



February 1998

Zündfolge

Official Publication of the BMW Automobile Club of America Puget Sound Region



Z07

**Instructor Clinic
Sign-Up Form Inside**

**Auto Shows:
LA And Detroit**

**BMW Wins
Rolex 24 At Daytona**

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about clearing his head.

Spinning his wheels.

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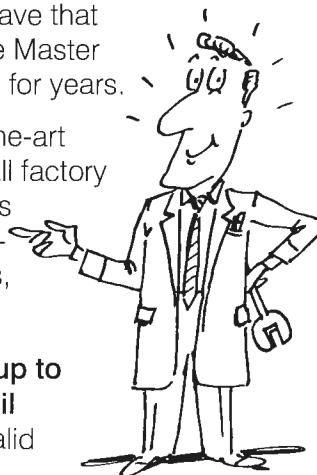
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Zündfolge

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design study.

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Calendar

February 27 **friday**
Deadline for the March Zündfolge.

February 28 **saturday**
Instructors' Clinic at Bremerton Raceway.

March 5 **thursday**
Board Meeting at Hugh Golden's home in Kent.

April 18 **saturday**
Detailing Session at Bradley's Autowax and Detail in Bellevue.

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Concours d'Elegance
Open Position.
Please contact a board member if you're interested in volunteering.

Banquet
Chris & Bill Linder
3903 Cambridge Ct.
Kent, WA 98032
253 859-5620

Past President
Stephen Niver
2546 186th Ave. N.E.
Redmond, WA 98052
425 883-8577

Tech Session At Bradley's Autowax Detail In Bellevue

On April 18th we are invited to Bradley's Detail Shop on Northeast 16th in Bellevue to go over the Spring cleaning requirements for our cars. Brad Zefkeles will demonstrate the best ways to Spring clean our cars and help us get them looking good for the Summer months. Next issue I will describe in detail what processes he will show us and also the products he recommends.

—Ray Kirkland

Tech Sessions

I have had three people call and mail me about interest in having tech sessions on our cars. I would like to pencil in the third Sunday in March for our first get together. We will have the use of the shop at Redmond Motor Sports so that we will not have any weather issues. So far we have had offers to teach changing the micron air filter on the E36 cars and also to show methods for changing oil and filters at home without making a mess of the garage floor. Anyone that has other ideas and people that are interested in this process please email or call me.

Rayk@mc2000.com or (425) 868-1089.

—Ray Kirkland

Change of Address

If you move, please let us know. We mail *Zündfolge* second class, which is as quick (allegedly) as first class, but a lot cheaper. But second class does not get forwarded if you move. So, if you don't tell us you've moved, you won't get your *Zündfolge*. So drop us a line at the club post office box and we'll try to see you don't miss a single issue. Please include your old address with the new change.

Address Changes:

BMW ACA
P.O. Box 1259
Bellevue, WA 98009

Please mark 'Address Change' on the envelope. Thank you!



BMW ACA PUGET SOUND REGION NEW MEMBERS



<u>Member</u>	<u>Referred By</u>	<u>BMW's</u>
Lloyd Takasugi	BMW Seattle/Kevin York	'95 325i
James & Priscilla Kinney	BMW Northwest	'97 318iC
Mike Blaszczyk		'97 M3
Peter & Jeanna Fanning	Internet	'98 M3
Rob Mayall	Lightfoots	'81 528i
Kirk Chilton	Bimmers Only	'76 2002
David Fujiki	BMW Seattle	'96 318ti
J. Mark & Alexis Hood	Internet	'97 Z3
Mike Dennis	BMW Seattle	'79 635CSi
Jerry & Ann Wendorf	Brian Wendorf	'81 528i
Demetra McCormick	Mike Thompson	'97 328iC
Gary Moffat	BMW Seattle/Kevin York	'93 325iS
Diana English	Strictly BMW	'75 530i
Steve Danielson	BMW Seattle	'98 M3
Richard Cabe	BMW Seattle/Steve Norman	'98 328i
Peter & Sandra Andersen	S. Anderson	'90 M3
John Douglass	BMW Seattle/Vance Jackson	'87 635 L6
Harry Colbom	John & Paula O'Connor	2002
Keith Clifford	David James	
Artour Baganou	BMW Seattle	'93 740i
Brad Barnard	BMW Seattle	'93 740iL
Leslie Ann Ingram	Internet	'74 3.0CS
David & Beverly Willard	BMW Seattle	'96 Z3
Carl & Karen Nencetti	J. Kahn	

For Those Racing Junkies—

Don't miss the 3rd Annual Performance Racing Seminar on Saturday, February 21, 1998 from 9:00 a.m. to 5:30 p.m. The Seminar will be held at USA of Yesterday, 6th & St. Helens (downtown Tacoma).

Get the information you need to make your 1998 racing season the most successful ever. Top technical experts share their expertise with you. The following speakers are scheduled:

William C. Mitchell—Data acquisition and chassis analysis expert.

Carrol Smith—World renowned engineer, author and lecturer.

Gron Perry—Perhaps the best Weber carburetor technician on the west coast.

Roy Howell—Manager of Product Development for Red Line Synthetic Oil.

Registration fee includes the basic seminar, lunch, coffee, afternoon refreshments, handouts, discount certificates for performance products and a few surprises. Advanced registration fee by Feb. 14th is \$125, or \$145 at the door. Seating is limited. For registration details call (360) 698-2433.

—Motorsports Committee





Stalls

by Thomas B. Nast

Roller Blading

It may be oxymoronic to suggest that retroitis has spread to the Rolls-Royce production line. After all, Rolls-Royce's current model was inaugurated about the same time as Jimmy Carter. But that car sufficiently resembled a Buick that Rolls has decided to return to its Rootes with a brand-new olde model, genuflecting to the Silver Cloud. Price and name still unannounced, look for it when you are at the Geneva show in March.

