

**BMW ACA  
Budget Sound Region**

# Zündfolge

**August 1992**



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**Driving School  
October 18th**

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**Concours  
Results**

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**M5: Black  
Beauties**

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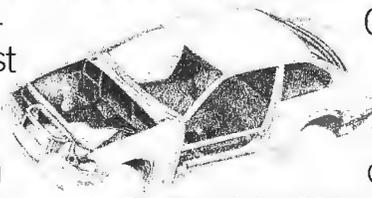
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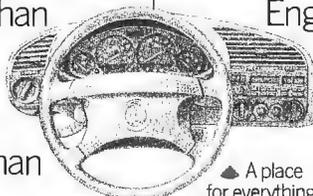
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Cover: The new BMW  
325is Coupe.

Vol. 22, No. 7  
August 1992

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

# Activities

## High Performance Driving School at SIR

October will soon be here and with it comes our annual high performance driving school at SIR. This year's date is Sunday the 18th. The objective of the school is to make you a more skilled and safer driver. By learning to drive your BMW at or near its limits you'll acquire a new appreciation for your car as well as more enjoyment driving it. Although this is not a racing school, it's a far cry from advanced drivers ed. Many of the techniques we teach are the same ones taught at the country's top professional racing schools. Our school has the reputation as the best club school in the Northwest. I have letters to support that claim.

The cost of professional schools will range from \$400 to \$800 per day. Our school is a fraction of that. Although our track costs have nearly tripled in the past two years, we've had only a small increase in our school's cost. By comparison to the pro schools, ours is screaming bargain and money very well spent. As for your car, aside from a little additional brake and tire wear, your BMW won't mind being put through its paces.

So watch in next month's *Zündfolge* for more info and registration form and plan to attend and learn how to drive your BMW the way it was meant to be driven.

—Gary Parr

## Entertainment '93 Books

The popular Entertainment books are once again available. The 1993 version features bargains on dining out, sports events and hotel accommodations. Many of Seattle's best restaurants are featured.

The price of the books is \$40, and \$8 of that comes back to the club. A good deal for you and a good deal for BMW ACA. To order yours, call Bob Paisley at 454-3486.

# Calendar

- September 3** **Board Meeting** at the home of Mike and Mary Lee Helton. See page 10 for address and phone.
- TBA** **General Meeting** at the Museum of Flight. We don't know when, but we're working on it.
- October 18** **High Performance Driving School.** Full instruction and designed for the novice. The *only* way to drive the ultimate driving machine.
- January 28** **Annual Banquet.** How's this for long term warning? Plan now. Location and speaker are almost settled; we'll announce them when certain.

## June-July Autocross

Our co-hosting a practice autocross with the Mustang Club never came to pass. After the May issue of the *Zündfolge* went to press, the club was notified that they were canceling the event because of conflicts. Upon hearing of the cancellation, the SCCA scheduled another autocross school. Since it was too late to put out a notice, we decided to just see who would show up. We had a grand total of three people to show. Of the three, one came just to help out. I hope the poor attendance was because people called the WWSCC Hot line.

The two people who attended were Ron Newell and David Heard. Both drive "round tail light" cars (2002s). The chairperson of the event let the two run. Since this was a short notice event the turnout was not as great as the first school. Because of this, each driver had lots of practice. The next event was on June 14. This event was Autopilot XVII hosted by the Boeing Employees Auto Club. The course was challenging, placing an emphasis on

handling instead of horsepower. What club members were there, did well. Lori Lyle won top honors in Women's Novice driving Andy Kublebeck's M3. In SMS - Stock Medium Sedan, Andy Kublebeck placed third in his M3, Mark Crispin was seventh in a 325, and yours truly placed eighth in my 325iX. In IMS - Improved Medium Sedan, John Richardson was first and Judy Richardson was seventh. There is usually a women's division in each class, but Judy chooses to run in the men's class in order to have some competition. Usually there are not any women running in this class. Paul Toby won first place in Prepared Large Sedan ???! And last but not least Dan Martinez was eighth out of 14 in Men's Novice.

The results of the July 12th Sports Car Spectacular hosted by the Miata Club and the Torque Steer Club can be summed up in a few words. There were no BMWs entered in any class at all.

For anyone interested, the event in September will be on the 27th.

—Michael Thompson

## Airbags' Effectiveness In Reducing Injuries Questioned

Early data suggest that airbags may not be as effective in preventing injury as hoped.

Using insurance industry data, George Hoffer, a Virginia Commonwealth University professor, found that of 21 models that had airbags installed as standard equipment from 1989 to 1991, 16 recorded a higher frequency of accidents with injuries than the same models without airbags.

