

**BMW ACA
Puget Sound Region**

Zündfolge

October 1990



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**Feature Article
on the 850i**

**Nast on BMW
Electronics**

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Cover: BMW 700 race car
from the mid-1960s.

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Activities

Come To The Banquet

Don't forget the Club's annual banquet on November 17th, at the Select Grill in Lake Forest Park. It will certainly be a lot of fun, as well as a chance to renew old acquaintances and make a few new ones. This will be the last notice you'll receive in the magazine, so make your plans now.

The festivities will begin with a silent auction, which will run from about 6:30-7:15. While you are perusing the auction items, you can take advantage of the no-host bar provided.

After the auction, dinner will be served at around 7:30 P.M. You have your choice of either King salmon or prime rib. Each dinner comes with salad, potatoes, seasonal vegetable, roll, coffee or tea, and dessert for just \$25.00.

Our featured speaker will be Kathy Rude, about whom you can read more elsewhere in the *Zündfolge*. She will surely prove to be an entertaining and informative speaker.

The banquet registration form is elsewhere in this issue, so fill it out and send it in to the Club P.O. Box so that it's received by Nov. 14. If you have any questions, call Tom Williams at 283-1056. We'll see you on the 17th!

Nov/Dec and Jan/Feb Issues

During the winter the club schedules fewer activities. For that reason, and to give your *Zündfolge* editors a rest, we have traditionally published a combined November and December issue. We will do this again this year. Expect to see your next *Zündfolge* about the second week of December. The timing will allow full coverage of our annual banquet.

As a cost saving measure, and again because the schedule is light, the first issue of 1991 will be a combined January/February issue. Look for it in your mailbox towards the end of January.

We hope you continue to enjoy *Zündfolge* and club membership.

-The Editors

Entertainment 1991 Books

Once again the season is upon us. The club is selling the ever popular entertainment books. In case you aren't familiar with the Entertainment program, these are coupon books that give 1/2 price or 2 for 1 deals on food, lodging, travel, family activities, etc. The dining section offers deals ranging from some of the areas finest establishments down to the neighborhood fast food outlets. You can get reduced rates at hotels across the country and in many foreign countries, and there is also a wide variety of condominiums available for vacation uses.

This very versatile publication makes an ideal tool or gift for the family on a budget, college students, and the businessman wanting to save on travel and entertainment expenses.

The books will be available in mid to late October and are valid from December 1, 1990 to November 30, 1991. Given this time frame the books could also make good Christmas presents for those "hard to shop for" people in your life.

The cost is only \$40 and they are in limited supply so reserve yours now. Books may be reserved by contacting Bob Paisley at 454-3486, weekday evenings between 6:30 and 9:30.



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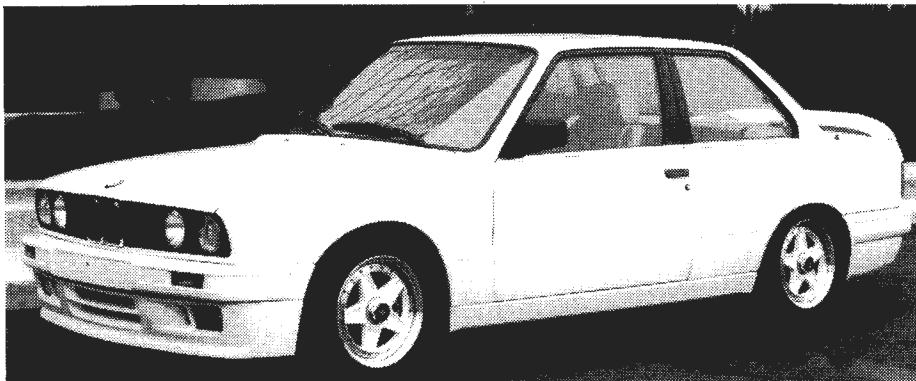
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Stalls

by Thomas B. Nast

BMW Electronics: The Apple Of My Eye.

So BMW wants to build its own electronics (EFI, ABS, engine management, et al.). This idea sounds so bone-headed at first blush that one must wonder if it comes from the Disinformation Department of Tower Three in Munich. Or perhaps something got lost in the translation. It certainly inspires a little foam from my pen.