This may only be a marketing decision, since Rolls' sales have been going up faster than Hillary "Turbo R." Clinton's blood pressure when "Monica" is mentioned. In 1995 (the latest year for which figures are available; apparently the chap who counted them coming off the line was laid off in '96) almost 10% more cars were sold than in '94. But even at an average of over \$200K per copy, that additional 142 cars doesn't gross enough to pay for Bill Gates' garage. Rolls-Royce is now more an icon than a manufacturer. And as an icon, you can expect Mr. Gates to "integrate" it onto your desktop, where it will almost but not quite entirely fail to work as represented.

What makes this newly-minted Roller interesting to us is not its retro skin, but the aluminum castings where the sun don't shine. Yes, BMW has finally found a place to park its V-12. The sale of another thousand of these motors per year should please the Bavarians, who must be disappointed at its orphaning by the car-buying public. The 850 was quietly euthenized last year, without the benefit of a proper burial. The 750 lingers in the (silver?) shadow of the 740, when new costing half again more than the V-8 yet barely worth the same used. With older examples available for under \$20K, stunning depreciation for a German flagship, it is clear that the public is not moved by the extra four

cylinders. But soon, you will be able to go to your neighborhood BMW retailer and buy a car with the same engine used in the Most Exclusive Motorcar in the World! Makes great ad copy, anyway.

But BMW is not happy about these extra engine sales.

BMW wants more.

BMW has made it clear that it will settle for nothing less than full marriage with an exchange of rings and, presumably, ball joints. And if Vickers PLC (the parent of Rolls Royce Motor Cars, Ltd.; Rolls Royce PLC owns the aero engine empire) marries R-R to another suitor, BMW is going to pack up its engine and move out.

BMW looks like the Aristotle Onasis of spouses. With annual sales of over 700K BMWs (and another half-million Rovers) and revenues of over \$33B, BMW can certainly keep the Spirit of Ecstasy in furs. And engines. Although there are other wooers, the main impediment to a union is the xenophobic reaction to a mixed marriage certain to sweep the Scept'red Isle. With Rover, MG, Cooper, Morris, Jaguar, Aston Martin and Lotus having recently joined Hillman, Bedford, et alia as foreign-owned marques, Rolls-Royce/Bentley is one of the few all-British firms left (Morgan, TVR, Reliant and a few other odd-balls notwithstanding). Falling into German hands may not sit well, even among generations who cannot recall VIs raining onto London.

BMW and R-R are traveling the same path, even if it isn't a rice-strewn aisle. BMW's Z3, R1200 and the brilliantly-penned Z8 are mature retro designs, as is the forthcoming Silver Something. Both firms enjoy unassailable reputations as best of breed. Perhaps not coincidentally, both make cars relatively uncompromising in design.

But the differences in the families are

also profound. Rolls, with a deeper and richer history, has dwindled and been marginalized to the point that it cannot afford the very excellence without which it cannot survive. History and tradition do not staff an R&D department. BMW has made its marks in a colorful past in which it has been built, destroyed and rebuilt repeatedly. Rolls started at the top of the game but has been looking like the Chicago Cubs for decades; BMW has humble roots but has become solidly competitive in the higher firmament of car constructors.

Exactly what BMW hopes to add by this union is an enigma to me. The market for six-digit cars (in today's pounds sterling) will never be great, and a Rolls-Royce division is likely to be as incidental to core operations as are motorcycles. BMW does not need to buy history and tradition, like some Texas millionaire buying a British title; it has enough of its own already. Perhaps it sees R-R as the burl-and-leather analog of Motorsport. Perhaps the costs and challenges of integrating the Rover acquisition are a lesson forgotten. The true motive behind BMW's ultimatum to Vickers probably won't be known for five or ten years; I hope it makes more sense then than it seems to now.

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1998 Annual Banquet

by David Lightfoot

Over 80 Club members enjoyed this year's annual banquet and auction. Held January 24th, we returned to the elegant Harbor Club in downtown Seattle.

The silent auction was the first thing on the program. It featured a number of very nice BMW-related items donated by Club benefactors. Then came dinner. And I must say this was the best banquet meal I have ever eaten. Well done, Harbor Club.

The verbal auction followed dinner with our professional auctioneer keeping things lively. Once again, items donated by Club supporters were featured. The auctions raised about \$3,500 for the



Pete Lovely spins tales of Formula 1 and his experiences.

Club's treasury. Some people get more excited than others at an auction and Jacqueline Kahn spent the most of all. But she's happy with everything she got, so it was money well spent. And please thank the donors in the adjacent sidebar when you do business with them. They are our

supporters and they help make it possible for us to do all the things we do.

Our featured speaker was Pete Lovely, who has raced sports cars for 50 years. Pete spent about an hour telling stories about his years in Formula One, about his Testa Rossa, and mostly about the interesting characters he raced with. Some of his contemporaries were Carroll Shelby, Phil Hill,

Mickey Thompson, Graham Hill, and Colin Chapman; all legendary names in the sport now. I most enjoyed the story of racing the unreliable Lotuses in the Monaco Grand Prix back in the late 1950s. Lotus's transporter wasn't even reliable! Thanks for the memories, Pete.

Next year's banquet will be chaired by Chris and Bill Linder. They have already started planning. So if you have ideas about a speaker or anything else, give them a call. They're listed on page 2.

