

BMW ACA
Post Sound Region

Zündfolge



June 1992

Concours d' Elegance
on July 11th

525i Touring
Now Available

BMW to Buy
Rolls-Royce?



BECAUSE HOW YOU DRIVE IS AS IMPORTANT AS WHAT YOU DRIVE, BMW INTRODUCES A CAR THAT COULD IMPROVE BOTH.

Status. Prestige. Style. It seems there are as many marketing reasons to buy a car as there are cars to buy.

At BMW, however, we believe that an automobile should do considerably more than simply improve the driver's image.

It should help improve nothing less than the driver's ability.

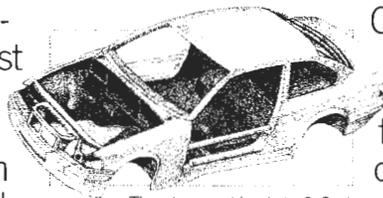
Which is why the engineers at BMW who designed the 325is Coupe placed the driver's needs above every other consideration.

The 325is Coupe's multi-link

suspension, for example, provides just the right amount of "road feel" while still maintaining an excellent ride quality.

Engine-speed-

sensitive, variable-assist power steering translates to a better overall sense of the pavement traveling beneath the tires. And its 24-valve, 189-horsepower engine needs almost no regular maintenance beyond the simple changing of oil, filters and plugs.



▲ The strongest body in 3-Series history contributes to the 325is Coupe's exceptional handling and ride quality.

Of course, to fully understand the difference between *what* you drive and *how*

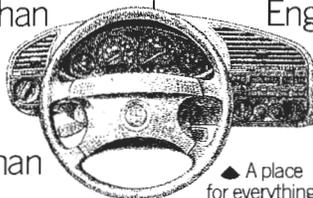
you drive, you will need to get out of

what you're driving and get behind the wheel of the new 325is Coupe from BMW.

Perhaps the only automobile company in the world that considers raising your skill decidedly more important than raising your status.

For more information, call 800-334-4BMW.

THE ULTIMATE DRIVING MACHINE.



▲ A place for everything and everything in its place. The new 3-Series dashboard has been redesigned to provide the driver with all of the information he needs at a glance.



© 1992 BMW of North America, Inc. The BMW trademark and logo are registered.

BMW SEATTLE

714 East Pike Street, Seattle, Washington 98122
Sales: 328-8787, Service: 328-2300

Cover: The new BMW
525i Touring.

Inhalt

Vol. 22, No. 5
June 1992

Zündfolge Staff

Editors-in-Chief
Lucetta and David Lightfoot

Production Editors
Tom Williams
William Linder

Photographers
Tom Cox
Paul Touby
Greg Mierz

Editor Emeritus
Denny Organ

Columnist
Thomas B. Nast

Zündfolge is published monthly (except November) by the BMWACA Puget Sound Region. Office of Publication: 2641 39th W., Seattle, WA 98199. Publication number USPS 715250. Subscriptions \$10 annually (available only as part of \$25 membership fee.) Second Class postage paid at Seattle, WA. Postmaster: send address changes to *Zündfolge*: POB 1259, Bellevue, WA 98009.

This magazine is the monthly publication of the BMWACA, 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. Unless specifically stated otherwise, the Club endorses no person, product, service or business. Modifications within the warranty period may void the warranty.

| | |
|---|----|
| Calendar | 2 |
| Track Day <i>by Gary Parr</i> | 2 |
| Club Members Win in Solo Competition <i>by Paul Touby</i> | 3 |
| Wednesday Nighter <i>by Gary Parr</i> | 3 |
| Stalls <i>by Thomas B. Nast</i> | 4 |
| New Touring Introduced <i>by David Lightfoot</i> | 5 |
| 1992 Concours d' Elegance <i>by Mason Kirby</i> | 6 |
| Autocross School <i>by Michael Thompson</i> | 8 |
| BMW Plans New Rolls Royce | 9 |
| Board of Directors | 10 |
| Classified Marketplace | 11 |
|  M-formation <i>from the Editors</i> | 12 |

1
June 1992

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

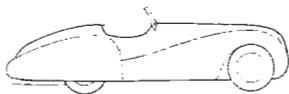
Zündfolge 6-2-4
 Zündfolge 1-3-4-2
 Zündfolge 1-5-3-6-2-4
 Zündfolge
 Zündfolge
 Zündfolge
 Zündfolge
 Zündfolge
 Zündfolge

Port Gardner Bay Classic Car Show

The first annual Port Gardner Bay Classic Car Show will be held July 26, 1992. The location is American Legion Park, overlooking Port Gardner Bay, in Everett. The intention is to create a Washington state version of the Forrest Grove Concours in Oregon. Western Washington has been lacking such an event since the Rotary Club Concours in Olympia died off many years ago.

The event will benefit Deaconess Children's Services in Everett. About 200 cars are expected. Commitments have already been received from owners of Duesenbergs, Packards and Rolls-Royce. It should be a fine event.

- David Lightfoot



Driving Marathon at SIR

Well, if the Wednesday Nighter July 1st isn't enough track time to satisfy your speed need, I've got great news for you. Monday, August 17, will be a full day of open track at SIR. We'll get started at 9:00 a.m. and run until 5:00 p.m. Here's a great opportunity to have a three day weekend and enough time on the track to really improve all those skills you've learned in previous schools. You'll need to have completed at least one club school to participate. will be on hand to provide assistance and to upgrade your performance level.

Again we'll be offering a discount to those who pre-register. The cost will be \$100 if registration is received by Saturday August 8. Late entry fee is \$120. Please understand, we can not give refunds. So fill out the entry form and mail it in to assure yourself a spot. Send registration form and check to: Gary Parr, 3573 E. "L" St., Tacoma, WA 98404. See you track side.