Looking at it from our, the owners', point of view, the salient question is why would we want this? Nearly everything BMW proposes building presently comes from Bosch. Bosch performs basic research, produces systems, then adapts the systems to individual car models. The basic research and systems design is spread over a production base of tens of millions of cars. Design errors can be caught and corrected fairly quickly, due to this large base. And the per-unit cost, if not cheap, at least is affordable.

Furthermore, you don't have to buy these Bosch components (such as fuel injectors, computers, O2 sensors, etc.) from BMW. They can be bought for less (often far less) on the aftermarket. Also, when you break down in Lesser Twisp, you can go to any Bosch dealer and get these parts quickly. Bosch parts are widely distributed and competitively priced. And mechanics everywhere are familiar with Bosch systems – you would probably have to go no further than Greater Twisp to get the car worked on.

Another point is that with Bosch supporting so many variations of the same systems, a certain amount of, shall we say, "systems tuning" can be achieved by mixing and matching parts. It is cheap and easy, for example, to alter mixture parameters when you install a turbocharger on your K-jetronic car, by changing a component or two in the injection system (try the cold running regulator and injection distributor). There are even available



components (such as the Weber "Big Throat"), chips and "black" boxes (usually silver in color) to, ahem, "adjust" the performance of many Bosch systems. Knowledge and lore is pretty widespread about what works and what doesn't, too; there is a large base of experience to draw from, and it is freely shared. And this leads to a healthy market for modifiers.

In fact, there is almost no reason at all for you and me to want BMW to build proprietary electronics. BMW will no doubt argue that to do so will give it more control over performance-critical items. This may be true, but (1) will it lead to truly better results than Bosch would customize, given the chance, and (2) at what cost? BMW may also wish to make profit it now sees going to Bosch (and perhaps BMW contemplates marketing to other manufacturers, in competition with Bosch), but it is from you and me from which that profit will come, with even more expensive components and systems than we have now. Or, for reasons unknown to us, BMW may just want to give Bosch a kick in the pants.

(Bosch may deserve one. After all, it is hard to rationalize the production of a fuel injection system which is incompatible with available fuels. I refer to the L-jetronic, apparently unable to use fuel without Techron additives if serious runnability problems are to be

avoided from carbon buildup on the valves. This little *faux pas* cost BMW quite a few dollars – did Bosch pitch in?)

Another company went BMW's route about ten years ago. Through the use of proprietary electronics it kept close control over the design and integration of products, kept cheap substitutes off the market (with the help of an overzealous litigation department), and defined a quality of performance which was unique. That company is, of course, Apple Computer. It is now a struggling company, losing market share, and a generation (or two) behind the rest of the industry. Its product development costs are extremely high, considering units sold. Not many companies consider Apple Computers a model to emulate, and over 90% of consumers turn elsewhere as well. As many good qualities as the Macintosh has, few are willing to pay two or three times competitors' prices for a machine with perhaps a tenth the aftermarket support. The choice is economy and versatility over distinctiveness.

When it comes to electronics, there is every advantage to having mass production and distribution, standardization, and a large installed base. (Exhibit Two: CD players.) BMW is deluding itself in thinking it can change this basic economic principle. The result will only be cars which are more expensive to buy and repair, have more down time when they break, and which die premature deaths from parts unavailability. Whip Bosch if you want to, BMW, but please don't flog us in the process.



Banquet Time!

by Joan Rodgers

The November 17 banquet at the Select Bar and Grill in Lake Forest Park promises to be a memorable evening for all. This will be an evening to socialize, enjoy a nice dinner, participate in a silent auction and hear the racing experiences of a world-class driver, Kathy Rude. In order to participate in this fun filled evening, make your reservations now!

The silent auction is always a fun event in itself. There are goodies galore and something that appeals to most everyone. ("Dear, I HAVE to have it . . ."). Some of us take advantage of this occasion to get a head start on our Christmas shopping. Yep, Christmas is a month after the banquet. Reduce the stress of Christmas shopping and get an early start by participating at the silent auction.

As indicated in the previous *Zündfolge*, Kathy Rude is our guest speaker. Kathy's track experience is not only extensive but varied. Her career started in 1977 in the Pacific Northwest by racing go karts. Within a short time, she developed her skills to become a strong competitor in the racing scene. During 1979, Kathy entered 15 Formula Ford races and in one captured the first win in the U.S. for a woman!