In addition, Hoffer also found that the serious injury rate for Mercedes cars with airbags was worse in 1991 than 1989.

He said the trend toward an increased number and severity of injuries suggests that motorists may not be wearing their seat belts or are "driving hard." He added that drivers "might be better off with a car that is \$500 cheaper and has manual belts."

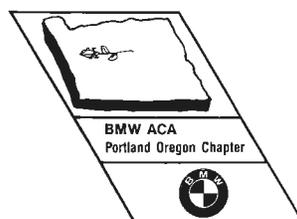
The Insurance Institute For Highway Safety (IIHS), a lobbying group for the insurance industry, has challenged Hoffer's analysis. According to a spokesman for the group, the real value of airbags is in reducing the severity of injuries in head-on crashes. IIHS plans to release a report showing that the devices have reduced the rate of deaths and serious injuries. Accordingly, insurers will probably continue to offer discounts on personal-injury coverage for drivers of cars with airbags.

-Wall Street Journal

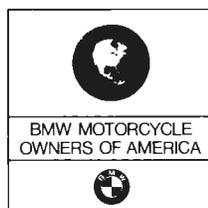
## Back Issues

Back issues of *Zündfolge* are available, for free, to club members. All you have to do is come pick them up. We have issues back about fifteen years. While we don't have every issue, we've got quite a few. They're yours for the asking. Just call David or Lucetta Lightfoot at 282-2641.

## BMW Club Insert



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***This insert is now being included in the packet given to each new BMW owner. Thanks BMW NA for your support to BMW clubs!***

# Stalls

by Thomas B. Nast

## True Grit

BMW recently announced it will boldly go where no WunderWagon has gone before: Spartanville, South Carolina. No foreign manufacturer has ever been so brave as to open a plant on continent. Except for Volkswagon, Toyota, Mazda, Honda, Subaru, Mitsubishi, Datsun . . . errr . . . Nissan (this is written on a Wednesday), and Rolls Royce, to limit ourselves to the automobile industry. Look at electronics, and you may find a few more. Volkswagon's New Stanton, Pennsylvania plant is now producing Japanese televisions, if memory serves me well.

BMW explains that it wants to be near its major market, us. Or U.S. The U.S. market has, after all, increased from over 40% of total BMW production to under 10% of total production in about ten years. Perhaps military cutbacks will put more Majors in this market; that must be what they're talking about.

And, our mentors in Munich advise, the cost of labor is \$6.00 less per hour in Spartanville than in the Fatherland. And we're not worried about unions getting their foot in the door. And we're not worried about quality control problems. And think of all the money we can save! All we have to do is ship those little parts over from Germany, and show this vast untapped labor pool how they are different from John Deere parts! And we all know how economical it is to ship those little parts over from Germany; why, you could go to the dealer and order the full kit and build your own 325i for probably under \$150,000, excluding labor!

Fortunately, I recently got a call from a New York friend, Telemachas Dyslexus III, who was responsible for a famous Japanese luxury car. He is no longer working for the Toyota division named after him, but he remains keenly interested in "Dem Bummers" not moving in on his royalty payments. He had a number of suggestions regarding



the true reasons for BMW's March South.

"BMW has got to recapture da lower end of da market," Mach 3 (that's what his friends call him) told me. "They're tellin' everybody dat they're gonna build some 3-series roadster or coupe derivative, but dis is [expletive deleted]. What they gotta build's gotta come in about twenty kilobones or so. No more than dat.

"You figure four cylinders, under 2500 pounds, rear wheel drive, five speed, real tossable. You figure four wheel disks but no abs, no electric windows, maybe sunroof and a/c and radio optional. You gettin' da picture?"

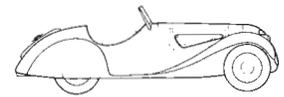
"You figure there's more tooling lying around Munich than bricks at Ebbets Field," said Mach 3, showing more of his roots than a carrot in a salad. "Don't make sense just letting it rust. You think those guys just sit around watching 'Das Ringgear'? No way! They been thinkin' 'bout this for fifteen years!"

"That's not all. Seen any cars with signal orange or bright green metallic paint lately? What'ya think they're going to do with all dat leftover paint? Can't throw dat stuff away without getting arrested anymore. They gotta build cars to put dat stuff onto."

I was beginning to get the four-wheel drift of Mach 3's hypothesis. Obviously a sophisticated manufacturer such as BMW would want the compe-

titution to think that some outrageous high-tech, thirty thousand dollar car is going to be built in South Carolina. Competitors will then sink a fortune in R&D, tooling and marketing to meet this challenge, to their considerable financial disadvantage. Kind of like what R. Reagan said he was doing in the arms race: 'We'll outspend them until they collapse!' The differences being, of course, that BMW *won't* outspend them, it will just make them *think* they are being outspent, and although we outspent the Soviets, we're collapsing too. As Mach 3 summed it up, "Maybe BMW should be in charge of foreign policy?"