- Gary Parr

Calendar

- July 1** **Wednesday Nighter** at SIR. See article and registration form in this issue.
- July 11** **Concours d'Elegance.** Our most popular event. At Fort Dent Park in Tukwila for the first time. See more in this *Zündfolge*.
- July 12** **Driving Events.** Either a WWSCC autocross at the Kent Space Center (call Michael Thompson) or the Alfa Club Time Trials at SIR (call Gary Parr).
- July 18** **Track Day at PIR** hosted by the Portland chapter of BMW ACA. Try a new track!
- July 25** **Tech Session.** Strictly BMW Independent Service is hosting a session on emergency preparedness. More next month.
- August 17** **Track Day at SIR.** Monday, all day at SIR. See Gary Parr's article for more info.
- October 18** **High Performance Driving School.** Plan now for the ultimate.

Track Day at SIR August 17, 1992

#1 Drivers Name _____

#2 Drivers Name _____

#1 Drivers Experience: Attended School Level one Level two

#2 Drivers Experience: Attended School Level one Level two

Car: Make _____ Model _____ Year _____

Registration received by August 8:

\$100 car/driver \$20 co-driver

After August 8:

\$120 car/driver \$20 co-driver

Total Amount enclosed \$ _____

Make checks payable to BMW ACA

Club Members Win in Solo Competition

Lately, there has been a lot written in the newsletter about autocrossing. The main reason is to try and generate more interest among club members to go out and try autocrossing. Along with drag racing, autocrossing is the last form of grassroots racing available to the BMW owner. When I say grassroots racing, I mean a type of racing that is very inexpensive and easy to get into.

As most participants do, you can use your daily driver. You don't need any special equipment installed in your vehicle to compete. Your vehicle will have to pass a safety inspection though, but it is pretty routine and only rarely does a car fail inspection. You will have to pay an entry fee, usually around \$12, and you will have to wear a helmet when you are driving. But there are loaner helmets available so that you don't even have to incur the expense of buying a helmet. There is no need to worry about damage to your vehicle. The course is laid out in a large parking lot using traffic cones to mark out the course. So even if you were to lose control of your car in a big way, you would simply skid to a stop and perhaps hit a few cones. I've hit my share of cones and haven't had any damage as a result.

Nowadays autocrossing is called Solo Competition by the SCCA. The reason being that you run the course by yourself against the clock instead of other drivers. Then your time is compared to other competitors' times in your class to determine a winner.

A few club members are regular competitors in SCCA and WWSCC Solo Competition. During the season I intend to report on how the club members are doing in season long competition.

The first event of the year was the opening round of SCCA Solo II Competition. Roy and Cathi Wilkinson driving a full race 2002 took first in

their respective classes. Roy won in the E/Prepared class and Kathy won in the E/Prepared Ladies class. Paul Touby driving his 320i Turbo sneaked into D/Prepared to take a win there. Andy Kueblbeck driving an M3 managed a third place in a very tough class. And finally, John Richardson driving a 320ti (yes ti, twin webbers) finished third in D/Street Prepared.

The second event of the year was WWSCC Championship Autoslalom #1. Roy Wilkinson won in Prepared/B and had third fastest time of the day. Cathi Wilkinson was third in Womens/Prepared, falling victim to a 1991 national champion and a lady driving a mega-monster Mustang. In the Stock Medium Sedan class, again facing stiff competition, Andy Kueblbeck placed fourth and our Autocross Chairman, Michael Thompson, making his first appearance in a number of years placed tenth. In Improved Medium Sedan, John Richardson pulled off a narrow win in class, his wife Judy Richardson came home in sixth and Paul Touby was eighth.

I would like to urge you to come to an event sometime and show your support for fellow club members, and perhaps give Solo Competition a try yourself. For further information on

the schedule of events being run call the WWSCC hotline at 255-0658.

-Paul Touby

Last Chance for Wednesday Nighter

Our July 1st track event at SIR is fast approaching and so is the deadline for pre-registration. Registration forms must be received by June 24 to qualify for the pre-entry discount. If your registration is received by June 24 the cost is \$45. Entries received after the 24th will pay \$60. So don't wait, we have a 50 car limit and it's filling up fast. The format for the evening will be gates open around 4:00 p.m. with a tech inspection and review of track rules and then open track lapping until dusk. Remember this event is for experienced drivers only. You'll have to have had attended at least one club school. Instructors will be available for those not yet at level one. Of course you'll need to have a helmet and don't forget your log book. Since this is the first event of the year it would be a good idea to change your brake fluid and give the rest of your car a once over, to make sure critical parts are in good working order. Please note also that refunds cannot be given. So come on out for some hot laps and we'll see you at the track.

- Gary Parr

Wednesday Nighter at SIR July 1, 1992

#1 Drivers Name _____

#2 Drivers Name _____

#1 Drivers Experience: Attended School Level one Level two

#2 Drivers Experience: Attended School Level one Level two

Car: Make _____ Model _____ Year _____

Registration received by June 24: \$45 car/driver \$10 co-driver

After June 24: \$60 car/driver \$10 co-driver

Total amount enclosed \$ _____

Stalls

by Thomas B. Nast

A Day at the Airport

One excuse for a day from the office every year is the annual on N34274. There are real savings from opening and closing (taking apart and reassembling) the plane yourself, and it's more fun than answering the phone.

A pressurized Centurion landed on 34L while I was screwing the plane back together. This is not so remarkable. He had suffered some bad engine missing and shaking about eleven minutes out and 11,000 feet up, which is somewhat remarkable. When the engine sprayed oil all over the windshield and, shortly thereafter, seized over I-5, something remarkable finally occurred. Fortunately, the plane had broken through the clouds by then. The pilot dead-sticked the Centurion in, successfully, and it was to the shop where I was working.