Her career progressed with factory driving contracts with Toyota and Mazda in the early 1980's. She had a win at Daytona, consistent top five finishes at Portland, Road Atlanta and in Japan. Kathy set a race lap record at Charlotte Motor Speedway.

By 1983 Kathy Rude had become the finest female road racing driver in America and was challenging the top men. But on July 10, 1983 at Brainerd, Minnesota, Kathy suffered near fatal injuries in a race crash. While driving a Porsche 935 at about 130 mph, she hit from behind a BMW M1 limping into the pits on its starter. The Porsche cartwheeled and flew apart. Kathy received horrific injuries including burns and breaking most of the major bones in her body.



Kathy Rude instructs a high performance driving class.

The racing community rallied to support her. Fund raisers were held and *Autoweek* solicited donations to help pay for her medical treatment and therapy.

Kathy has not returned to competitive driving but cars are still her passion. A year after her crash she was driving a PPG Indy Pace Car. She became the first female instructor at the Bondurant School of High Performance Driving.

Currently, Kathy runs Kathy Rude Advanced Driving Techniques, Inc. Her company conducts performance and safe driving clinics for clients such as Audi of America.

Additionally, Kathy is married to Ludwig Heimrath who races on the CART Indy Car circuit (Lola Cosworth and Lola-Judd). Ludwig will be joining us at the banquet, too, so maybe we can get him to say a few words.

The November 17 banquet is the club social event of the year. Please join us and meet some new folks and visit with some old friends. The silent auction will be fun (hmmm, I can always use a new key fob). Kathy Rude can tell us of her interesting career, what the future holds and a few anecdotes. As you can see, this will be an interesting evening for everyone. Car and racing enthusiasts can talk shop, shoppers can buy for Christmas, we can visit with old friends and make new ones. See you November 17 at the Select Bar and Grill.

Schedule

Silent Auction,	
No Host Bar	6:30-7:15
Dinner	7:30-8:30
Program	8:30-?

Driving Directions

The Select Bar and Grill is located in the Forest Park Shopping Center, just off Bothell Way in Seattle. From I-5 take the 145th Street exit eastbound. Turn left onto Bothell (Lake City) Way. The Forest Park Shopping Center will be on your left after traveling several miles on Bothell Way. The club will have the banquet room on the lower level.

Banquet Reservation Form

Select Grill, Lake Forest Park
November 17th, 1990

Number of dinners:

_____ Prime Rib at \$25.00
_____ King Salmon at \$25.00

All dinners include salad, roll, potatoes, fresh vegetable, chocolate mousse, tea or coffee.

Name(s) _____

Phone _____

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BMW Introduces New Flagship Sports Coupe: The 850i

One of BMW's finest, longest-standing traditions is offering a sports coupe that represents the absolute state of the art in performance and design. The tradition began with the graceful 327 of 1937 and included the memorable 3.0 CS of the early Seventies. For the past 14 years, it has been carried on by the 6-Series, which included the elegant 630/633/635 CSi as well as the spectacularly sporty M6.

At the Frankfurt International Automobile Show last September, BMW gave the world its first glimpse of a new sports coupe that doesn't just replace the 6-Series, but elevates the state of the art in sports automobiles to a new high: the 850i. Creating a new level in BMW coupes, the 850i takes its place at the top of the line as a new flagship alongside the 750iL sedan.

Yet to portray the 850i as "merely" a new flagship and the sportiest coupe BMW has ever built would leave a great deal unsaid. Beyond its new concept, the 850i is blessed with wide range of design and engineering innovations, and endowed with luxury features so comprehensive and future-oriented that it can only be seen as a true breakthrough in the art of the automobile.

The Concept:

New From The Ground Up

The 850i began as an essentially clean sheet of paper, adopting only the V-12 engine and automatic transmission from the 750iL. (Even these elements incorporate new refinements.) Although it was not conceived as a lineal successor to the 6-Series, a few comparisons to that previous BMW coupe will help put the new model into perspective. The 850i is 1.4 inch shorter than the 635CSi, 5.1 in. wider and 0.5 in. lower. Its 5.0-liter V-12 contrasts with the 635's 3.5-liter six-cylinder engine. In performance, sophistication and price, it moves significantly upscale to a position alongside the 750iL, which *Automobile Magazine* declared "the best car in the world."