So in a year or two you will find me, and Mach 3, on the shores of South Carolina, greeting the arrival of the 2002 tooling and barrels of obsolete paint. And if they promise to use round tail lights, bumpers that don't resemble bookshelves and that sweet sixteen valve four-banger, I'll sign up for serial number one. Look out, Civic; take cover, Taurus — the time of reckoning is nigh.



## Good Showing at Wednesday Nighter

The club's first event of the year at SIR proved to be a successful one. The rain stayed away and provided a nice evening for some spirited driving. We had a 34 car turnout and all who participated enjoyed lots of time out on the track. Everyone I talked with was having a good time. If you missed this event you missed a fun time, not to mention an opportunity to drive your BMW in a no-holds-barred setting.

Thanks to those who attended and we hope to see you at the next event August 17 at SIR.

-Gary Parr

## BMW Wins One Lap of America

A BMW M5 won the 1992 running of the *Car and Driver* One Lap of America by finishing first overall out of 57 competitors in the four-day, 2,611 mile event. This was BMW's second win in the One Lap of America. The previous win came in 1988 in the first generation M5.

The team of John Buffum of Colchester Vermont, Tom Grimshaw of Rotonda West, Florida and Satch Carlson of Portland, Oregon scored 2772.5 points to outdistance the second place finisher by 115 points. Points were earned based on finishing position at each of the eight events that made up One Lap of America. Among these were stops at racetracks and other venues where each of the cars competed in a high speed driving event. These included timed laps of race-tracks, autocrosses, drag races and a

hillclimb. Buffum and his teammates drove the M5 to victories in five of the eight events and scored a second and two thirds to easily outdistance the field.

Cars competing in One Lap of America not only were vying for the overall victory, but for class victory as well. The M5, as overall winner, also won the Luxury Sedan class. In doing so, the mid-size, four-door BMW sedan hand-built by BMW's Motorsport subsidiary in the Munich suburb of Garching, outdistanced all of its competitors in the Sports/GT classes. These included such cars as the Chevrolet Corvette ZR-1, Consulier GTP Sport, Nissan 300ZX Turbo, Porsche 911 Carrera 4, Ferrari 308 GTSi, and Mitsubishi 3000 GT VR4.

Buffum and Grimshaw had teamed up to win One Lap on four previous

occasions, but this was their first time together in a BMW. Buffum was impressed with the M5. "I've never lost a One Lap event at Road Atlanta," he said. "Road Atlanta is one of the longest and fastest of the events and brakes are every bit as important as power here. I had to really force myself to wait until the last minute to brake because I'm not used to brakes that are that good. They are the best of any street car I've ever driven!"

The 1992 BMW M5 is based on BMW's mid-size, four-door 5-Series sedans and is powered by a 310 horsepower, 3.6 liter version of the twenty-four valve, six-cylinder racing engine originally developed for the legendary BMW M1 sports racing car. The M5 is available at 380 dealers nationwide and carries a suggested retail price of \$58,600. - *BMW NA Press Release*



BMW M5 1992 One Lap of America



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One upon a time it seemed like everybody in the club owned a 2002 or a 320i. They're wonderful cars, albeit a bit underpowered. But times change and families grow, more space is needed, additional luxury is desired. And more power would be nice.

Now it seems that there is more diversity of models in the club. The 3-series, in all its various guises, is the club's most popular car. No surprise, since it's BMW's biggest seller. But an awful lot of long term members now own a 5-series. The 533i when introduced in 1983 was a breath of fresh air after the anemic models we had to choose from. Those 533is and 535is are now tremendous bargains and fit the bill for a lot of us. One of these cars in good shape is just a great all purpose car.

The Lightfoot Fleet (Lightfleet?) includes, still, a 2002 and a '77 320i, bought new. But the time came to add a 5. We just had to have four doors. And a bigger trunk. And more luxury and power. You know the story.

But for BMW fruitcakes of the first order (that's us), something special was called for. Thus, the search began for an M5. At the time, two years ago, there was only one model year of M5 that had been imported, 1988. Color was also a simple choice since all 1988 M5s brought to North America were black. All U.S. models had tan leather upholstery. Some of the Canadian M5s had black interiors and towards the end some Canadian cars that didn't sell were converted by NA to U.S. specs and sold here.