I am pleased to report that the pilot, who followed the plane over to the shop, had dry pants and that the yoke on his airplane was not bent. The terror he had just experienced had not yet sunk in. He did comment how happy he was to be alive and on the ground; later he will worry where the \$18K for a new engine will come from. When the engine started to act up, he was almost equidistant between Paine Field and Arlington; he elected Paine, for its better repair facilities (viz, the shop where I was working). Had he known what was in store, he may have chosen the slightly-closer Arlington. The one thing he was most upset about was that even though the tower knew for ten+ minutes he was coming in as a declared emergency, and the crash crews were present and waiting by the runway, the poor SOB who mows the grass was not told. On approach, the plane sank quicker than expected, almost touching down short of the runway. Which happened to be where the mowing was being done. The worker almost got a free haircut; I do not know what the relative humidity of his trousers was as



the Cessna glided inches over him.

We pulled the cowl off the plane and had a look at the turbocharged Continental 520. Number two rod had been thrown through and completely clear of the engine case. Curiously, the piston was still in its cylinder, but the small end of the rod was intact; the rod broke just a bit up from the big end. The damage to the case knocked one of the magnetos clean off. Because the rod was ejected and one mag remained, the engine continued to run until all the oil sprayed out of it, causing it to seize. There were no comments at the time, but the biggest danger was that of fire; fortunately, there was none.

My 2000CS and 230SL have rotated in and out of my hanger for years, presently residing under the right and left wing, respectively. Neither got out last summer due to time pressures, which means it has been several years since they ran. This is hell on any mechanical thing, and from time to time I think I should sell them, because it is painful to see them deteriorating. I had surveyed the coupe with a potential buyer three weeks earlier and had picked up some parts for it. I had some time after opening the plane to do as much work on the cars as parts permitted.

Both cars needed batteries, which I already knew and brought with me. The coupe had splits in three of the four boots that connect the air cleaner

can to the carbs; I replaced all four. The rubber gasket which seals the hood to the body was rotten (seems like I just changed it, but in fact I restored the car over ten years ago!), and I had ordered one, but it turns out you need two. So I glued in the one I had and set about getting another. The tires I had topped off when I showed the car. I was up to the moment of truth.

This is what will amaze you. That old (25 years) 2000CS fired up on the first crank, I mean within two seconds of turning the key. The timing chain clanked a bit until the tensioner pressured up, but it ran and it ran very well. I drove it over to the wash rack and gave it the first bath it had had in at least eighteen months. The hood has a slight stain (which will clean out easily) from condensation dropping off the hanger roof, the chrome needs polishing and the rear bumper is telling me it wants to be rechromed, but otherwise there was no cosmetic deterioration. The only other new problem was a stuck right front window (electric), a recurring problem since I bought it from Denny Organ way back when (late '70's, I think). Golly, I've almost talked myself into keeping it – have to find a cover for it, I guess.

And the roadster, now 27 years old, fired up too, though not quite on the first crank. The throttle linkage, which was designed by the same person who invented the erector set, was sticking and had to be lubricated, but otherwise it ran fine too. I think the diesel will get to take the summer off.



New Touring Introduced

by David Lightfoot

The new 525i Touring makes its North American debut this month. This "station wagon" is not the first of its type for BMW, but it is the first time BMW has offered this type of car in the North American market. In 1971 through 1974 a three-door hatchback was offered in Europe and called a Touring. Different accounts put the number of '02 Tourings in the U.S. at anywhere from 20 to 40. I own one and it's an interesting variation on the 2002 theme. In 1987 a five-door wagon was introduced in the 3-series and this continues to be offered in Europe. BMW NA did not import the 3-series Touring because it was thought to be too small for the way we use a wagon.

Turning the 5-series into a wagon finally means BMW will offer a wagon of the size that makes sense in North America. The 525i Touring is the only model that will be offered here. In Europe there is also a 520i model. BMW NA has wisely brought us only the bigger engine car. Unfortunately, the 3.5 liter engine is not yet offered in the Touring. Since we Yanks like to haul stuff with our wagons, a larger motor would be better. Europe is eventually going to be offered an M5 Touring. It is not expected that the world's fastest grocery-getter will be sold here. The 525i Touring will be offered here with only a four-speed automatic gear box.

The 525i Touring is identical to the 5-series sedan from the windshield forward. The front doors are almost the same. From there back, the body work is unique but based on an unaltered 5 platform.

The rear hatch can be opened two ways: glass only, or the whole hatch, right down to bumper height. The hatch has an integrated spoiler at the top. Both sections of the hatch have electric catches. When glass-only is lifted, the wiper unit detaches from its motor. And the rear window washer jet pops up just like the headlight washer on the 850i. A traditional BMW tool kit drops down from the tailgate.



The Touring's dual sunroof system is clever. The front panel either slides or tilts, the rear section slides. This results in lots of different variations to aid ventilation. The roof also has rails for an integrated roof rack system with a capacity of 220 pounds.

The Touring's rear seat backs fold forward to accommodate larger items in the cargo area. The seat backs are divided, 2/3 left, 1/3 right, so that one or two rear passengers can be carried and still lengthen the cargo area.

The cargo area is finished to typical BMW standards with quality carpeting and four tie downs. A pull back cargo cover conceals the cargo area, if desired. A full size space is carried underneath the cargo floor.

All other creature comforts and safety features are the same as on the 525i sedan. One change, in anticipation of the heavier loads the Touring will handle, are a tire upgrade from 205s to 225s. Sounds like a nice upgrade for sedan owners.

Area dealers should have their first Tourings this month. Base price is \$38,600, exactly \$3,000 more than the 525i sedan. Options include leather upholstery (\$1200), limited slip (\$510), heated front seats (\$350), on-board computer (\$410) and luggage cover with net (\$250).



1992 Concours d'Elegance

by Mason Kirby

Yes, it's Concours time again when the club will display its most prized possessions. The countless hours of preparation will come together into what will be the grandest display of BMWs in the Pacific Northwest. The site has changed! The Concours will be held at Fort Dent in Tukwila. The Concours will be in an open grassy area, soccer field 8, which is the southernmost field at the park.

For those of you who are planning to enter a car in the Concours, during the registration process you will be told which group your car will be in and where you will park. Between the time you arrive and 11:00 am you will have time to put the last minute touches on your car. This will also be a good time for spectators to browse around and look over the cars.