Highlights of the 850i include:

- A sleek shape that breaks new ground in styling while countering the onrushing wind with highly efficient aerodynamics
- The world's first production combination of a V-12 engine with a six-speed manual transmission
- Automatic Stability Control, BMW's system for improving stability on slippery road surfaces, in two forms: one with manual transmission, the other with automatic
- An all-new chassis, featuring an

exclusive, patented rear suspension system

- A luxurious interior that enhances both comfort and safety with the new seat-integrated belt system and other innovations.

850i Body:

Bold New Expression of BMW Design and Aerodynamics

With the illustrious heritage of BMW coupes as its starting point, BMW designers under the leadership of Claus Luthe developed a shape that launches BMW design into the nineties and a new era. Thanks to clearly recognizable styling elements such as the "kidneys" grille and "reverse kink" in the rear side windows, no one will mistake the 850i for anything but a BMW. Yet every contour, every detail is new. And in the great BMW tradition, every design characteristic expresses an element of the engineering underneath.

For example: The 850i's longer hood, shorter deck and a cabin placed farther rearward signify a shape that not only balances front and rear aerodynamic forces at high speeds, but improves crosswind stability as well. The new, low dual BMW grilles are set into a soft-face front bumper that is integrated with the smoothly sloping, aerodynamic hood and backed by new compressible tubes that help control

PIRELLI MICHELIN

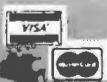
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accident damage. Retractable lighting units aid aerodynamics and, thanks to compact super-ellipsoid low beams and foglights as well as low-built high beams, rise less than most such units when switched on.

The 850i body's lack of a "B" or central roof pillar adds to the driver's outward vision and is related to two safety-related advances: rollover strength through a "roll hoop" consisting of the A- and C-pillars and roof frame; and the seat-integrated seatbelts, which require no upper anchor to the body structure.

Other details - flush glass all around, carefully shaped areas around the wheel arches and body sills, the most efficient mirror shape ever, the high and short rear deck - all contribute to aerodynamics that are BMW's best and outstanding in any league. The coefficient of drag (CD) is a low 0.29, coupled with low (0.12) and perfectly balanced front and rear lift coefficients (CL); tangible results are the 850i's very low wind noise, excellent high-speed road stability, and virtual elimination of dirty side windows. Also noteworthy: 850i's lack of aerodynamic "add-ons" such as a tail spoiler.

At the rear, the deep, diagonal-cut trunk opening contributes to body rigidity and eases loading the trunk. Very large light units, with separate segments for tail-brake and turn-signal functions as well as reflectors, clearly signal the 850i driver's intentions to other drivers.

World's First Production Car With V-12 Engine and Six-Speed Transmission

A key element contributing to the "World's Best Car" honor for the BMW 750iL is its 5.0-liter V-12 engine, which delivers velvety smoothness, abundant torque and fully 296 horsepower. Now this remarkable powerplant makes its first appearance in a sports coupe. While retaining the basic 750iL characteristics, such as weight-saving aluminum construction and

excellent fuel efficiency relative to its mighty performance, the 850i's V-12 engine has new features. Most notable is its Digital Motor Electronics engine-management system, which is both more compact and capable of accommodating additional functions. A related feature is a new one-piece fuel tank of high-density polyethylene. Besides reducing weight and eliminating tank corrosion, the plastic material allows a more complex shape, which better utilizes the available space to achieve the generous capacity of 23.8 U.S. gallons.



A joint development of BMW and Getrag, the 850i's new six-speed manual transmission further optimizes performance, quietness and fuel efficiency compared to a five-speed. Fifth gear is direct, or 1.00:1. Sixth (0.83:1) is a quiet cruising ratio, though not the extremely "tall" gear of the other six-speed transmission in regular production. Encased in a light, extremely strong pressure-cast aluminum housing, the transmission has bevel-gear synchronization with highly durable sintered coatings on the synchronizer rings. Use of ATF (automatic-transmission fluid) improves shift quality, particularly at very low temperatures, and doubles the interval between transmission fluid changes.