The original plan was to build 1000 or so M5s with half to be sold in the U.S. Then, in 1989, another batch of cars were brought in. In all, 1235 M5s were brought to North America in 1988 and 1989. But, evidently to avoid federalizing the car a second time, the 1989s were sold as 1988 models. The same was true of the 1989 M6. Look at a brochure for the BMW offerings in 1989 and there will be a note that the

M5 and M6 are 1988 models.

The first 500 cars sold well. The 1989s were tough to get rid of and NA gave rebates up to \$5000 to dealers to move them. It didn't help that the 5-series body had only been mildly restyled in 1981 and thus dated from the early 1970s. That and the fact that the new 5-series was on showroom floors in the fall of 1989 when the dealers were still trying to get rid of model year '88 M5s. There were some incredible bargains on the last few cars.

I mounted a nationwide search for an M5. I found the car we eventually bought in Portland, Oregon. I got a good deal, after weeks of discussion, but the best part was what the owner had added to the car. Momo Star wheels, a super stereo, alarm system and Dinan chip. The owner had done everything I would have done. He had not compromised the car's reliability. He had also purchased an extended warranty (7 years, 70,000 miles) and then driven the car only 7,700 miles over 13 months. He had also absorbed a huge wallop of depreciation. Oh, well. His loss was my gain.

I've been meaning to write this article for a long time. My purpose is to recommend the '88 M5 to club members. It's such a great car for an enthusiast and quite a bargain now. But other club members learned this "secret" too. At last fall's driving school there were five identical M5s in attendance. There are still a surprising number of M5s around that don't belong to club members. Go buy them. They "belong" to us.

Now about the car. In 1988 the M5 was the fastest, best handling four door car in the world. The car is attractive to the enthusiast because it does not need modification to the engine or suspension. The stock compromises by BMW Motorsport are just right in my opinion. No, it doesn't corner like my much-modified 320i, but it also doesn't rattle the fillings out of my teeth.

We've owned the car for almost two



The 24 valve, 6 cylinder motor of the M5.

years now and it's still a thrill to drive. The handling is super around town and on freeways. The ride is still excellent. And it is fast. Like 0 to 60 mph in 6.7 seconds and 150 mph top speed. I

## Black B

by David

haven't had it past 135 myself. This, and absolute luxury too. Lovely leather everywhere with tasteful Motorsport insignia here and there.

The power makes for a safer car. How so? When passing. Just step on it and you're gone. One passenger described the acceleration as "shocking."



Five M5s at our last driving school. With 1 the club.



The car has plenty of low end grunt but really comes on the cam over 3500 rpm. The pilot needs to pay attention because things start to happen very quickly.

## beauties

Lightfoot

At the track, the car is just a ball. Passing is a breeze. My best speed at the end of the straight was 133 at the last Wednesday nighter. I did a few laps with two passengers and the air conditioning on and still saw 130. Neither passenger had been to SIR before. They were impressed.



1991 models, there are now ten M5s in

But a powerful car makes SIR a whole new track. In the 320i I ignore Turn 1's apex, accelerate in the straight between 1 and 2 and hit about 95 before braking. Braking occurs over a short distance to reduce car speed from 95 to about 75 to enter Turn 2. Here's the drill in an M5: Come through Turn 1 at about 125 and you damn well better not ignore the turn; *apex* Turn 1. Get the car settled down quickly, glance at the speedo to check speed and start braking. You have to slow from 130+ to about 65 to enter Turn 2. It takes a while to dust off 65 mph. Fortunately, the brakes are up to the task.

I happen to like the looks of the car. Aerodynamically it's a brick, but it's an elegant brick. It's dated but kind of a classic. The Motorsport spoiler and air dam look good in black and modernize the car just enough. The black exterior and tan (natur) leather happen to be one of my favorite combinations. Black paint is tough to keep up, but when it looks good, it looks great. The tan leather looks like leather should and stays cool. The combination reminds me of Tom Cox's old 3.0Si, which had the same colors, and was one of my all time favorite cars.

Any bad points? Oh, sure, a few. The steering is numb on center. This was noted in all the road tests at the time and truly is an annoyance. All M5's have problems with their front brake rotors warping. We've had lots of them replaced and there seems to be a factory fix that works, finally. All the rotor problems were before the car ever went to the track. And then there's the gas mileage. The EPA rated the car at 10 in the city, 19 on the highway. Our experience in the city has been about 11 mpg. I've heard you can get up to 16 around town if you keep your foot out of it. I wouldn't know. On the highway we get 20 to 23 mpg. On a run down to San Diego with road warriors Tom and Trish Williams we kept track. About every four hours we'd get a tank of gas, reset the computers and go. On

I-5, with traffic and construction and all, we averaged about 73 mph. One tank we managed an average over 80 mph and still got better than 20 mpg. The M5 on the highway was within 1 mpg of a 533i. The big difference in mileage occurs around town. You should have been with us in the San Joaquin Valley when we hooked up with two other bimmers and a Benz. We passed a CHP, on the side of the road writing a ticket, at about 95. Five of us and she didn't even look up. The Germans think we don't need fast cars because of our speed limits, but they haven't been to the California autobahn.