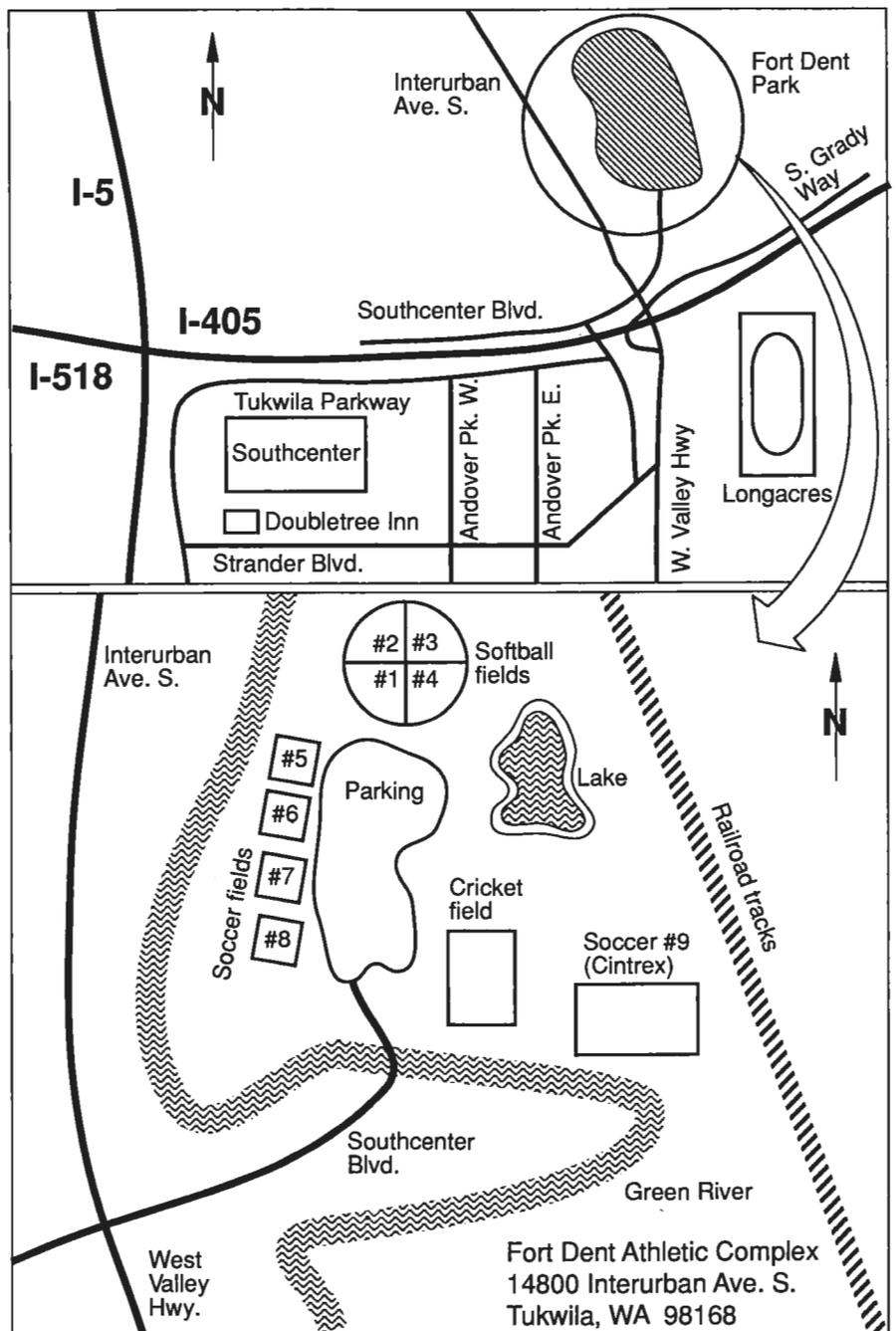
There will be ballots for the spectators to cast a nomination for the "spectators' choice" award. This will give the spectators a chance to pick the car they think is the best of the group. At 11:00 the cars will be declared "hands off" and the judging will begin. After 11:00 there will be no more cleaning of the cars. The owners should be available when his or her car is being judged to offer assistance if necessary. The judging will end at approximately 2:00 p.m. after which time the scores will be tallied up.

There is no charge for admission so be sure to bring the family and friends and a picnic lunch along to enjoy the surroundings. Last year we were blessed with super weather and numbers. Let's do it again! The Parks Department asks that no alcoholic beverages be consumed on the grounds.

There have been some questions regarding judging at the Concours. Our ruling on optional or after-market equipment is this: if you have added items to your car such as a front spoiler, we will not consider that against you on the basis of authenticity. If, however, your after market spoiler has

a bad case of gravel rash, it is in your best interest to remove it or touch it up, for we will certainly judge on what is there. The Concours events are focused

on the car preparation rather than the content. The areas that we will be judging will be what is considered "top sides."



The exterior of the car, worth 240 points, will be graded on cleanliness, paint integrity, and degradation such as rock chips, oxidation, and dents. We will not be inspecting the undercarriage or the wheel well area. The areas that I seem to have the most problem with are the rubber molding and bright trim work. It seems there is never enough time spent cleaning these areas.

The interior of the car, worth 280 points, will be pretty much open territory to our snoopy judges. Don't be surprised if our crafty inspectors asks for our keys, powers up your electric sunroof and runs their finger along the wind ledge. Tricky. So you can never tell what the judges might or might not find. The trunk area is included in the interior inspection schedule. We will ask that you pull your spare tire and jack out and place it near your car shortly before judging begins. The trunk area is usually straightforward. Either you have hauled gravel or not.

The engine bay, worth 145 points, is an area that gobbles up a lot of preparation time. It is easy to wash off the exterior of a car as it gets dirty, but one doesn't always want to mess with the engine. Fortunately, we will only be judging the engine bay from the top side and it will be a visual inspection only. No white glove inspection under the intake manifold.