To keep drivetrain vibration at a low level appropriate to the ultra-smooth V-12 engine, the transmission is mounted to the chassis through hydraulically damped mounts at its aft ends. Acoustic decoupling of the gear-shift level, already introduced in the BMW 7- and 5-Series, means minimal gearbox noise inside the car, and the shift linkage has been engineered for easy, precise gear changes. For all these technical features, however, perhaps the most significant thing about the six-speed "box" is the way it complements the driving pleasure inherent

in the silky BMW V-12 engine.

Alternately available is the same ZF-BMW 4 HP 24 EH four-speed automatic transmission used in the 750iL. Here is a sophisticated electronic control system interacts with the engine computer to give outstandingly smooth shifts, and provides a two-position console switch with Automatic and Manual modes. Actually, there are three shift programs: With the selector lever in D, Automatic gives relatively low upshift speeds for quiet motoring. With the lever in S, upshift speeds are higher and fourth gear does not engage. The M position gives true manual shifting for best control in sporty driving.

A two-section driveshaft transmits

power to the final drive, which is acoustically decoupled from the body structure by vibration-absorbing mounting of the differential to its subframe and the subframe to the body. This reduces differential noise inside the car to the vanishing point.

Harnessing V-12 Power Under Adverse Conditions: BMW's Automatic Stability Control

Having made its first U.S. appearance in the 1990 750iL, BMW's Automatic Stability Control (ASC) system is standard equipment in the 850i with automatic transmission.

Using input from the same wheel-speed sensors that serve the antilock braking system, ASC senses incipient wheelspin and, via the engine's elec-

tronic accelerator and ignition timing, engine torque. Thus any tendency for the drive (rear) wheels to spin is quickly brought under control, enhancing driving stability on slippery surfaces (or, for that matter, on dry roads under extreme acceleration). A console switch allows the driver to switch off ACS.

When the six-speed manual transmission is specified, an even more capable system is standard: ASC + T. The "T" signifies this system's additional ability to improve traction by interactive, separate application of the left and right rear brakes in addition to reducing engine torque. Thanks to the brake action, ASC + T responds more quickly than ASC, which is appropriate to the less gentle application of

engine power that is characteristic of a manual transmission.

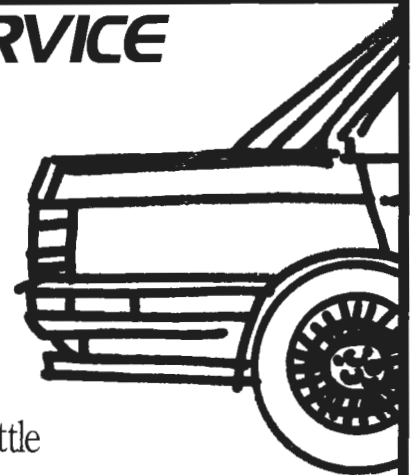
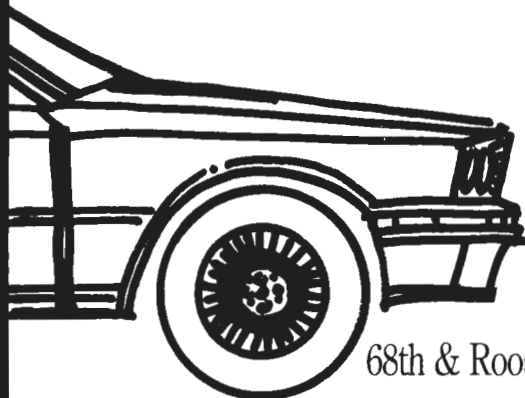
Because ASC and ASC + T effectively perform the function of a limited-slip differential, this traditional BMW option is not available in the 850i.

(This BMW NA Press Release will continue in the November/December issue of Zündfolge.)

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Oil and Car Fluids for the Winter Months

by Greg Mierz

With the colder months approaching, attention should turn to the fluid needs of our cars. Oil and antifreeze are the two most important ones that come to mind. I want to give you some guidelines that may be of assistance to prepare your BMW for the cold months ahead.