Despite the power, I'd like more. It's surprising how quickly you become accustomed to the acceleration. I'm actually frustrated at times the car isn't faster. Another 100 to 150 hp ought to do it. For a while.

The M5 is hand built by BMW Motorsport, the racing department. The only other hand built BMW is the M3 cabriolet which is not sold here. The M3 coupe and M6 were built on the regular production line. The M5 bodies were taken off the regular assembly line and finished at Motorsport in 40 car batches. They've got 40 stalls. Drivetrains were fitted and interiors trimmed out. The hand built aspect adds cachet, but the factory built cars are of higher quality. The Motorsport cars have many quality lapses in interior and trunk finishes. You can tell these guys are racers.

So, go out and find yourself a well cared for M5. You'll love it. Price range currently is about \$20,000 to \$25,000. A good one for \$25,000 is a hell of a deal. Toyotas cost that these days. Also recommended are M3s and M6s. Nice M3s can be had for \$16,000 to \$18,000. I'm not as sure about M6s but they should be comparable to an M5. Anything from Motorsport is worthy of an enthusiast. And then drive the hell out of it. After all, BMW's motto is "for the joy of driving."

## Canadian Captures Concours

by Tom Williams

After a one year absence from the event, Marcus Schack of North Vancouver, B.C., virtually swept the board at the Club's 1992 Concours d'Elegance, held on July 11 at Fort Dent Park in Tukwila.

In addition to winning the later (post-'81) 6 cylinder class, Marcus also took home two of the three major awards: the Andy Davidson Memorial Trophy for Best of Show and the Spectator's Choice award. In doing so, his diamond black '87 535i amassed an incredible 640 points.

In second place was Steve Hamilton, whose black '82 320iS garnered 566.5 points. Steve's car drew its share of admiring spectators during the day, and received well-deserved recognition by taking the Entrants' Choice award, as well as winning the early 3-series class.

A couple of the other classes witnessed great battles for best in class. In the early 4 cylinder, Ron Newell bested David Heard. Two nicer examples of the venerable 2002 would be hard to find. The later 3 series competition may have had the best competition of the day. There, Tony Niolu's 318is edged Al Lancaster's 325es and Juan Salazar's 318i. For full results, see the sidebar.

The day itself began inauspiciously, drizzling off and on, as well as participants having to hassle with softball players who didn't want to relinquish the field. In any event, the ballplayers were soon off to impress their girlfriends with their athletic skills or lack thereof, the concours participants got their cars parked on the field and began working feverishly on last-minute items on their cars in between nervous glances skyward.

As the day wore on, the sun began to make an appearance. Right on cue, the crowds lacking in the early part of the day materialized as if beamed down en masse by the Enterprise. They were entertained not only by the cars, but also by some flyovers courtesy of par-

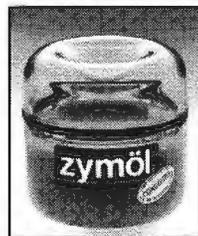
ticipants in the air show at nearby Boeing Field. In addition, BMW Seattle sent along a 525i Touring for the spectators to inspect. A nice-looking vehicle to be sure, even if one needs a degree from M.I.T. to operate the sunroof(s). By mid-afternoon, however, the sun had truly taken over, to the point where the crowd, which had been waiting for the results, had thinned out considerably.

But the day belonged to Marcus and that incredible 535i. When a car does this well, there are often some extenuating circumstances: it is rarely driven, had recent new paint and/or interior restoration, etc. Rest assured that isn't

the case this time: this car is a daily driver (yes, even winters) and has over 129,000 kilometers (80,000 miles) on the clock. Every day, it is parked in conditions that would make you worry about your rusty '78 Toyota. It is driven hard and often, the way a BMW should be. Over the last few years, I've seen this car at several concours. On one occasion I (and a cast of well, several) helped prepare it for a national event in Colorado. So trust me on this one: the car was never better than it was at our event. This, of course, is not the result of magic; rather the product of Marcus' hard work. He has always been more than happy to share his



Marcus Schack shows off his best-of-show engine compartment while Jim Kamp shows off his shirt he bought in Germany.