The class breakdown looks like this:

Early 4 cylinder cars:

1500, 1600, 1602, 1800, 1802, 2002, 2.0c, 2.0cs.

Early 3-series cars:

320i, 323i

Late 3-series cars:

318i, 325 (all), M3.

Early 6 cylinder cars:

Bavaria, 2800cs, 3.0 cs, 2500, 2800, 3.0s, 3.0si, M1.

Late 6 cylinder cars:

5-series (all), 6-series (all), 7-series (all).

Don't let all this talk scare you. The Concours is fun for everyone's car (and



owner too!). There will be cars there that are cleaner than when they left the showroom and there will be cars that have little more than a thorough wash and wax job. And of course if you have just come to watch, you can sit back and take in all of the excitement of the entrants fluttering around their cars in last minutes before the judging starts.

Plan on coming! It will be an event that I know you will enjoy.

Schedule for the day:

9:30-11:00 a.m.

Registration and final car preparation.

11:00 a.m.

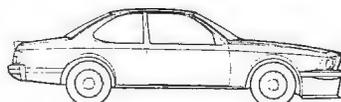
Cars declared "hands off."

11:30 a.m.

Judging will begin. Following the judging there will be a short break to tally up the scores.

2:30 p.m. (approx)

Awards Presentation.



- EXTENSIVE INVENTORY
- DISCOUNT PRICES
- QUALITY BMW PARTS AND ACCESSORIES
- FAST RELIABLE SERVICE
- EASY-TO-READ 100 pp \$3⁰⁰
- NOW TOLL-FREE ORDERING

800-535-2002

Announcing all *new* BMW Parts and Accessories Showroom



Bavarian
auto service inc.

44 Exeter Street, Newmarket, NH 03857

Autocross School by Michael Thompson

On a bright sunny morning on May 16, about 80 people showed up for the first SCCA autocross school of the year. Twenty five people had to be turned away because the school was limited to 50 students. An extra five were admitted by the school chairperson. The morning session started in the classroom. This was a familiarization of the rules and procedures. Some basics were covered also. After the classroom session the students were divided into four groups. This was to facilitate the four drill stations that were set up. People that have attended any of our driving schools will be familiar with this. There was a slalom to demonstrate weight transfer, a constant radius turn, a pivot cone turn, and a section to practice acceleration and braking. In the afternoon the students were driven through the course by an instructor. After all the students were driven through, it was time for each one to go solo. All students went through as if it were a real event. At day's end every one was ready to practice what they learned. The students are all invited to compete on Sunday in the Novice class of the SCCA II Regional #2.

Sunday morning dawned showing the novices a new course. The schedule for the day was for Modified and Prepared to run in the morning and Stock and Novice to run in the afternoon. Modified cars are street legal cars with modifications as listed in the rule book. Prepared cars are purpose built autocross cars. These cars are not street legal. They run on slicks and look like race cars you see on ESPN.

After registration and tech, the competitors walk the course to become familiar with where it goes. Each participant gets three timed runs, the fastest one counting. BMW was represented in Prepared by the trio of Roy

Wilkerson, Cathi Wilkerson, and Larry Franson. These three drove a beautifully prepared 2002. Cathi won her class with a time of 44.333 seconds. Roy was beaten by Larry. The margin of victory was a scant .273 of a second. Folks, you owe it to yourself to come out and see these three people drive this car. It is fast (so are the drivers). The next class to run was the modifieds. This class has club president Paul Touby in his turbo 320i and John and Judy Richardson driving a 320is. Paul's best time was 46.871 seconds, John's was 46.525, and Judy finished with a 47.016.

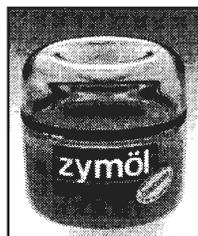
The afternoon saw the largest number of cars (about 80). These were all the stock classes and novice class. BMWs competing in Stock A - Andy Kublebeck in an M3, Stock G - Dan Martinez in a 325i and yours truly in a 325ix. Because of the total domination of an M3 a couple of years ago, Andy has to compete against the likes of the new RX-7 and Porsches. Andy's best time was a respectable 44.843. Dan's best time of 49.135 and my best time

was 53.415. (I need more practice!) Dan and I have to compete against the likes of Ford's Taurus SHO and Dodge GLH Turbo. All of the novice drivers upheld the marque. Everyone improved on their times.

The day came to an end with all the novices liking what they had participated in. But where were all of our old regulars that still own BMWs? Also I would point out that autocrossing is an equal opportunity event. A lot of the women that compete are faster than the men. If Lori keeps competing, she could be faster than Andy by the end of the year. Watch out Andy!

In July let's have a big crowd show up on the 12th. This is the second event of our weekend. The first being the Concours d'Elegance on July 11 at Fort Dent Park. This is also day two of WWSCC's Sports Car Spectacular. This will be a good chance to show that BMWs can be driven as well as shown. As always there will be a novice class. Make sure to call the WWSCC hotline at 255-0658 to get the latest update of the day's schedule.

| | | | | |
|-----------------|------|--------|--------|--------|
| Lori Ann Lyle | M3 | 63.513 | 56.434 | 53.576 |
| Mark Crispin | 325 | DNF | 76.822 | 55.128 |
| Richard McLaren | 325e | 55.297 | 53.752 | 52.219 |
| Darin Nelson | 2002 | 51.280 | 49.004 | 48.990 |
| Mike Masa | 318i | 55.561 | 52.663 | 58.163 |



"The Finest in Automotive Care Products"

zymöl P21s **OURTOR** **BLACK AGAIN**

Sea Sponges, 100% Cotton Towels & Wash Mitts, Grade A Chamois, Detail Brushes & Much More

"Professional Interior & Exterior Products for the Enthusiast"
Call for our Brochure

MARU WEST ENTERPRISES

1070 63rd Ave. N.E. **800-843-3568** Club & Quantity
Salem, OR 97301 503-364-1535 Discounts Available

BMW Plans New Rolls-Royce Models

BMW is still keen to acquire Rolls-Royce, despite denials from both companies.