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**BMW Northwest
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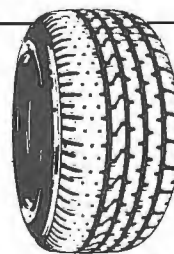
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Lapping At Laguna

by Ken Hill

It's not a rumor! On behalf of the Driving Events Committee, our goal has been to ensure that Club members have the opportunity to learn and practice practical skills to further prepare them for a variety of real-world driving situations. Visiting a new track is one of the best ways to challenge a driver's ability to adapt quickly and learn techniques to help 'read' the road, so to this end we have reserved Laguna Seca, Thursday, June 11, for a full day of lapping. The format of the day will be very similar to our open lapping sessions held at SIR. If you have an interest in attending this event, what do you need to know?

◆ To safely run a remote event like this, we are seriously limiting the number of registrants, so get your registration in early! We expect the roster to fill quickly, and selection will be based on registration post-mark date. We are intending this to be a lapping day for intermediate and advanced drivers only. If you are not sure whether you 'qualify', contact your Driving Events Committee and plan to attend the Drivers' School in May. Remember, 'advanced' means driving predictably and safely, it's much more than just going fast.

◆ Because of the expense of the track and amenities, we are requiring a deposit of \$100 at the time of registration. The total cost will not exceed \$200, and will be determined by the number of members registered by the close of registration, Friday, May 15th. Everyone will be notified of the balance due, and payment will be required by June 1st. Due to the commitment we've made for the facility, the **deposit will be non-refundable**. If you realize later that you will be unable to attend please notify us. Though we may be able to make an exception, please understand we can return your money **ONLY** if we can fill your spot.

◆ If you don't drive a BMW but would like to go, send in the registration form **BUT DO NOT SEND THE DEPOSIT**. Being a BMW club, we hope to make this a BMW marque event. Names will be selected based on the registration post-mark date for non-BMW makes to fill available spots. You will be notified as soon as possible of available spaces, no later than close of registration May 15th. You will likewise be notified if space does not exist.

◆ If you have additional equipment you would like to take but don't want to haul it in your trunk (jack, track tires, tool boxes, etc.) we have secured a truck to transport some items. Indicate this on the registration form and you will be contacted to determine your requirements and space availability. There will be a nominal fee for this service.

◆ You will receive confirmation of your registration within 14 days. An information packet will follow that includes

maps of the track and the Monterey area, information on hotels and scenic areas to visit, as well as a schedule for those that wish to caravan together down to Monterey. If all available spaces are filled you will be notified and your deposit will be returned.

If all this sounds much too formal, keep in mind that Laguna Seca is a little further away than just down the street. We want everyone that is thinking about going to take it seriously and do some planning up front. This will help ensure the success of the event, and at the same time ensure that all those that attend will have an enjoyable experience—not just at the Raceway, but for their entire stay in the Monterey area. If you have any questions, please feel free to contact me during the day at 425-882-6725, or page me in the evenings at 206-991-6952.



Registration Form Laguna Seca Advanced Lapping Day June 11, 1998

Name _____ Mem.# _____

Address _____

Year & Model Car _____

Phone No. Home () _____ Work () _____

\$100 Deposit Included? YES NO (No if non-BMW make)

Would you like additional equipment transported? YES NO

Driving Level: I, II, III, (circle one, note: not open to novices)

Have you driven at Laguna Seca Before? YES NO When? _____

Why? _____

Mail form to: Ken Hill, P.O. Box 3314 Bellevue, WA 98009

IMPORTANT: Please make checks payable to BMW ACA.

Instructors' Clinic

by Jacqueline Kahn

Our first event of the year is the return of the Instructors' Clinic, February 28th, at Bremerton Raceway for a full day. Our goal is to set standards and continuity between instructors so our track events run smoothly and our quality continually improves. Anyone who has an interest in instructing at future events should attend this clinic. We will be accumulating a Master List of Instructors for 1998 so be sure to attend the clinic. Or, if you can't make it, please send in the form with the needed information so that we can ensure your name is on the Master List.

This year's format will include both track time as well as a classroom session in the afternoon. There will be plenty of track time to warm yourselves up for the season and plenty of information to gain about how best to handle the role of instructor.

Our instructors are all volunteers and come out with enthusiasm to help others to become better drivers and in turn often learn something new themselves from our

talented students! It's a great way to give something back to the club and all the hard work is so appreciated—just look at the students and you'll see!

PREREQUISITES:

- ✓ Must be at Level 2 in your Log Book.
- ✓ Possess a positive attitude and demeanor to work with students at all levels.
- ✓ Be a good example both on and off the track.
- ✓ Be calm in all situations.
- ✓ Be able to explain what is happening between the track and the car, as well as between the car and the driver clearly and concisely.

To register please send the attached form by February 20th to:

Jacqueline Kahn
8034 NE 178th Lane
Kenmore, WA 98011

Please respond by February 20th.
Questions? Call (425) 481-9571. ○

1998 Driving Events Calendar

Feb 21 Performance Racing Seminar Saturday, February 21st. Sponsored by Armadillo Racing. See this month's write-up on page three for details and contact.

Feb 28th BMW ACA Instructors' Clinic at Bremerton Raceway. Track and classroom sessions scheduled. See this month's write-up for details and registration.

March 1st Alfa Romeo Club Lapping Day for Instructors only at Bremerton Raceway. A great follow-up day to our Instructor Clinic. More track time! For more information call Pete Bristow (253) 661-3580.

May 8th BMW ACA High Performance Drivers' School at Bremerton Raceway. Details and registration information forthcoming in the March & April *Zündfolge* issues. Keep in mind, this is a Friday school, so schedule ahead to be out of work that day!