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techniques with anyone who asks; last year, he wrote a series of articles for *Zündfolge* which presented in detail how to prepare for a concours or similar event.

Our thanks to all the participants, none of whose efforts should go unappreciated. All of them spent hours working on their vehicles, and their pride in their work was evident, in more ways than one. According to event co-chair Bill Muse, only the bal-

lot of one selfless dissenter prevented a 12-way dead heat for the Entrant's Choice award.

Hats off also to Bill and Grace Muse, who chaired the event, and to judges Al Lancaster, Brian Elworth, Gail Davidson, Ted Rodgers, Ron Newell, and Bill Muse Jr. A special thanks to BMW Seattle for bringing out the 525i Touring. Last but not least, thanks to all who came out and enjoyed the event.



Steve Hamilton and Keith Elliot compete in early 3-series.

### 1992 Concours D'Elegance Results

BEST OF SHOW:	Marcus Schack	'87 535i
SPECTATORS' CHOICE:	Marcus Schack	'87 535i
ENTRANTS' CHOICE:	Steve Hamilton	'81 320is
<b>Early 4-cylinder:</b>		<b>Points</b>
1. Ron Newell	'71 2002 - Green	535
2. David Heard	'72 2002 - Malaga	526.5
3. Gary Parr	'73 2002 - Golf	411
<b>Senior Six:</b>		
1. Lee Yates	'72 Bavaria - Malaga	538
<b>Early 3-series</b>		
1. Steve Hamilton	'81 320is - Black	566.5
2. Keith Elliott	'80 320i - White	408
<b>Later 3-series</b>		
1. Tony Niolu	'91 318is - White	564.25
2. Al Lancaster	'86 325es - Bronzit	552.5
3. Juan Salazar	'85 318i - Cosmos	540
<b>5, 6 and 7-series</b>		
1. Marcus Schack	'87 535i - Diamond Black	640
2. Sharon Silverstone	'81 635i - Polaris	554
3. David & Lucetta Lightfoot	'88 M5 - Black	513

Concerning next year's event, the Club is looking for some help, particularly from those who have participated in this year's or past concours. Perhaps you have a site in mind: Ste. Michelle, unfortunately, is no longer available. Or you could lend your expertise to the judging: one surefire candidate let it be known that he was able to pick the correct order of finish for all classes. Surely this is a feat worthy of recognition, and what better way to be recognized than to be selected to judge at next year's event? If anyone would like to help organize next year's event, please contact Club President Paul Touby (752-7549) or this year's event chair Bill Muse (488-6873).



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Please limit phone calls to these volunteers between the hours of 9 a.m. and 9 p.m.

## Looking Back

by Dirk Henning Strassl, BMW AG

In 1992 we will be celebrating the anniversary of a series of events in BMW's history. Study of our archives has reminded us of these landmarks in our past. Here is an opportunity to nurture our heritage that should not be missed.

### 1917: Seventy-five Years Ago

The company name of Bayerische Motoren Werke GmbH came into being. BMW adopted the company emblem still used today at that time. BMW developed and produced the IIIa High-altitude carburetor. This was used on the soon-to-follow BMW IV engine that established a fantastic altitude record one year after the end of the First World War.

### 1922: Seventy Years Ago

BMW moved into its current site of Lerchenauer Strasse. BMW was "reborn" as a constructor of airplane engines. As 90% of its share capital was owned by Knorr Bremse AG, it had been a producer of industrial brakes.

### 1932: Sixty Years Ago

BMW began building cars. Its first car, the AMI with four-cylinder engine, appeared on the market. Von Gronau flew around the world; 44,800 km in 234 hours. His Dornier "Whale" was powered by two BMW VIIa engines. Ernst Henne set sixteen world records on BMW motorcycles: nine near Vienna, three on the Avus circuit, and four in Hungary. In Hungary, he set a record for the flying kilometer of 244.93 kph.

### 1942: Fifty Years Ago

BMW moved: motorcycle production was transferred to Eisenach in order to make space for aircraft engine production at the Munich facility.

### 1952: Forty Years Ago

Things started to look up. BMW resumed car production for the first time since the end of WWII, introducing the 501.

### 1962: Thirty Years Ago

BMW launched the 1500, representing a new class of car. Thus began the brand's uninterrupted run of economic success that continues to this day.

Another new product was introduced: the eight-cylinder engine powering the BMW 3200CS, the last of its kind until the launch of the M60.

**1967: Twenty-five Years Ago**

BMW took over the Glas company in Dingolfing, and equaled the record for Class E motorboats over 2-liters. BMW won its fifteenth World Side Car Championship and became World Rally Champion.

