, and whose styling distinguishes it from other cars, especially other current BMW models.

Car makers have a tendency to invest in a design, and if it's successful, then meld the other models towards it. The spy pictures of the Z5, with a Z3 beak and a Honda Civic hatchback rear end are disappointing. Even though this car seems to be aimed at the upscale European market with more power and rear room, the Z3 styling should remain exclusive. If the Z5 does come to market, I think it will be at the expense of the Z3's prestige.

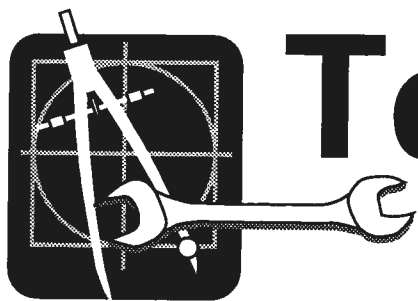
With nearly 4000 miles on the Z3, I can confidently say that the car has lived up to its expectations. As the miles tick by, I learn more about its potential and grow to appreciate its personality every day. This will indeed be my 'classic.'

Anyone who has ridden in a Z3 knows the attention it attracts. Anyone who has driven one knows that it is a wonderful machine that's a blast to drive, and contains some creature comforts too. It breaks new ground while paying homage to the past. Look for me in about 30 years, driving my classic, original 1996 Z3 on the backroads of the Northwest.

## How About A Z3 Special Event?

**Those interested in setting up a Z3 event in 1997 should contact Brian Horne at (206)850-3047. We can make this a display of the local Z3s and take pictures for Zündfolge. All club members will be able to attend, but the focus will be on the Z3. If we get enough people we may be able to convince the dealers to participate. Grab your phone and Call Now!**





# Technik

edited by Greg Mierz

Modifying our cars can take many forms. For some it's the quest for the very elusive extra little *G* of cornering force or some trick chip or cam to get that extra 5-25 horsepower more than the next guy. In the *OLD* days of carbs and cams it was a ritual of manhood to see who was running the biggest, baddest *Webers* or who had the best cam. Emission laws and tampering with the electronics on later cars has changed the nature of the modifications done to the later offerings from BMW. In the *OLD* days the changes to a head and cam were a lot of work and was just as much work to undo.

Changing a "*CHIP*" can be done in minutes and can be reversed almost as fast. Even swapping airflow meters and other FI mods are usually reversible enough to get back to stock at testing time. Suspension changes are a matter of priority tradeoffs. For example, to get more grip, ride quality may be sacrificed. Properly done with matched parts, many a suspension upgrade can be very pleasant and doesn't get in the way come emissions testing time. Many a "*CHIP*" change will not affect the car's ability to pass the emission test. There is the question of aftermarket "*CHIPS*" and how your dealer will deal with warranty claims, but on all but the newest Motronics, switching back isn't out of the question.

For anyone thinking about where and how to spend your *money*, give a *LOT* of thought to how you want the car to end up. There can be a world of difference in how one would do a track only 2002 and fudge the tradeoffs for the best handling over ride quality. Someone else's daily driver 325, for example, may get a suspension upgrade for firmer, more controlled handling, but without a teeth rattling ride quality. You spend your money and take your chances, so to speak.

Engine mods can be easy and hard and aren't without some penalty in almost all cases. Older motors with carbs and cams can be a real headache to keep "*emission-legal*". The '74 and older standards are reachable with *Webers* and

some cams, but the same motor in a '75-'76 can be a real handful. Cars with "*CHIPS*" should be passable in good tune.

Recently I was contacted by a person new to Washington state, and who had to get his '76 2002 inspected for Washington registration. His car flunked the test *BIG TIME* with his built-up motor of 40DCOE's and a Schrick 304 cam. Idle was off-the-scale rich and cruise was rich also. I took a look at his car and found a poorly jetted (too rich), out of synch pair of carbs with fouled spark plugs. With some decent jetting and setup and clean plugs it almost made it by. It was just under on hydrocarbons and just couldn't quite get under the 3% CO as presently setup. The cam's "*beauty*" is its top end rush. But this hurts the bottom end emissions with valve overlap bleedover. As a nice aside, the motor's performance is much better now and the owner is just "*gassed*" over it. It pulled much harder and is cleaner all at the same time. Maybe a small catalytic converter or another

jetting/timing adventure? I'll let you how it turns out.

Just time and age will eventually mean new shocks for most cars. Quality replacements such as Bilsteins restore so much of the feeling the car should have. A small trick I recently learned while giving a 325 new shocks was to make a small piece of hard slim plastic to slip over the tie-rod and ball joint boots to protect them from the chance of getting cut while using a pickle fork to separate the joints from the strut. This worked out well with no cuts and the joints popped right out. I was always worried that the boots might get damaged, but this plastic protector may well be the ticket to prevent such from happening. I'll try to get a picture out later so it can be copied.