May 10th BMW ACA Lapping Day for Novice and Intermediate Drivers at Seattle International Raceway. Details and the day's special format to be announced in March and April *Zündfolge* issues.

June 11th BMW ACA Lapping Day at Laguna Seca Raceway! What's that you say? That's right!! Lapping at Laguna Seca. Details to follow next month.

June 21st BMW ACA Lapping Day at Seattle International Raceway. Details forthcoming in future *Zündfolge* issues.

July 26th BMW ACA Lapping Day at Seattle International Raceway. Details forthcoming in future *Zündfolge* issues.

Oct. 31st BMW ACA High Performance Drivers' School at Bremerton Raceway. Details forthcoming in future *Zündfolge* issues.

Nov. 1st Alfa Romeo Club Lapping Day at Bremerton Raceway. A great follow-up day to do some lapping after the school on Saturday and pull those skills you learned together! For more information call Pete Bristow (253) 661-3580.

Additional events outside of our club to be included within this schedule in upcoming issues.

Events are subject to change or cancellation, so watch future *Zündfolge* issues for updated information.

Instructors, Clinic Registration Form February 28, 1998 at Bremerton

Name _____ Mem.# _____

Address _____

Year & Model Car _____

Phone No. Home () _____ Work () _____

Number of Previous Track Events (Type, Where, etc.) _____

Driving Level: Novice, I, II, III, Instructor (circle one)

Cost of Clinic \$50, Attending? Yes / No (circle one) Checks payable to BMW ACA.

◆◆ Dinner will be provided, please bring your own lunch. ◆◆

T-Shirt size: SM MED LRG XLRG (circle one)

Mandatory: Please attach a brief history (Bio) of your track experience and driving goals.



Technik

edited by Greg Mierz

E30 M3 Ball Joints

It has become apparent at various track events around the country and at BMW CCA club racing that E30 BMWs can have total failure of the lower ball joint stud with resulting loss of steering. It may be the cause of the one serious accident this past year. The following was originally published in the December *Roundel*, the national BMW CCA publication. The article is aimed at those who were doing BMW CCA club racing but is very applicable to those E30s that are driven at the track.

We recommend the following preventive measures (until otherwise noted): 1) When preparing an E30 for club racing (track events), start with new control arms. 2) Replace all steel control arms after two seasons of use or 20 events. 3) Replace all aluminum control arms after two seasons. 4) Replace control arms if a ball joint has any amount of "up and down" play when squeezed with large "water pump" pliers. (slip joint pliers is another term for them). 5) Replace control arms if a ball joint has any "side to side" play when grasping the outside of tire and shaking from side to side or up and down. 6) Do not re-use poly lock nuts. 7) Torque ball joints stud nuts to spec! 8) Re-torque nut several times during season. It shouldn't turn. If it does, investigate why. 9) If an "incident" involving enough force to bend a road wheel occurs—replace the control arm. 10) When trailering a car, do not tie the car down around or through control arms. 11) Use quality replacement parts. BMW original or Lemforder brands are the only ones we recommend. There are inferior quality control arms being sold by

large, well known suppliers. 12) It is important to understand that the type of failure we have seen may be undetectable by in-car physical inspection.

Change the arms at the time and usage specifications listed above, not just normal ball joint inspection. Inspect the sub-frame tapered socket and around the socket for cracks and elongation. Use a mirror to see the upper portion (especially on the right side of car—we have seen many cars that crack in this area). This may cause ball joint failure.

Part numbers for E30 Lower control arms:

Aluminum	31 12 1 130 823 left
	31 12 1 130 824 right
Steel	31 12 1 127 725 left
	31 12 1 127 726 right

For those who plan to bring an E30 BMW to a track event should consider the history of the car as to mileage and such. It would be highly recommended to replace those with high mileage. Inspect them at great length and replace if there is

any question. Replacing them is much cheaper than losing the steering control at speed.

The recent unseasonably warm weather has had me doing some cleaning up in my garage. I have a few garage ideas for the do-it-yourselfers. Ever wonder how to keep the cables or cords neat in your toolbox? Take something we all have in our houses or apartment, used toilet paper roll cores and use them to keep the cords or cables neatly rolled up. For small ones, cut the core in half. It works great for my timing light and remote starter switch in the bottom of the toolbox drawer. Some of you garage/tool junkies should check out Steve D'Geralamo's web page www.ultimategarage.com. He has some great garage goodies, some great deals on tools and good prices on BMW parts.

I'll have some more club historical trivia next month and another dose of hopefully useful information.

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Detroit And Los Angeles Auto Shows

by David Lightfoot

The two biggest car show in North America occur in January. Traditionally, the Detroit and Los Angeles shows have been held at the same time. Manufacturers would try to simultaneously debut significant cars at both shows. But the LA folks got tired of being in the shadow of the Detroit show and moved their date to earlier in the month. They shot themselves in the foot. Now, the manufacturers wait and hold their most significant debuts until Detroit. The LA show is still the biggest consumer show, about tenfold the size of the show at the Kingdome, but Detroit is where the world comes to visit.

BMW did not premiere any new cars at either show this year. But they had plenty of interesting stuff on their stands nonetheless.

M Cars

At the LA show, BMW showed for the first time in North America three new M cars. These were the M roadster, M coupe and the M3 convertible. This makes the M car lineup grow from two cars (M3 coupe and M3 sedan) to five. BMW's plan to make the M cars a "brand within a brand" is coming true. Rumor is that there will be an M version of every car BMW sells. You know an M5 is coming, but an M7? It looks like it will happen, although timing is uncertain. And an M version of the 7 has been spied testing in Southern California. The U.S. is really the "home" market for M cars. About 61% of M car production has been sold here. And the M3 easily outsells the entire Porsche lineup.