If the marriage goes ahead, BMW will contribute money and know-how to developing new Rolls and Bentley cars. Plans include a V16-engine Silver Spirit, and a smaller car, badged as a Bentley.

Already the two companies are working together closely. A Spirit fitted with BMW's awesome V16 engine was caught undergoing endurance testing at the Nardo test track in Italy. Officially, BMW has always denied the existence of this powerplant, which was developed three years ago in view of the possible takeover of Lamborghini and for a proposed upmarket 7-series variant, neither of which came to fruition.

'Shoehorning the big-block engine into a 7-series body would have been difficult,' comments a project engineer, 'but the Rolls is just long enough to accommodate the V16, which basically consists of two V8s.' The displacement could be anything from 6.0 to 9.0 litres, but 8.0 litres is probably a good guess since it comfortably exceeds the 6750cc of the Crewe-built V8.

The problem with the V16 is its poor social acceptance: BMW is worried about image problems. According to a BMW marketing manager, the luxury car is in need of redefinition: 'Rolls-Royce is still a prestigious name, yet it has become increasingly difficult to sell the cars. Part of the blame lies with the product, which simply isn't sufficiently modern in terms of safety, reliability, quality and even refinement. But a Rolls-Royce is also a controversial status symbol, a monument of affluence.'

The only way to avoid a negative rub-off effect, says the project engineer, is to conceive a brace of new models that are more socially acceptable: 'If

tomorrow's V16 is more economical than today's V12, we'll be all right. If it isn't, the press will stone us.' The replacement for the Silver Spirit/Mulsanne would thus have to be lighter, more fuel-efficient, fully recyclable and less ostentatious.

The trouble is that work on this project is already under way, and Rolls-Royce does not plan a major deviation from the existing philosophy. The next Rolls is expected to get a 32-valve V8 engine, fresh sheet metal and more safety features, but it will again be big and heavy. If BMW wants to get involved, it must act soon.

The time factor for the second, smaller car, to be positioned in the £50,000-£75,000 range and marketed as a Bentley, is less crucial. Some BMW sources claim 'the small car' could share certain elements with the next-generation 7-series saloon, out in 1994. It could use a stretched 7-series platform and a unique V8 or V12 engine based on an existing BMW powerplant. There is talk of a 4.5-litre V8 or a five-valve 5.0-litre V12. Typical RR/Bentley features such as Connolly hide, Wilton carpets and elaborate wood trim would, of course, be retained. The project may be handled by BMW's IA (individual automobiles) division.

BMW understands that 'the British-

ness of Rolls-Royce and Bentley' must never be undermined. Thus, the company would retain its UK headquarters, and stick to its antiquated production site at Pym's Lane in Crewe. But BMW would install state-of-the-art tooling equipment, and import some components (among them suspension and drivetrain elements) from Germany. BMW has already chosen a liaison officer who would be sent to England to oversee the streamlining of the car business.

'What Rolls needs most badly is a saleable product,' says a marketing specialist from Munich. 'The trick is to feed them the missing ingredients without messing up the marques' identity.'

No-one knows what form a co-operation between the two companies would take - BMW might simply take over Rolls-Royce by acquiring a majority of shares - or more likely, it might agree to give financial and technical assistance in exchange for a block of shares - or even whether it will definitely go ahead. However, according to a statement, 'Vickers will consider all options in the best interests of shareholders and will make any announcement at the appropriate time.' Not exactly an irrevocable denial, is it?

- Car



Since 1968

Auburn Foreign Car

COMPLETE IMPORT REPAIR SPECIALIZING IN



Parts & Service For

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

• FACTORY TRAINED MECHANICS
• STATE CERTIFIED EMISSION SPECIALIST

HRS MON-FRI 7-5

833-8161 or 872-0085

725 Auburn Way N.-Auburn

AAA

BMWACA Puget Sound Region

Board of Directors 1992

| | | | |
|---------------------------|---|------------------------------|--|
| President | Paul Touby 3517 S. 8th Tacoma, WA 98405 752-7549 | Zündfolge Editors | Lucetta and David Lightfoot 2641 - 39th Ave. West Seattle, WA 98199 282-2641 |
| Vice President | Andy Kubelbeck 18411 S. Tapps Dr. E. Sumner, WA 98390 863-2771 | Technical | Chuck Christensen 3212 N.W. 59th St. Seattle, WA 98107 784-4496 |
| Secretary | Joan Rodgers 22526 - 241st Ave. S.E. Maple Valley, WA 98038 432-2336 | Track Events | Gary Parr 3573 E. "L" St. Tacoma, WA 98404 472-4505 |
| Treasurer | Tom Cox 11682 Holmes Pt. Dr. N.E. Kirkland, WA 98034 823-5683 | Auto Cross | Michael Thompson 10821 S.E. 172nd St., #4-A Renton, WA 98055 228-0848 |
| Membership | Mary Lee Helton 4700 Somerset Ave. S.E. Bellevue, WA 98006 643-4729 | Past President | Bill Muse 12437 N.E. 146th Pl. Kirkland, WA 98034 488-6873 |
| Roster Manager | Greg Mierz 6010 California Ave. S.W. Seattle, WA 98136 935-2844 | | |

Double Glazing

BMW is the first car maker to offer double glazing on a production automobile. This innovation has been introduced on the BMW 7-series. Normal rear and side windows in passenger cars are single plate safety glass between three and five millimeters thick. BMW's new insulating glass is made up of two thermally pretensioned panes, each of which is three millimeters thick. The two panes have three millimeters of dead air space in between.