Oil thickens with colder temperatures and requires more time and energy to move through your engine. Have you noticed that it takes longer for your oil pressure light to go out when the temperature drops. This is because the thicker oil viscosity delays the oil getting up to the top end of the engine. Modern oils do their job quite well, but with careful selection a better job might be done by a 10W-40, or 5W-30 than the 20W-50 oil often used. One of the benefits of synthetic oils is their cold flow properties. Tests have shown that the majority of engine wear occurs during startup and the sooner oil reaches everything the less wear. This will be of even more importance to those who live east of the mountains because of the lower overnight temperatures. An added benefit of the newer "thinner" oils is less power wasted pumping them through the engine which is supposed to give better mileage. I know that in the case of my modified 2002ti, when I disconnect my oil cooler for the winter (a simple hose change for me) and change to 10W-40 from 20W-50 that the car warms up much better and gets better around town mileage. This should hold true for most BMWs. A little less oil pressure shows on my gauge but it is still well within the range the factory calls for.

Another point about the colder months ahead is the proper way to warm up a car. The government isn't going to advise you to wait and warm-up your car before leaving home for reasons of exhaust emissions. It is true that your car warms up faster moving along at moderate speeds (25-35mph in my mind), but a short wait of 30 secs

to a minute, maybe longer in cases of low temperature, isn't going to hurt anything. Oil takes time to fully circulate and a period of time to allow this to happen is time well spent in my mind. Another factor to consider is that if you live close to the freeway and will arrive there before your car is warmed up a longer warmup may be useful before driving freeway speeds on a cold engine.

Another product that can make cold weather driving easier is a synthetic transmission oil. I have used Redline's MTL, manual transmission lubricant, and it makes shifting much easier cold or warm. It is a favorite of many BMW tuners (Ray Korman and Metric Mechanic) and gives excellent protection. Its availability is a small problem locally but Strictly BMW in Bellevue has it and you could call Redline's toll-free number (1-800-624-7598) for other outlets in the area. Check your owner's manual for your particular car's transmission capacity.

Antifreeze is another very important fluid that cannot be overlooked with winter approaching. It is beyond the scope of this article to completely cover the needs of cooling system maintenance, but a little advice here might serve you well. BMW has issued a dealer warning in the past about certain brands of antifreeze that should not be used in their cars. Prestone is one brand mentioned by name. Some people have used it ok, but the additive package can cause problems with improper coating of the surfaces and formation of an insoluble gel precipitate. Newer cars shouldn't need more than a flush and refill unless the system is dirty and then it may need to be cleaned. The antifreeze itself doesn't wear out, but the additives do that prevent internal corrosion between dissimilar metals in our engines. Supplements are available to restore the additive protection lost. Remember that if you change your own antifreeze,

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don't let it just run out and into the street and be careful around animals because it's poisonous to them.

Tech Tips

A past tech tip dealing with pulling the fuse for the on-board computer so as to zero the security system works, but beware! Pulling the wrong fuse at the wrong time can be a costly mistake. While testing to be sure the fuse would reset the computer, I pulled the fuse to the 'ultimate anti-theft tune machine' by mistake. "No problem," I thought, "Just plug in the magic code number and we're back in business." Wrong!

Seems if a cassette is left in the player when power is removed, the code will not restore the unit. The dealer tried but was unable to remove the tape, so out came the stereo and off it went to who knows where, and for how long is anybody's guess. The figure of \$150.00 was mentioned during this exercise.

The moral is, remove the tape before you remove the keys. A dead battery will cause the same problem as a fool and a fuse.

—John Wilton, Shockoe Chapter

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Classified Marketplace

For Sale: 1979 633CSi Anthracite/Red Leather, with only 70,000 miles. 4-Speed, BBS wheels. Immaculate condition including original tool kit. \$12,900.00. Call Jeffrey, 644-7770.

For Sale: 1986 535i 45 K miles. 5 spd. Cosmos Blue, Pearl Leather. Absolutely perfect! Extended transferable factory warranty. Suspension upgrades, alarm, a/d/s/ Concord stereo system. Cibie headlamps, repco, many other features and extras. Meticulously maintained. Call for details: \$19,750 OBO Curt 363-9200 (W) 283-3754 (H)

For Sale: 1972 Bavaria, burgundy, tan interior. Absolutely impeccable. See *Roundel* Nov. 1988 ("Poor Man's M-5"). Too many mods to list, including 255 hp Metric Mechanic engine with Weber 38D carbs. A concours-winning classic that runs like a scalded dog. Lee Yates, days (206) 296-9524, eves (206) 284-8714.