BMW also notes in its press release that 1998 marks the 20th anniversary of M cars. The first M product was the M1, which appeared in 1978.

M roadsters are already being shipped from Spartanburg to Europe. We'll begin seeing them in local dealerships in March

or April. The M coupe will begin showing up this spring also. The M coupe will be the fastest BMW ever due to its rigidity and light weight. But the styling remains, uh, controversial. M coupes will be build in very limited numbers. The local dealers will get only two or three each during 1998. One local dealer, who is scheduled to get just two, says both have been



presold. One to Stevie Wonder and one to Ray Charles. Sorry, I couldn't resist. No, the styling of this car still hasn't grown on me.

BMW NA President Vic Doolan announced pricing for the M roadster and the M3 convertible. And keenly priced they are. The M roadster will have a MSRP of \$42,200. The M3 convertible's MSRP will be \$45,900. These cars will be terrific values. By the way, the M roadster has no options—just pick your colors.

Z07 Design Study

The Z07 Design Study made its world debut in Tokyo. The company coyly says that a decision hasn't been made about production, so they decided to show it

again in "the country of unlimited possibilities, in the USA." So, at Detroit it was. And certainly this country would be the main market for this expensive car.

The car's heritage is clearly the 507 of the 1950s. The car is breathtaking beautiful and is sure to be a hit in the limited numbers in which it will be built. Zundfolge has received new photos of the Z07 which show this stunner to best advantage. So, even though you've seen it before, we're bringing you these new photos.

I've got several personal opinions on the Z07 I'll share. First, this thing is gorgeous. Second, where were these guys when the M coupe was being styled? Third, it's a shame it's going to be so expensive, for few of us will be able to enjoy it. Fourth, I, for one, am sick of retro design. I like this car, but I'd rather see a beautiful, modern effort from BMW that owes nothing to the past. I also think the Viper and the Plymouth Prowler are the two biggest pieces of retro-crap I've ever seen. All this cooing by the

media over this warmed over junk makes me want to puke. Have the world's car designers run out of ideas? Or are the marketing departments running things? Zündfolge—your contrarian car magazine.

Still, I love the Z07 and look forward to the production version, sure to be called the Z8. I feel better now.

V8 Racing Engine

BMW introduced a customer racing engine for the 1999 season. Announced at Detroit, the four-liter V8 is designed to produce about 600 hp. The engine is specifically designed for U.S. racing series. It is intended for sports cars and in

continued on page 12...



Los Angeles And Detroit Auto Shows



*Z07
Design
Study*



*Details,
Details*





R 1200 C sidecar design study.



Convertible



Coupe



The 600hp V8 'customer racing engine' specifically designed for US racing series.

modified form, to run on methanol for open wheel competition.

BMW said that the USA is the most important market outside of Germany. And that V8s are the most important engine the U.S. The new racing engine was developed mostly to promote BMW's technical expertise in the U.S.

This new engine was developed under the direction of BMW's engine genius, Paul Rosche, Managing Direction of Technical Development at BMW Motorsport Ltd. The engine will be track tested in 1998 by a private team picked by BMW. The engine will then be made available to customers for the 1999 season.

While sports cars are purported to be the primary market for this engine, the politics of sports cars racing are a mess right now. A similar engine will be used in the World Sports Car (WSC) prototype that Williams is developing with BMW for Le Mans.

BMW has already developed heads for the engine to run methanol. The size of

class effort in the Indy 500, at Le Mans, and in Formula One. That about covers the high profile racing in the world, doesn't it?

Sidecar Design Study

Building on the cruising appeal of the R 1200 C, the BMW motorcycle design team decided to explore what a sidecar combination with the R 1200 might look like. The team, under the management of American designer David Robb, created a sidecar to match the design and style of the BMW cruiser. The materials had to be modern and the technology up to date. But the look had to be traditional.

The result is a sidecar that uses chrome and leather. But it also uses wood as a surface material. You see, Europeans often refer to a sidecar as a "boat."

The designers joined forces with the technicians of the BMW motorcycle dealer



The styling challenged M Coupe.

Total Responsiveness

At both shows, Vic Doolan reviewed BMW NA's successes for 1997. And his message was, "Total Responsiveness—The Key to the Future." From a sales standpoint, it was the best year ever in the U.S. Records sales were achieved for the Z3, M cars, 5 and 7. In others words, in every range except the 3 Series. Mr. Doolan attributed this sales success to focus on BMW's core values. Those core values being offering customers the best in responsive performance, safety, value, individuality, and ownership experience.



M3 Convertible.

the engine is perfect for the Indy Racing League. The IRL currently has only two engine suppliers and neither are any great shakes. I believe that BMW sees an opportunity to dominate IRL racing with their new engine. Does anyone care, given that the IRL is a second rate series? Well, the IRL still includes the Indy 500. Enthusiasts know that the Indy 500 isn't a significant race any more, but the general public doesn't know this. BMW could win the Indy 500 and reap a huge promotional bonanza.

And do we see a pattern developing here? By 2000, BMW could have a first

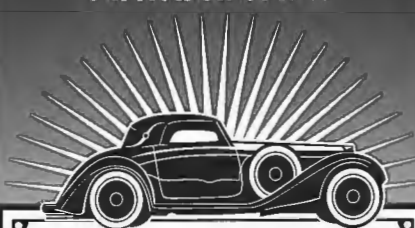
Heidenway & Krautter of Schorndorf, Germany, who have made a name for themselves as manufacturers of fine BMW sidecars. The design study was first seen at

the Frankfurt Show and made its North American debut at Detroit. It is unlikely to see production.