See you again next month.

Greg Mierz  
GregM2002@aol.com  
editor *MTechnic*

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# INFORMATION

...from the editors

## SPARTANBURG DREAMIN'

Recent visitors to Spartanburg have reported some very interesting vehicles around the factory. There's a couple of Euro-spec M Roadsters that are undergoing testing. The car's said to be a rocket. There's still no official word on US availability, but at least the 2.8 liter Z3 will be here in the spring. Vic Doolan, President of BMW of North America recently told a group of employees undergoing training in Spartanburg, that the coupe and convertible versions of the 5-series will be along soon. Those should be lovely cars. Not so lovely is the Z5. One was spotted going into a paint booth. Unfortunately, the car is every bit as ugly as the spy photos have suggested. It looks like a bread van.

## Kid Stuff

A few months ago we showed you the BMW Junior Bike and mentioned other vehicles for the younger BMW fans in the family. To tease you more, here's photos of the whole line-up: the Junior Racer, the Junior Bike and the Baby Racer. Of course, none of these are available in safety conscious America, Land of the Free. So your poor

deprived children or grandchildren will have to do without. More's the pity.



## TEAM SEATTLE AT DAYTONA

Team Seattle will be racing a Porsche 911 the Daytona 24 Hours race February 1<sup>st</sup>. The Team Seattle members will be familiar to many *Zundfolge* readers. They include former banquet speaker and hydroplane racer Chip Hanauer, club member Byron Sanborn, Chris Bingham of Park Place, Chuck Lyford and Don Kitch. Team Seattle is racing to benefit Children's Hospital and Medical Center. Fans can become members of Team Seattle by pledging an amount per lap. Pledges may be sent to "Racing For Children's," P.O. Box 5371, Seattle, WA 98105. Money raised will go to the hospital's uncompensated care fund. (*Seattle Times*)

## BMW Mom-Mobile

The BMW minivan project is still alive. Based on a 7-series platform, the proposed van will have a 116 inch wheelbase and an overall length of 181 inches. Styling is said to be a cross between a Pontiac Transport and a 5-series Touring (this does not suggest a pretty picture-ed.). Europe has finally jumped on the minivan bandwagon and the market is projected to be 450,000 vehicles by 2000. BMW doesn't want to be left out. (*Roundel*)

## BMW in India

BMW already produces single cylinder 650cc motorcycles for the Indian market. Now, another joint venture with Hero, an Indian motorcycle manufacturer, will produce 5-series for the Indian market. The 5s will be assembled from completely knocked down kits. Production will start slowly with 1400 cars in 1997, ramping up to 10,000 vehicles by 2005. The joint venture is 51% owned by BMW. (*Whispering Bomb*)

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## BMW Outback?

After halting the project earlier this year, BMW is once again working on a sport utility vehicle to be based on the 5-series. BMW started work on the new project in



Volvo are planning hybrid 4X4s and BMW doesn't want to be left out. BMW is especially concerned about the forthcoming M-class Mercedes coming from the M-B plant in Alabama.

A test mule has been seen in Northern Germany wearing an old 5-series Touring body. The new vehicle uses a permanent four-wheel-drive system

developed with Land Rover. The system has special low friction differentials and a Bosch-developed electronic stability and traction control system. Known as the E53, the sport ute will be available with either six or eight cylinder engines. Availability in US showrooms is scheduled for 1999.

The E53 is intended to blend car-like ride and handling with a solid ability to go off road. BMW hopes to retain the excellent handling of the 5-series despite the higher center of gravity and longer spring travel of E53. A Rover version of E53 is likely. The Rover version will be more rugged and supplement Land Rover's existing products. Meanwhile, BMW's version is being pitched as an EMV, or Extended Mobility Vehicle.

Production site for E53 has not yet been decided. Land Rover's plant at Solihull, England has plenty of production capacity. But the other possibility is Spartanburg; mainly because it is in the middle of the biggest sport ute market in the world. (*Car and AutoWeek*)



## 6-Series

The slow selling 8-series will be replaced sooner rather than later. In its place, BMW will offer a new 6-series. The new 6 will be based on a shortened version of the 5-series' platform. The structure would also allow a convertible version. The 6 cabrio has yet to be signed off, although BMW NA's Vic Doolan says it's coming. Motors for the new 6 will come from the existing parts bin. The entry level model, at least for Europe will be the 628i. In the States, the bottom of the line will probably be the 640i with the 4.4 liter V8. And the top of the range? There are two possibilities: an M6 with a 400 hp version of the V8 with a 4.8 liter displacement. The other possibility is a 650CSi with a 5.4 liter V12! (*Car*)

## BIMMERS = VALUE

The boom this year in US sales of German-made luxury automobiles—while outwardly reminiscent of 1980s-era conspicuous consumption—is actually being driven by a value message touting functionality and safety more than prestige. Auto makers are offering lower prices and more car for the money—although they're still expensive by most standards.