Double glazing offers several advantages. The biggest one is improved insulation, which makes heating and cooling the car easier. The second advantage is that there is no misting over of the windows, even with temperatures far below freezing, and a car full of passengers wearing wet clothes. Only the minimum speed on the blower is necessary to keep the windows clear. A third advantage is that the electric rear window heater is needed much less frequently. It is not needed at all for demisting, but can still be employed for removing ice and snow. The final advantage of the dual glazing is the reduction in interior noise. BMW claims that certain frequency ranges will be reduced by up to eight dB. However horns and sirens are in a frequency range which is not affected.

The aesthetics of double glazing were a consideration. BMW claims that the rear window looks virtually identical to a single glazed rear window. The side windows look different only when partially lowered.

One concern of double windows is the possibility of moisture between the panes. BMW has solved this problem by inserting a drying agent between the panes. The drying agent is said to have sufficient drying capacity to outlive the useful life of the car.

- David Lightfoot

Classified Marketplace

For Sale: 1976 2002 VIN 2375924. Beautiful rust free maroon with new tan herringbone interior. 4-speed transmission just rebuilt with new driveline and complete brake system. Pirelli tires with KYB shocks. AM/FM/CD player. Never hit; always pampered and garaged. This car owned by middle-aged, non-smoking conservative businessman! Asking \$5900 or best offer. Bellingham (206) 733-0601.

For Sale: Two for the price of one! 1979 528i, VIN 5333730, Reseda green/tan, 4SPD, AC, 127K, looks right with Euro bumpers, 15" 750iL wheels, XGTV's, Kamei front spoiler, Foha rear spoiler, '80 528i outside mirrors. Extra set of gold mesh BBS, Hella headlights, K&D air filter, Boge Turbo Gas struts and shocks, Spanish head etc at 90K, Blaupunkt with Equalizer, Factory manual, PLUS a 1979 528i parts car with complete drivetrain (4SPD) and FI system (body has good doors, but the rest is a goner). \$5,900 Steve Hewett days: 206-648-2201, ext. 220, eves: 206-533-0913.

For Sale: 1962 356B Coupe Chassis #210342 Car is 100% race ready. Totally rebuilt performance engine. Engine assembly and building was accomplished by Reinhard Reidel, a Porsche mechanic all of his life, and racer of 356's since the '60's. Engine has break-in miles only. Price is \$19,500. Car is not streetable, but arrangements can be made for test driving at SIR. Contact Ted Rodgers at 206-432-2336.

Complete BMW Service

All services performed by experienced ASE Master Technicians in accordance with BMW factory specifications and warranty requirements.

**STRICTLY
BMW
INDEPENDENT
SERVICE**

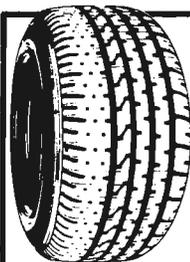
- ELECTRONIC DIAGNOSTIC SPECIALISTS
- STATE OF THE ART EQUIPMENT
- FREE SHUTTLE SERVICE
- WE LOAN PAGERS



OPEN SATURDAYS

747-6044

2111 140TH AVE NE, BELLEVUE



**Tires
PLUS
Discounters
of HIGH
PERFORMANCE
TIRES
& WHEELS**

PRICE:

Low Discount Prices.

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

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

12540 N.E. 124th Street
Kirkland (Totem Lake)

821-9200

13310 Bel-Red Road
Bellevue (Next to Olympic
Boats, behind JB Factory Carpets)

641-7300

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

U L T I M A T E
W O R D S

BMW

**PARTS
SERVICE**

823-1212

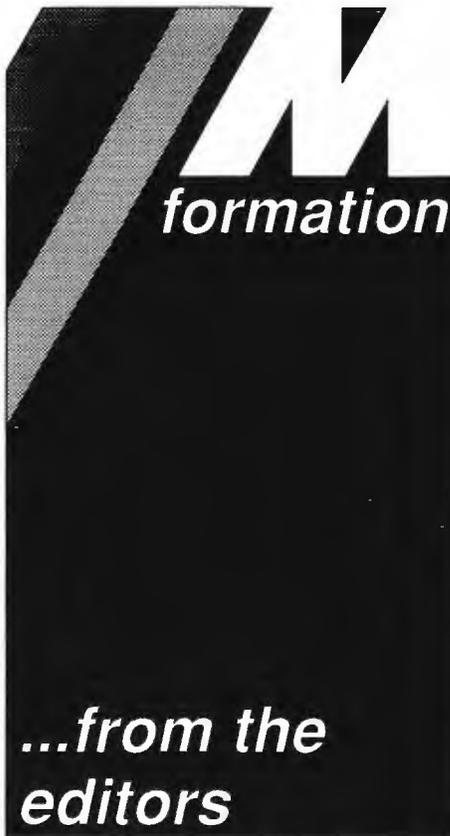
Gordon Kortlever
BMW Specialist
Pete Jackson
Service Consultant

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

BMW AG expects 1992 will be the 23rd straight year of rising profits, a record for any automaker. The projection was made by chairman Eberhard von Kuenheim, who also said BMW will continue to produce new models on an eight year cycle, even though some Japanese makers have four year cycles. (*Roundel*)

BMW NA employment stands at 843, after 40 employees were laid off on March 20th. Meanwhile the recession has finally hit Germany. BMW AG is cutting 3,000 jobs from its workforce of 50,000. (*Roundel*)

Sean Patrick Flanery, star of "The Young Indiana Jones Chronicles" ABC-TV series, made a pit stop in Greensboro, NC, to visit his 1973 BMW 2002 at the Korman Autoworks where the sports car is getting a \$30,000 overhaul. The 26-year-old actor grinned Monday at the sight of his beloved car. Now that Flanery is making piles of money, he can afford fixing up his first car,



purchased for \$2,600 when he was a college student. (*Rocky Mountain News via Denver Chapter Motorsport Report*)

The BMW engine to be supplied to McLaren for the F1 supercar, was tested with five valve per cylinder heads. A 6.0 liter, 48 valve motor was finally decided on though. Contrary to earlier reports, the engine is based

on BMW's existing V12, but almost every component is modified. The five valve heads (60 valves in all) produced no gain in power over the four valve heads except at very high rpms, and were less rigid.