Other Stuff

Besides the M cars, the displays for BMW featured a "Celebration of Bond" in recognition of BMW's participation in Tomorrow Never Dies. And the Signature Car from BMW's Drive for the Cure was displayed. The car was covered with 40,000 signatures from participants who drove in the Drive for the Cure and helped BMW contribute \$1 million to the Susan G. Komen Breast Cancer Foundation.

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Responsive performance was demonstrated by BMW's championships won by Prototype Technology Group with their M3s. And during the year, Car & Driver named the M3 the best handling car at any price.

BMW was responsive in the safety area in 1997. BMW introduced the first Head Protection System. This was in response to the statistic that 50% of severe side impact collisions result in head injuries. The Insurance Institute for Highway Safety tested six luxury cars and found the 5 Series the best in a front offset crash. IIHS President Brian O'Neil said, "If all cars performed this well, we wouldn't have to do these tests anymore."

BMW has been working hard to make their cars better consumer values. During 1997, the 318ti was rated as a best buy by Consumer Digest. The 3 Series was called the Best Value by The Car Book. Smart Money named the 5 Series as the best value luxury car, and the AAA awarded the 750iL the best in class. A J.D. Power survey named the 7 Series as the Best Overall car, with the 5 coming in third. Strategic Vision, who also uses consumer surveys, also picked the 7 as the Best Overall and the 5 was second.

M Café

There was one other small innovation at the auto shows. BMW said they were testing an "M" Café design. Journalists were invited there. The future of this idea? Who knows?



After the finish Mike Conte explains to Darryl Havens and Bruno Lambert why he was faster than everyone else.

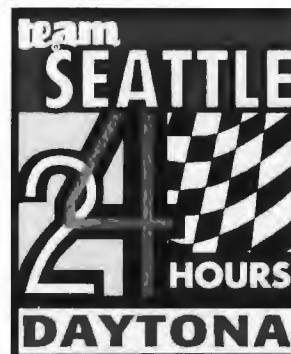
Team Seattle Shines At Daytona 24

by Brian Horne

Team Seattle left Washington for Daytona Beach with the goal of bettering 1997's \$80,000 raised for Children's Hospital. Armed with two cars this year, pledges at the race start totalled a combined \$335 for both cars. If the team could finish the race without major incident, they would be able to exceed their goal of \$120,000. The pledge amounts included \$250 from BMW ACA, Puget Sound Chapter.

Qualifying on Friday prior to the race brought good news and bad news. The #24 car of Kitch/Wolfkill/Sanborn/Cilli qualified early with a time of 2:01.008. The #23 car was having problems. The specially race prepared engine had blown up, and the back up testing engine was exhibiting severe leak-down problems. The team decided to put the stock engine back into the car to try and qualify. In the last qualifying session, minutes after the last bolt was tightened, Mike Conte got the nod to take the car out and qualify it. Mike came through and qualified with a time of 2:02.219.

The race saw a reversal of pre-race roles. The #23 car settled into fourth place in GT3, with the Kitch car #24 back in 7th. The #24 car would come in at the top of the eighth hour with cracked left head. It would take 2.9 hours back in the garages to repair. It would lose the left head at about 2:30 am, with more garage time required to repair. At this point the goal of the #24 car was to finish the race. The #23 car was up into second and could challenge for the



The Haven's car #23 and the Kitch car #24 pose on the front straight minutes before the finish of the 24 hours.

lead if the BMW had problems. No problems came and the #23 car crossed the finish line in second place in the GT3 class and seventh overall with Darryl Havens at the wheel, with a total of 639 laps, 18 laps behind the BMW. The #24 car managed 448 laps total and 34th overall.

The total amount raised for Children's came to over \$190,000 due to a last minute contribution pushing the total over the \$189,820 mark. Congratulations to the team and all their supporters.



Don Kitch, Kim Wolfkill, Byron Sanborn, (back row) Kami Sutton (front), Mike Conte, and Angelo Cilli after the finish standing behind the #24 car.



BMW Wins 'Rolex 24 At Daytona' GT3

Story & Pictures by Brian Horne

Seeking to repeat their 1997 GT3 win at Daytona, Prototype Technology Group showed up en masse, fielding three M3s in the 36th annual Rolex 24 At Daytona. The winning #10 Yokohama/Fina car would hold Bill Auberlen, Marc Duez, and Boris Said, with Peter Cunningham joining late in the race.

Qualifying times were quick. The #10 car brought in a 1:55.945 placing it on the GT3 pole and 33rd overall, 1.6 seconds faster than the nearest GT3 competitor, the #41 Technodyne Porsche 911 RSR. The #6 M3 qualified at the third spot in GT3, and the #7 car seventh with a 1:58.229. The fastest overall qualifying time was the #3 Can-Am Scandia Ferrari of Dalmás/Wollek (and Andy Evans) at 1:39.195 at an average speed of 129.2 mph.

But this is an endurance race, and fast qualifying times don't guarantee a top finish. The #10 car did charge out quickly, but the #41 Porsche stayed on lap with the BMW until the sixth hour. The #10 car had a steering rod broken in a slight shunt with Marc Duez driving. The time to repair the damage would cost them 7 laps.

The #6 car would go out in the fourth hour after an incident which tore the front splitter off the car and damaged the radiator. Peter Cunningham was switched to the #10 car driver rotation for the rest of the race.

Upon return they would find the #41 Porsche in first place followed by the #7 BMW, and the #23 Team Seattle car. "That put us behind" Cunningham said, "but the next four to six hours we just ran very hard and made up three of the laps. Then the GT3 leader, the #41 Porsche, had an incident in the chicane that put



▲ The ill-fated #6 BMW M3 in the front straight.