After spending much of the 1990s recovering from the surprisingly strong US debut of Japanese luxury brands like Lexus and Infiniti, German makers are exceeding records set in the mid-1980s, when a booming US economy and stock market made a German luxury car an easy sale.

BMW sales in the US through October were up 14% from a year ago. And, BMW looks on course to sell about 106,000 cars in the US for 1996. It will be the first time BMW has sold over 100,000 units in the US. (*Wall Street Journal*)

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## Cover

This month's special holiday cover photo was made possible through the cooperation of a number of people. First is our talented photographer, Brian Horne, who shot lots of photos to get the one you see on your *Zundfolge*. The next people to thank are Steve and Annie Norman, the owners of BMW Seattle. They lent us Annie's red Z3 for the shoot. And the guy in the red suit? That's Santa Claus, of course, who says, "I don't need no stinking reindeer." At least he wouldn't if he had a Z3 that could fly.



On Saturday, October 26 Peter Kahl, Service Manager at Bellevue BMW Service Department, hosted a drop-in to celebrate Oktoberfest. As mentioned earlier, Peter with the assistance of our local airlines, was able to provide some special Bavarian-style repast for everyone to sample. The sausages were particularly noteworthy and flown in especially for the occasion.

The Bavarian theme (cars, food, music) was completed by a small group utilizing the appropriate musical instruments sans spoons. Oh well, we have to leave some room for improvement next time!

We had a great time wandering about, dodging the rain, filling up on those sausages and talking about BMWs. Some of us also talked with the technicians about possible car repairs; fortunately for me, the two repairs needed for my car were covered by warranty. Thanks to Peter and his staff, a good time was had by all. Let's do this again next year, Peter.

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### 328 BOOK

The definitive book on the BMW 328, *From Roadster to Legend*, has just become available in English. The book is 328 pages, hardcover and has many color photos. The price is about \$60. It's available through BMW dealers. Ask for part number 01 090 035 250.

### Motorsport Gets New Boss

BMW Motorsport, based near McLaren in England, has a new manager. It's Sigurd Quasbarth, 41, who has been with BMW for 16 years. Quasbarth previously was with the European marketing group. (*Roundel*)

### A Million Miles

A 1990 BMW 325i completed the world's first one million mile test. The test was carried out at Mobile's New Jersey Research Center over four years. All BMW service intervals were observed. Mobile 1 engine oil and Mobile Super Unleaded Plus gas were used. At the end, most engine parts were still within factory tolerances. Even the exhaust emissions were within standard. (*BMW Car*)



## SUPER McLAREN

After getting beaten by Porsche at Le Mans, McLaren is working hard to be competitive next year. A new version of the F1 is being developed, to be called the GTR in race trim and the GT for the street. The new version has a 20 inch addition to the body, creating an ungainly whale tail. However, the addition adds a lot of downforce. The BMW V12 engine has shaved 110 pounds through the use of lightweight components. With over 600 horsepower, the curb weight is now under 2100 pounds. (AutoWeek)

## Rover to the US

BMW's subsidiary, Rover, has all but confirmed a return to the North American market near the end of the century. Rover's 600 replacement will be based on the front-drive platform BMW developed for the new 3-series. BMW stuck with rear-drive, but the unusual platform offers good solutions to typical front-drive problems, such as torque steer. Rover's smaller 200 and 400 models may also be sold in the US. The new Mini, due in 2000, will not resemble the original and be marketed as a brand of its own. The new Mini may be built in Brazil. Engines will be produced by the newly announced Chrysler/BMW engine joint venture for South America. (AutoWeek)

## HARTGE M3

GERMAN TUNER HARTGE HAS DEVELOPED A 3.5 LITER ENGINE FOR THE EUROPEAN M3. HARTGE'S VERSION PRODUCES 345 HP, WHICH IS GOOD FOR A 168 MPH TOP SPEED AND 0 TO 62 MPH IS 5 SECONDS FLAT. (AUTOSTYLE)

## Panke to the Board

Dr. Helmut Panke, chairman and CEO of BMW (US) Holding, has been named to the Board of Directors of BMW AG. He has been with BMW since 1982. (Roundel)

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# Classified Marketplace

## Cars For Sale

**1996 M3** Cosmos black, modena natural leather, S/R, cruise, computer. Purchased new on 7-10-96, only 3400 miles. 3.2L with tons of torque. \$37,500. Stephen Habener 360-373-2571(w), 360-692-8190 (h).