**1972: Twenty Years Ago**

BMW moved into its new office building on Petuelring in Munich. In this Olympic year, it soon became popularly known as the "BMW Four-cylinder Building." BMW Motorsport GmbH was founded under the management of Jochen Neerpasch. BMW won the German Rally Championship and triumphed in the World Side Car Championship for the nineteenth time.

**1982: Ten Years Ago**

In cooperation with Brabham, BMW entered Formula One racing. It celebrated its first Grand Prix victory on June 13, 1982. One year later, Nelson Piquet captured the Formula One World Championship for BMW.

As you can see, a browse through the brand's past makes exciting reading.

- *Whispering Bomb*  
BMW ACA, Los Angeles

## Classified Marketplace

**For Sale or Trade:** Set of 4, Gotti TR 390 wheels for 533/535 series, in perfect condition. Wheels are brushed gold & silver with BMW emblem at center. Will trade for stock wheels or sell for cost of same. Will send photo to serious buyer. (206) 353-3306.

**For Sale:** Parts cars, two 1969 2002's and one 1969 1602. All complete. Would like to sell as whole cars. Lots of extra parts. Call Tim 780-5411.

**For Sale:** Mechanic's delight! 2640 sq.ft., all brick home with 24x72 foot shop. 12812 64th Ave. S., Seattle. Call Dennis Manary 859-9081.

**For Sale:** Four snow tires, Riken 185/70 R13. Used one season, less than 1000 miles. Like new, but cheaper. Fit 2002. New cost: \$54 each. Will sell all four for \$125. June at 526-0465.

**For Sale:** 2002 Weber conversion kit. Two 40 DCOE sidedrafts, manifolds, linkage, air filters, fuel pump, pressure regulator, etc. Everything needed for conversion. \$300 Paul 752-7549.

**For Sale** 1988 325is, Royal blue metallic/ Anthracite cloth. 5spd, 45K, Lightweight Euro-spec version. EPA & DOT supervised by original owner. Authentic M-Sport suspension, real Recaros, 3 stage Lights, 40% LSD, rear fogs, clean bumpers. Added Hartge wheels, stress bar, Stahl, Sony 4x20W, etc. Exceptionally maintained, stored winters. \$16,500. ALSO '81 323i, Cypress Green met./ Cloth, 5spd, S/R, \$6,200. Paul (509) 747-7402 Days, FAX (509) 747-8983.

**For Sale:** 1985 M6, Black, black leather interior, fully equipped. Excellent condition. 59K, \$21,900. (509) 448-0124.



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President George Bush, South Carolina Governor Carroll Campbell, Jr. and BMW Chairman Eberhard von Kuenheim recently signed a document and participated in a ceremony related to the new U.S. assembly plant. The ceremony was held in Munich. (*Autoweek*)

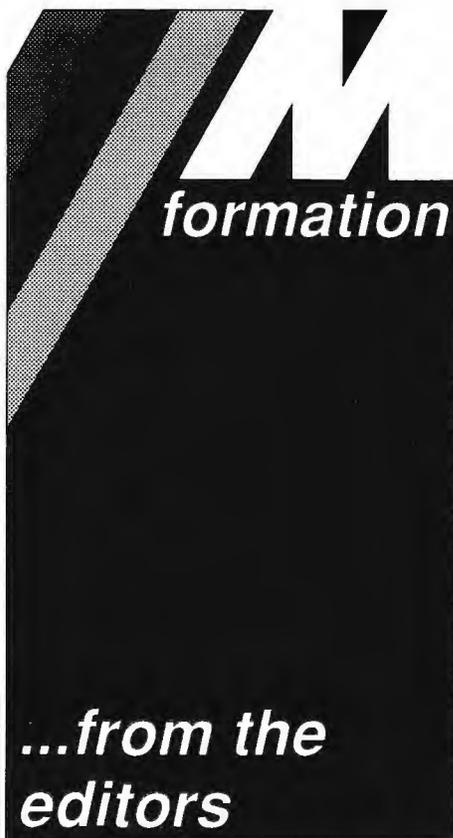
BMW has opened a machine tool plant in Eisenach in the former East Germany. Eisenach was the site of BMW's original auto plant. (*Roundel*)

BMW's destined for Canada will now be unloaded at the Port of Tacoma, according to the shipper, Wallenius Lines of Sweden. Wallenius used to unload the cars in Vancouver, B.C. but has streamlined its West Coast operations to include stops only at Tacoma and Port Hueneme, California.