The #10 car comes into the hot pits.

▼ Dieter Quester initiates a quick driver change.



them out. That gave us a two lap lead over the (Team Seattle) #23 Porsche."

Bill Auberlen had taken over after the incident that put the #10 car in the pits, and started the determined charge to regain the lead. The team then returned to what seemed to be their earlier strategy of establishing a lap cushion and preserving the car for the finish. They would lead GT3 for the rest of the race.

When the checkered flag dropped, the #10 BMW had completed 657 laps, 54 laps off the winning Can-Am #30 Ferrari, and 18 laps ahead of the second place #23 Team Seattle Porsche in GT3. The fastest lap turned by the #10 car would be a 1:57.845 in the sixth hour. The #7 car finished the race eighth in GT3 and 16th overall, with the #10 car in sixth overall.

A happy Bill Auberlen described the race as "really very easy most of the time," jokingly adding "the highlight for me was sleeping in the motor home while these guys did all the work."

What does the coming season hold for the PTG team of BMW M3s? That seems yet to be determined. The USRRC wrestled the Rolex 24 away from Andy Evans and SportsCar (PSR passing through the hands of PTG owner Tom Milner to advertising conglomerate Interpublic in the mean time) and the warring factions haven't firmed up plans for the 1998 season. At this point no one knows what races will be sanctioned by which body.

The outgoing BMW NA M Brand Manager, Erik Wensberg commented on the doubt of the 1998 season before the start of the Rolex 24. "We can't officially put pressure on anyone to get this solved" Erik said, "but we would like to see things worked out—soon." It seems that the PTG M3 team will be ready for the challenge. 🏁



▲ Boris Said contemplates the race during qualifying.



The #6 car pits in during qualifying.

Bill Auberlen submits to a Speedvision interview.



To the victors go the spoils—champagne and press room cake. Boris Said, Bill Auberlen, and Marc Duez being interviewed after the finish.



M

...from the editors

formation

M3 Police Car

The M3 recently celebrated a milestone: the 50,000 E36 M3 was built in early December. To mark this event, BMW built a special, and unique version of the M3: a police car for the Bavarian Police. This car, the only M3 built in police livery, is also the last E36 M3 for the German market. The car will be operated out of the Biebelried Police Station in Lower Franconia. With typical German thoroughness, the police officers who will drive this car have completed a special M3 driver training course.

The M3 police car is the fastest police car ever in Bavaria. It is capable of a top speed of 155 mph and will accelerate from zero to 62 mph in 5.5 seconds. And that's with two police officers and all their equipment on board. And yes, the light bar has been tested at 155 mph. The M3 has the standard M suspension and 321 hp motor. Special equipment besides the light bar includes a larger battery, increased payload, front map lights, power take-off, holders for walkie-talkies, truncheons, dual rear view mirrors, roof lining with two flap openings, firearm supports, 360 degree communication with center console, and preparation for installation of a police radio.

M police cars are not without precedent. In 1992, the South Carolina Highway Patrol took delivery of an M5 police car from BMW to celebrate the opening of the Spartanburg factory. This M3 was presented by Board member Dr. Helmet Panke to Bavaria's Minister of Interior Affairs, Dr. Guthier Beckstein. Dr. Panke asked that the car be used only in pursuit of vehicles not wearing the BMW roundel.



Sales Record

BMW had its best year ever in the U.S. in 1997. The company sold 122,467 cars, a sixteen percent increase over 1996, itself a record year. (AutoWeek)

Bimmer Magazine

There's a new magazine coming for all you BMW fanatics. It will be called, get ready, **Bimmer**. Scheduled as a bi-monthly, it's from the same people that publish **Sports Car International** and the **Ferrari** quarterly, **Forza**. The editor will be **Jim Resnick**. (Sports Car International)

Rolls-Royce

Here's our monthly update on the non-news related to BMW buying Rolls-Royce. Chairman Bernd Pischetsrieder has stated that, "I have always made it clear that it would make sense to have Rolls-Royce and Bentley within our company. That's an emotional statement and I have to run a business according to financial circumstances." B-P says there are about two dozen influential Rolls-Royce customers, mostly multi-millionaires and billionaires, who support BMW's acquisition of RR. It is thought that the Sultan of Brunei and Saudi prince Al Waleed Bin Talal are amongst Pischetsrieder's supporters. (BMW Car) However, others don't want German ownership. Harrod's department store owner Mohammed al-Fayed is believed to be preparing a bid. And the Rolls-Royce Action Committee, led by Michael Shrimpton, is trying to drum up support. Still, BMW is the likely winner and at a price of around \$600 million. One other possibility is a splitting of the Rolls and Bentley brands with BMW getting Rolls and Volkswagen getting Bentley. (AutoWeek)

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Z3 Hardtops

It's been a long time coming, but hardtops for the Z3 roadster are finally available. The dealers have the factory item, and two aftermarket companies also offer their own versions. The aftermarket suppliers are Wiesmann and Hamann.



MST-Wiesman hardtop.

OEM dealer version.



The Hamann lid.



M Roadster To Be Built At Spartanburg!

The M roadster will be built in Spartanburg, the first M car built outside of Germany. The M coupe will also be U.S.-built. The South Carolina plant is also building Individual Z3s. Options include special interior and exterior colors, custom wheels and other accessories.