**1990 535i** Dark green with tan leather. Rare 5 speed manual, limited slip differential. Dinan chip, exhaust and suspension. Four new front control arms, ball joints and Dinan bushings. 16" and 15" BBS wheels. Cross-drilled rotors and braided steel brakelines. Alarm, Alpine CD/FM/AM with separate amp, heated seats and mirrors, Thule rack. 107,000 miles. Very pretty, well-balanced and fast. \$17,350. 206-362-8967 eves.

**1986 325es** Black with cream leather. Auto trans, all options, Dinan chip, Bosal exhaust, K & N air system, CD and alarm. Clean inside and out. \$6700/obo. Jason 764-9340 eves, 451-8654 days.

**1973 Bavaria** Blue. Original owner, 63,000 miles, 4-speed, Blaupunkt Frankfurt, garaged entire time, all maintenance at Phil Smart and BMW Seattle. Located Madison Park. \$4,000. Call 562-9022.

**1972 2002tii** Two bodies, both with sunroofs. One car comes with tii suspension, the other with a motor with matching numbers. Both are rolling and I will deliver. Perfect for ground up restoration or race car build up. I also have a freshly rebuilt injection pump/injectors for same. I need to move this stuff, make me an offer. Wes Hill 739-6078.

## Parts For Sale

**Four 215/40 x 17" BBS "RX" road wheels** with Yokohama AVS intermediate tires, 4x 100 4-lug, mounted and balanced. Five months new. \$1550/obo. Jason 764-9340 eves, 609-5524 pager.

**320 parts-** Driver's side Recaro, small rip but good \$150. Front discs and calipers \$100. 3.90 differential \$100. Headers, front and rear bumpers, taillights, left door, right electric mirror, trunk lid, left and right grilles and interior parts. Ted Rodgers 206-232-6790 eves and weekends.

**1600/2002 parts-** 4:11 longneck differential, transmission, hubcaps and trim rings, interior parts, windows, seats, head, block and other engine parts. Ted Rodgers 206-232-6790 eves and weekends.

**Four essentially new 4.5 x 13 steel wheels** and full wheel covers for 1602/2002s. Great for snow tires. \$100 for the set. Call David Heard at 525-0965 until 10 p.m.

**3 series parts** for 1992 and newer Starspoke alloys with installed/balanced 600 205 60 R15 91V Pirelli (50% tread) all season \$825 (save \$1000 from 1997 BMW accessory catalog). Brake pads (front and rear set) new \$180. Floor mats (tan) like new \$33. Center console (tan) and illuminated (black) cassette holder \$45. New wipers \$15. Spark plugs (all 318) new set \$8. Air filter new \$10. OR all of the above for \$1025. Call 544-8541 days, 869-1051 eves.

**E36 M3 Lightweight wheels-** Four BMW Motorsport double five spoke forged alloy wheels. Two 7.5 x 17", Two 8.5 x 17". Only 9000 miles. Like

new. \$1700/obo. Alex 206-441-0315.

**E36 M3 Suspension-** Two front strut, two rear shocks. Will work on any E36 chassis. Only 900 miles. New cost \$1200, will sell for \$600/obo. Alex 206441-0315.

**E36 new bumpers** (front, rear and side skirts) and side mirrors. Painted Arctic Silver, from 1996 328is. Pay 10-20% off dealer price. New Boston Acoustic 767 (6.5") two way speakers \$120. Two Rockfor Fosgate 10" subs in bandpass box \$250. Call Aaron 206-522-5012, e-mail: aaronliu@nsccux.sccd.ctc.edu

**Exhaust parts for 3.0Si.** Do you need to bring a de-smogged older six back to original equipment to meet state emissions requirements? Looking for inexpensive replacements for rusted components? Selling exhaust system components from a 1976 3.0Si. Not a complete set, since it consists only of parts removed to desmog (pipes, EGR valve, etc). Parts are used but functional, and would probably fit any mid-70's 3-liter 4-door sedan, but apparently only the 3.0Si came with this particular configuration. New about \$500+. Only sold as set. Make offer, Tom 823-5048.

## Wanted

Factory service manual or equivalent (not Haynes or Chilton) for 1978 530i. Also European-spec bumper assemblies. Call Bill 246-0625, fax 246-1233, e-mail nalanda@ix.netcom.com

**Deadline for the January issue is December 27.**

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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.

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