The cars will be stored overnight before being trucked to Western Canada. Any needed in transit service work will be done by BMW Northwest in Tacoma. (*Tacoma News Tribune*)

BMW has shown the new M3 in Europe. The debut was at the Nurburgring round of the German Touring Car Championship. Developed by BMW Motorsport, the M3's 3.0 liter six develops 286 hp with 236 lb ft of torque. Body modifications are limited to a front air dam and a rear spoiler. The car will be introduced in Europe this fall. U.S. plans are uncertain. (*Autoweek*)

The world's fastest BMW crashed while trying to set a class record on the Bonneville Salt Flats. Steve Pieper, President of Heishman BMW in Arlington, Virginia, escaped unhurt from the 282 mph accident. The streamliner is powered by a 3.5 liter M5/6 engine, modified to produce 800 hp! Steve says they'll try again. (*Roundel*)



The latest word on BMW's South Carolina car is that it'll be a 3-series based roadster. This from suppliers who've been invited to bid on one aspect of the job or another.

Also, BMW's upcoming 3-series convertible, which may be built in South Carolina at a later date, has a few things in common with the current Mercedes SL two-seaters: the new BMW will feature a roll bar that rises automatically in the event the car rolls over. Additionally, BMW officials say the convertible top will be fully automatic with a one-touch button. (*Autoweek*)

The Researchers' and Journalists' Conference in Japan has selected the new E36 3-series as Best Import Car of the Year. Cited were the BMW's "first class quality, modern design, powerful engine and perfect compact size for the Japanese market." (*Roundel*)

Eberhard von Kuenheim has been chairman of BMW AG since 1970. He has headed a major auto company longer than any other executive currently active. He's scheduled to retire in October 1993, when he turns 65. But rumor is he'll retire a year early, this October. (*Roundel*)

Reasons BMW is building an auto plant in Greenville, S.C. include Germany's high wages; productivity growth is topping out there. BMW's three German plants are near full capacity and expansion is hindered by work rules and location (the Munich plant is in traffic-jammed downtown). Plus, the falling U.S. dollar has raised BMW prices over the years, while taxes are rising in Germany. (*Autoweek*)

Since Alpina has dropped out of the U.S. aftermarket for BMWs, it's up to AC Schnitzer to pump up Bavaria's best. Schnitzer's latest American-market offering is the S5 Silhouette, based on the 535i. Schnitzer upgrades Munich's 3.5 liter engine to 3.7 liters and 262 hp - and fits new body pieces, wheels and suspension bits. The result is a car that gains impressive performance without losing an ounce of its elegance. AC Schnitzer is represented in the U.S. by Claus Ettensberger Corporation. (*Road & Track*)

Autogear in Bellevue has a BMW 507 model in 1/18 scale. It's from Revell of Germany and hard to find in the U.S.

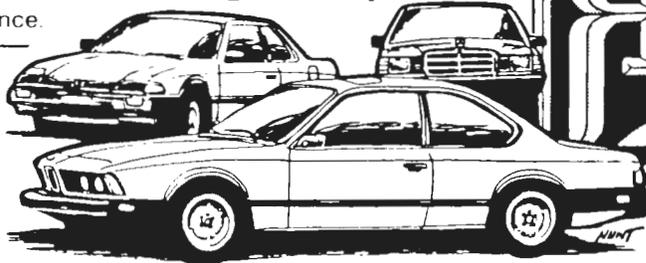
Our last call for help with *Zündfolge* resulted in, surprise, a couple of offers. Amazing! Thus encouraged, we are making a plea for help on the Board of Directors. Any and all positions are up for grabs, including President and Vice-President. No, the whole Board isn't going to quit en masse. We just need an injection of new blood. Rewards are great, if you don't count the pay (zippo). Like most things, the more you put into the club the more you get out of it. Get involved. Call a Board member if you're interested in helping.

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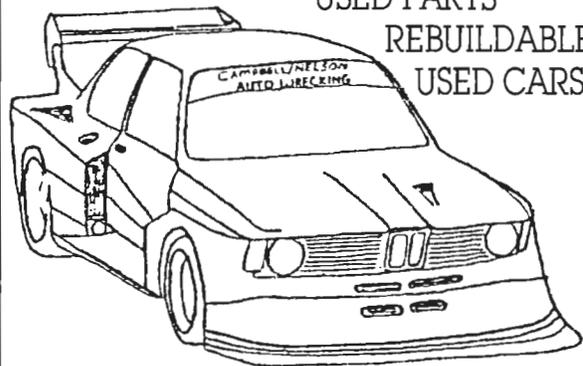
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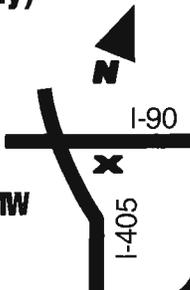
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