The new 3.0 and 4.0 liter V8s from BMW will fit into any of the current range of cars. They will be available first in the 7-series, making a 730i and 740i. The 750i will get a power boost to 340hp, but still have only two valves per cylinder.

The V8 will later be put in the 5-series and 8-series. Although the M60 V8 will fit in a 3-series, it is unlikely to be offered.

The new 740i produces 286 hp in Euro trim, compared to 211 hp for the 735i. And the 740i gets better mileage than the 735i.

Buy one now, since the all new 7-series release date has been delayed until March '94. Probably Fall '94, as a '95 model, in the U.S. (*Car*)

'Cheap' BMW Roadster to be Made in America

BMW is very likely to build a new, inexpensive roadster at a US plant.

The car, based on the latest 3-series, would go on sale in 1995. The floorpan and suspension would be borrowed from the 1994 three-door 3-series, while the engine would be the 1.8-litre 16-valve four-cylinder 140bhp unit, as used in the upcoming 318iS model. The styling is said to be slightly 'retro.' One proposal is to give the car some design cues from the lovely old 328, of the '30s. Heavily sculptured wings, it is thought, are almost certain. The final design will come either from BMW's in-house studio, or from the advanced Technik GmbH division, responsible for the Z1.

Sources in Germany say the car will cost about £15,000 in Europe - Mazda MX-5 money. Production is likely to be limited to 15,000 cars a

year, of which 5,000 would be exported from the United States to Europe and Japan. The remaining 10,000 would be sold in the US, easily the car's biggest market.

The roadster, codenamed E36/7 (E36 is the generic codename for the latest 3-series, and the roadster will be the seventh variant of the car) will be a strict two-seater. It is also said to have a generously sized boot, and be very light, weighing under one ton. The body would be made from metal, and apparently features an ingeniously simple manually folded hood. True to the car's minimalist appeal, there will be no electric roof option.

Performance targets are ambitious. BMW hopes for a top speed of 125mph, and a 0-60 time of less than 8.0sec. Fuel compensation targets are said to be 'better than 30mpg in real driving conditions'.

BMW has evaluated 215 possible sites in the US and Mexico in which to build the new minimalist roadster. The likely winner will be a site in Anderson, South Carolina. BMW chairman Eberhard von Kuenheim will announce the US site - BMW's first production venture in North America - within a month.

The United States has many advantages over Germany, as a site on which to build an inexpensive car. Car workers in America earn substantially less (\$20.76 per hour, compared with \$26.07 in Germany), and have an average four weeks holiday a year compared with six in the Fatherland. There are also fewer environmental restrictions and working limitations in US car factories. To boot, the roadster's biggest market would be the US, no matter where it was made.

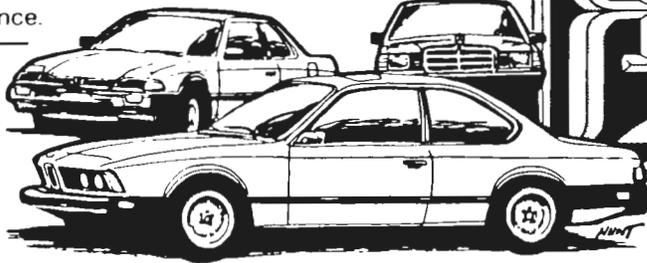
-Car

RNR Automotive Refinishing, Incorporated

Where Quality is the Difference.

NIKATOR
systems

Unibody/Frame Repair
LASER ACCURACY



RNR

Evans Industrial Park

DISCOUNTS AVAILABLE

IMPORT SPECIALISTS

1508-128th Pl. N.E.

COLOR MATCH GUARANTEE

Bellevue, WA 98005

453-2898

Richard Scott

INSURANCE WORK

DETAILS

A thank you
to those who
participated in our
March 28 seminar.
We look forward
to serving BMW club
members.

- Doug and Nancy Garvey

13500 Bel-Red Road, Bellevue, WA 98005

746-1976

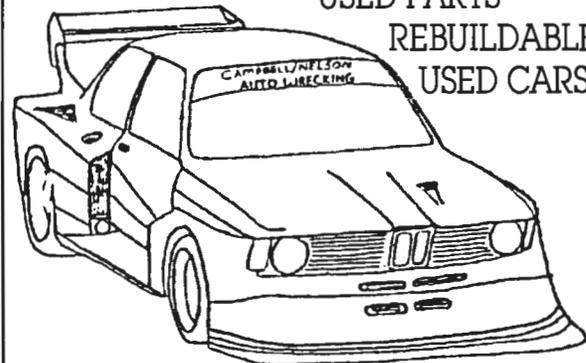
DETAILS

CAMPBELL/NELSON Auto-Wrecking

USED PARTS

REBUILDABLES

USED CARS



The Northwest's largest selection for BMW

Quotes Gladly!

(206) 771-4931

SAAB

PORSCHE

VW

AUDI



Quality

USED PARTS

OPEN

8:30 to 5:00

SAT. 9:00 to 4:00

205th & Aurora

Across from Aurora Village

BMW IS OUR BUSINESS.

- 15% Discount for Members (Parts Only)
- We use only genuine OEM parts
- Factory trained service technicians
- Complete & accurate phone estimates
- 32 Years Combined Experience with BMW
- Free shuttle to work or home



644-7770

EST. 1979

German Car Specialists INC

12408 S.E. 38th, Bellevue (Behind Factoria Cinemas)

VINES

*Specializing in
BMW Parts*

**NEW
&
USED**

- Sheetmetal & Interiors
- Engine & Transmissions
- Maintenance Items
& Accessories
- Exhaust & Brake Parts
-

2460 Morgan Road, S.E.
Bessemer, Alabama 35020

(205) 426-2697

**BMW ACA
Puget Sound Region
P.O. Box 1259
Bellevue, WA 98009**

**SECOND CLASS
POSTAGE
PAID
Seattle, WA**