BMW JUNIOR TEAM

BMW IS PLANNING TO LAUNCH A JUNIOR TEAM IN THE FORMULA 3000 INTERNATIONAL CHAMPIONSHIP TO NURTURE YOUNG TALENT. THE MOVE IS CONNECTED TO BMW'S RETURN TO FORMULA ONE IN 2000. JOCHEN NEERSPASCH IS IN CHARGE OF THE EFFORT. NEERSPASCH'S RESUME INCLUDES THE CREATION OF THE ORIGINAL BMW JUNIOR TEAM IN THE 1970s. LINED UP FOR THE NEW JUNIOR TEAM ARE TIMO SCHEIDER, ALEXANDER MULLER AND DOMINIK SCHWAGER, ALL OF WHOM HAVE COMPETED IN THE 1997 GERMAN FORMULA THREE CHAMPIONSHIP. BMW IS CURRENTLY TALKING TO EXISTING RACE TEAMS IN BRITAIN AND FRANCE ABOUT RUNNING THE NEW JUNIOR TEAM, ALTHOUGH THE RELIABLE BIGAZZI TEAM MAY GET THE NOD. (BMW CAR)

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A Bouncing Baby Bimmer

BMW fans in North America can now buy a Bimmer for their little ones. The BMW Baby Racer, available in Europe for several years, can now be purchased from your friendly BMW retailer. The BMW Baby Racer features a kidney-shaped grill, double headlights, motorsport-style wheels, and a steering wheel with an integrated horn. Oh yes, it also has enamel BMW logos on the hood and rear of the car. The Baby Racer sells for around \$60.



Snow Mobile

The 3 Series Touring is going to be offered in the North American market for the first time. It will be two or three years before we see the car. But when we do, it will also be offered with four-wheel drive. (Automobile)

M Roadster

Not only is the M roadster priced right—\$42,200 as announced at the LA Auto Show, it is very quick. Road & Track usually publishes conservative accelerations figures, and they say zero to 60 mph in 5.2 seconds. The standing quarter mile comes up in 14 seconds flat. This is a very fast car. In fact, it is the fastest car BMW has sold in the U.S. Or the fastest car it will sell. The first of them should be in dealerships in April. M roadsters are already being shipped to Europe. Braking is said to be extraordinary. The M roadster uses the M3's brakes, but the roadster is lighter.

The M roadster uses a unique air dam. It has a larger opening than the 2.8 because the M motor requires more cooling. And the dam uses the side ports to duct air to the brakes rather than to house fog lights. By the way, the M motors are built in Germany and shipped fully assembled to Spartanburg for installation in the roadsters.

The trunk lid is also different on the M roadster. The roundel is on the upper part of the lid and the license plate goes on the vertical portion of the lid. The rear of the car also shows dual exhausts with quad tips. This is supposed to be a feature that will show up on all M cars in the future. Only 3,000 M roadsters will be available in the U.S. in 1998. So place your order now.

Euro Engine Problems

It seems that BMW engine problems aren't confined to the U.S. BMW is investigating reports of premature wear on 2.8-liter engines. So far 12 cases of early bore wear on the cylinders and piston rings of 2.8-liter motors have been identified. The problem does not seem to be related to mileage. Separately, BMW has recalled 400 Euro M3s after reports that faulty bearings in the VANOS unite may be allowing small deposits of metal to circulate around in the engines. (Autocar)

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New 3 Series

The E46 3 Series sedan will debut at the Geneva Auto Show in March. The coupe version hasn't been seen yet, but will come a year later and probably look like the computer rendering shown here. The engines are all holdovers from the current 3, but that will change in a few years. A new four will be available in two years. It will be built at a new engine plant under construction in Germany.



Wensberg Leaves BMW NA



Erik Wensberg in the hot pits at the Rolex 24 At Daytona, where the PTG team BMW #10 took first in the GT3 class and 6th overall.

As a precursor to the Rolex 24 At Daytona event held January 31 through February 1, BMW NA announced that Erik Wensberg, M Brand Manager, will be leaving to "take a bigger role in his family's marketing business." A successor has not been named.

BMW LeMans Team Shaping Up

Nelson Piquet will join Steve Soper and former Porsche driver Hans Stuck as BMW AG firms up plans for a sports racing car entry in the 24 Hours Of Le Mans. This will be a two car effort, built in conjunction with Williams. Also rumored to be joining the team is Joachim Winkelhock, while BMW veteran Johnny Cecotto and Mercedes refugee Alessandro Nannini appear to be out.

E46 M3

The differences between the European M3 and the North American M3 are to disappear with the new E46 M3. Europeans have enjoyed the 321 hp M3, which is quicker than the 240 hp North American M3. But the Euro car is so expensive that there are fewer M3s sold in Germany in a year than sold in the U.S. in a month. So the new car will be a compromise. Expect the compromise to be much closer to the U.S. version, since this has been the more successful car.

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**Deadline for the March Issue
is February 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 non-members. Zündfolge staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to Zündfolge, c/o Lucetta Lightfoot, 2641 39th Ave. W., Seattle, WA 98199. Attn: Classified Ads. Make checks payable to BMW ACA.

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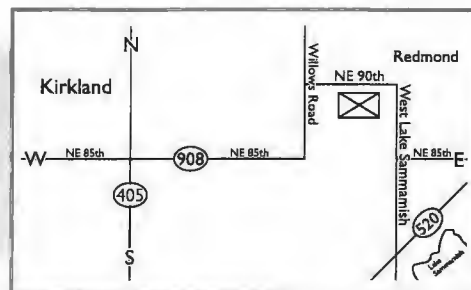
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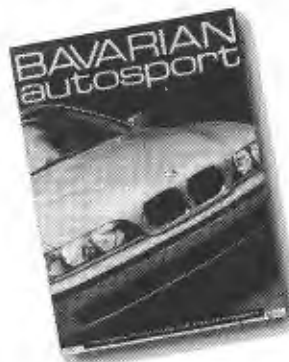
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