For Sale: 1988 M6. Cinnabar red, grey leather, U.S. car with air bag and ABS brakes. All M6 options plus heated seats. Sold new in Seattle, all service records, window sticker. Brochure and factory warranty. This rare and beautiful M6 has 10,000 miles. Please call Roy Leventhal at (206) 325-4439 for further details.

For Sale: 3.91 viscous LSD from ix. ideal for any E30, \$850; Hartge aluminum strut tower brace F&R, \$200; BBS RZ 4-7x15, silver, polished lip, \$700; Factory front spoiler (black) w/fog lights & Alpina rear spoiler package for \$300. All prices negotiable. (206) 454-4878 Koji Lin.

Wanted: 1976 BMW 3.0Si, four door sedan, with 4 speed and sunroof. I will consider any car regardless of condition. Even though I live outside of Washington state I have knowledgeable contacts in Seattle who can evaluate a car for me. Please contact Tom Carson, 14020 Glacier Highway, Juneau AK 99801, or call me at 907-789-0034 (home), (907) 586-4447 (work).

For Sale: Hypertech performance chip for BMW 535 1985-1988 improved engine performance, higher rev. limit, does not hurt gas mileage. \$175. 4 Momo "Star" wheels, 16 x 7 perfect condition with Bridgestone RE 71 205/55-1 Five bolt pattern will fit 5, 6 or 7. Great way to improve the appearance and performance of your BMW. Call Curt 283-3754 hm, 363-9200 wk.

Wanted: A new loving owner for this old 1800. She wants to run, but sits idle for a long time. Vintage: 1964. Too sweet for junk. We will practically give this car to a BMW lover. You can have your M's and I's, this is the best that bimmer built. Help us find a solution for this fine old automobile. Finn and Neva 632-3927, Seattle.

For Sale: 1978 BMW 530i, excellent condition, low miles (80k orig.), 4 speed M.T., A/C, AM/FM cassette (new)/JBL speaker, new Pirelli Tires, garaged. Must sell/must see. \$7450/OBO. Call 525-8485.

Wanted: Service manual for Euro. Spec. 1979 635 CSI, or information on source. Purchase or copy. Greg Thomas, 1-800-572-7272 days, 1-509-965-2890 eves. P.O. Box 10844, Yakima, WA 98908.

For Sale: 3 Series BBS RS 15 x 7 wheels with Comp T/A 205/50-15. Set of 4, BMW logo caps, silver with polished lip. Tireds 50%, wheels perfect, just computer rebalanced. Make your 3 series look great and handle like a slot car! \$1,000. Randy 363-9200 or 882-3009.

Wanted: Limited slip diff. and factory shop manual for '77 320i. Call Russ at 483-5495.

For Sale: 1988 325 Red with tan interior 2-door. 5-speed with MOMO wheels and Racing Dynamic's suspension. Sony pull-out stereo cassette deck, Inspection II just performed. Sharp car in excellent condition. \$12,995.00. Call Jeffrey, 644-7770.

For Sale: Four BBS rims, 13x7, for BMW. \$200. 851-8151 or 265-3546.

Classified Advertising Policy: Classified ads are free to members in good standing (paid up dues). There is a \$5 fee to non-members. Photo classifieds are \$15 to members, \$20 to non-members. Ads will be run for two consecutive months, space permitting. *Zündfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to BMW ACA; P.O. Box 1259; Bellevue, WA 98009; Attn: Classified ads. Make checks payable to BMW ACA.

German car makers are planning to buy back secondhand examples of their cars for restoration and resale in eastern Europe. The aim is to build up brand loyalty with East Europeans, in the hope that they will eventually buy new cars of the same make. (*Car & Driver*)

An *Autoweek* classified is offering an '81 BMW M1 body on a March 81 GTP chassis with a 350 Chevy engine. The car was built by racer Jim Busby but is street registered. Only \$175,000.

Lexus has an 850i sized car being developed which sports a 5.0-liter, 48-valve, quad-cam V-12. (*Automobile*)

Starting in 1993, Mercedes-Benz is expected to offer a limited edition S-class model with a wheelbase two feet longer than a Cadillac Brougham's. The engine is said to be an 8.0 liter V-16 producing 500 hp. With V-16 rumors at BMW a while back, will Munich be forced to offer this super engine? (*Car & Driver*)

The Acura NSX and the BMW 850i are the latest cars to earn the interest and dollars, of speculators. No doubt in a year they will both be available at sticker price. But for now, expect to pay a premium. *Autoweek* has two 850is advertised; one in Cirrus blue available at the end of July for \$100,000. The other claims a choice of color and Fall delivery for \$125,000.

Portugal's President Soares presented a Renault 21 to Czech President Havel on the occasion of the latter's swearing-in ceremony. The car was meant as a gift. The question is, a gift from whom? Six months later, Havel still is riding around in a BMW. Why? Seems Renault Portugucas was never paid for the \$24,000 car. (*Autoweek*)

formation

...from the editors

Good quality reprints of parts and repair manuals for pre-war and early post-war BMWs are now available. The reprints are being produced by a German source with BMW's permission. Manuals are available in German for the 320-335 (pre-war) and 501-507 and Isetta (post-war). Available in English are manuals for the 1500-2000, 1602-2002, Glas 1700 and Glas V8. BMW motorcycle manuals are also available. They are available from Gunter Schober, Verlag Schober, Am Hipperling 16, Postfach 2, 6719 Battenberg/Pfalz, West Germany, telephone: (6359) 1414 and fax: (6359) 83021. Herr Schober is said to speak excellent English and is quite helpful.

A second source for BMW books and manual reprints is Germany's largest automobilia dealer, located in Hannover. Schroder v. Weise puts out several extensive catalogs covering anything related to cars. They ship all over the world and have an English speaking staff. Contact them at: Schroder and Weise GMBH, Onefeldweg 1, 3000 Hanover 73, West Germany, telephone: (511) 517037 and fax: (511) 517034. (*Roundel*)

In 1989, BMW Motorsport sold 5,750 cars: 3,570 M3s, 2,000 M5s and 180 M3 convertibles. The M5s and M3 convertibles are hand built at Motorsport's Garching facility. The M3s are built on the regular production line at the Milbertshofen factory in Munich. (*Roundel*)

BMWNA will close three of its seven regional offices including the Pleasanton, California office. The restricting will reduce the overall workforce but increase the NA personnel working face-to-face with dealers by 30%. (*Roundel*)

BMWNA has shifted the emphasis of its traveling driving school from dealers and BMW owners to prospective buyers and the general public.

The BMW/Skip Barber Advanced Driving School will be open to anyone willing to pay the \$450 tuition. BMW hopes to reach as many as 2500 people with the school.

Instruction includes braking techniques, directional control, accident avoidance, skid control, an introduction to race techniques and an autocross. (*Autoweek*)



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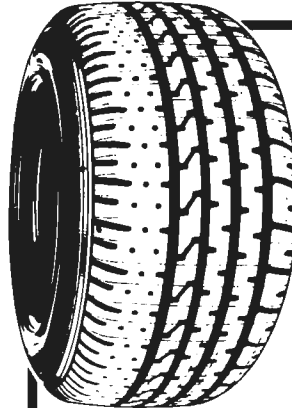


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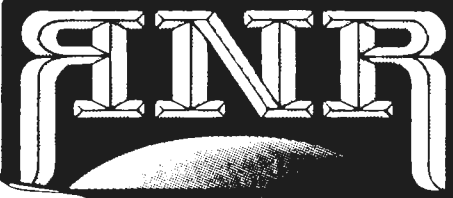
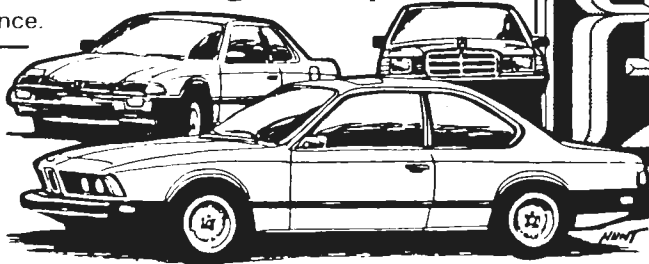
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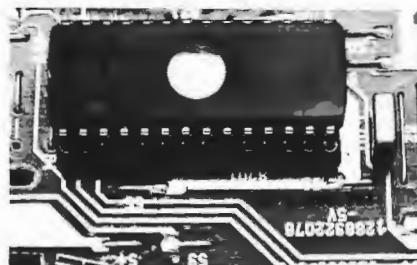
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