

**BMW ACA  
Puget Sound Region**

# Zündfolge

**September 1992**



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**Driving School  
on October 18th**

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**General Meeting at  
Museum of Flight**

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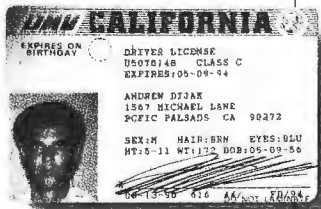
**New 850CSi  
for Europe**

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# THE LAW VIEWS DRIVING AS A PRIVILEGE. BMW PREFERS TO VIEW IT AS A SKILL.

In Germany, before you could get behind the wheel of a car like the new BMW 325i sedan, you'd first have to do a bit of homework. Up to 30 driving lessons at a cost of 1,000 dollars, in fact. Just to obtain a license.



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Perhaps that's why at BMW, we

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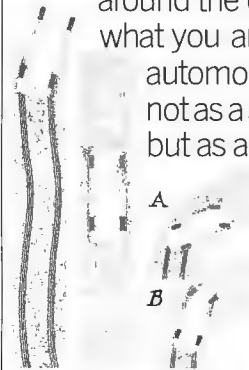
engineer our cars not simply to make the most horsepower or the most luxury, but to make the most of the driver's skill.

Take the 325i's rear suspension system, for example.

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When you add engine-speed-

sensitive power steering, a high-performance/low-maintenance engine, and an interior designed around the driver's needs, what you arrive at is an automobile that acts not as a separate entity, but as a natural extension of the driver's will.



◆ The new 325i features BMW's latest generation antilock brakes, providing for improved control even in emergency braking situations.

◆ With over-steer (A), rear tires can slide out of control taking a turn. BMW's possess slight under-steer (B), for a turning characteristic that is easier to control.

drive the car that takes the driver seriously. The BMW 325i. For the location of the BMW dealer nearest you, call 800-334-4BMW.



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Cover: The new BMW 850CSi. Sorry, for Europe only at this time.

Vol. 22, No. 8  
September 1992

# Inhalt

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

# Activities

# Calendar

## Club Affiliates With Seattle Telco Credit Union

The club is pleased to announce an affiliation with the Seattle Telco Credit Union. Seattle Telco is one of the largest credit unions in the area. Those familiar with credit unions will know how beneficial credit union membership can be. Rates on loans are usually quite low. This includes car loans for that new BMW! Here's the word straight from Seattle Telco: We are pleased to offer you lifetime membership in Seattle Telco Federal Credit Union. Joining our credit union is as simple as opening an account at any financial institution. It's probably easier than most. But, you may ask yourself... why should I change? What are the advantages? Why go through the hassle of moving my account? What's the difference? Is it as secure as a bank? Seattle Telco offers a lot of reasons to join and retain membership indefinitely. The reason most people join is we offer our members more for their money! In every respect, Seattle Telco's members agree, it's a better financial institution than any bank. Seattle Telco is owned and operated by its members. That's right — you join and you're an owner. It's a nonprofit association, therefore, the earnings are returned to members in the form of interest paid on savings or checking accounts. Seattle Telco is insured by and operates under the supervision of the National Credit Union Administration (N.C.U.A.), an agency of the United States Government. Seattle Telco is probably the most hassle-free place to borrow. Interest rates on loans are competitive with (or less than) other financial institutions... and there are no hidden costs or fees. Seattle Telco has programs, services and advantages not available elsewhere. Why miss them?

To join or get more information call Seattle Telco at 382-7000 or use the membership application included with the Seattle Telco ad in this issue.

September 26

**General Meeting at the Museum of Flight.** It's a Saturday and the Huskies aren't playing, so come on out. More information in this issue.

October 1

**Board Meeting** at the Rodger's residence. Starts at 7:00 pm. All members welcome.

October 18

**High Performance Driving School** at Seattle International Raceway. Full track and full instruction. The Ultimate Driving Experience.

January 28

**Annual Banquet** featuring our silent and live auction as well as a speaker, dinner and BMW folks.

## Are You A Bimmer Buddy?

At the last board meeting there was much discussion about how members can gain access to the vast amount of knowledge that exists within the club. One way of course is the tech compendium that the club offers. But that is limited to the older cars built before 1980. What about the member who has a 325 or M car and wants some information on modifying or maintaining their car?

There are a number of members that have plenty of experience modifying and maintaining their BMWs, both old and new. The problem is getting the people who want knowledge together with the people who have the knowledge that they seek.

With that in mind, an idea was kicked around about having a registry of club members who would be willing to share their knowledge and experience with other club members. What we will do, if there is sufficient response, is print a pamphlet called Bimmer Buddies that will list club members and their areas of knowledge to be shared.

A listing would appear as follows:

Name: Joe Bob Bimmer  
Phone: 535-2002  
Comments: Extensive knowledge on racing 502s. Know of many sources for NOS and reproduction parts for 328s.

If you are interested in having your

name in our pamphlet, then drop us a line with the information you would like to have printed. Send the information to: Bimmer Buddies, c/o BMW ACA, PO Box 1259, Bellevue, WA 98009. If you have any questions, give the president or the newsletter editors a call.



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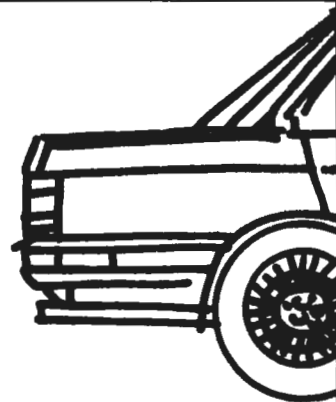
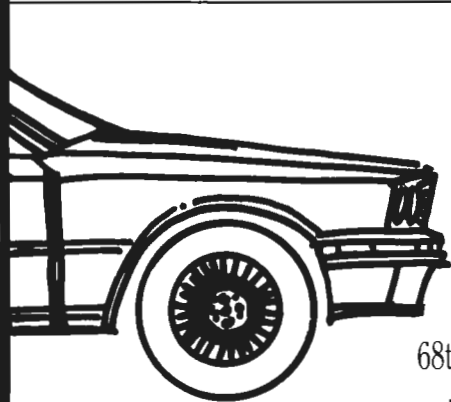
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## August Autocross

The first event of August was Round 6 of the SCCA Solo II series. There was a small contingent of BMWs to show the Bavarian colors. There were five cars with seven drivers. One BMW stopped the action for a while so the course workers could clean up some oil that it laid on a large portion of the course. We even saw a Chevy Police car at the event. Maybe he stopped by to get some pointers on braking using ABS. On with the results. In AS, which the M3 is in, Andy Kueblbeck placed second only a scant two seconds behind the first place '93 Mazda RX7 turbo. In ASL, LoriAnn Lyle took top honors. Please note that Lori has been moved up out of the Novice class because of her improvement during the season. In DS, which the 2002s are in, Darrin Nelson was second. Moving up in the rank to DSP was John Richardson in his Webberized 320 who placed third which was only .6 of a second behind first place. In EP, read: can't drive it on the

street, Roy Wilkerson and Larry Franson duked it out after they got some oil back into the car. Larry took the 2002 to about a .2 second victory over Roy. With a best time of 56.953. This was good enough for sixth best time of the day. Top time of day went to a Lotus Elan with a 54.497. The last BMW but not to be forgotten running in Novice was Dan Martinez. He finished fourth out of 11 entrants. Hang in there Dan!

The second event of the month was the WWSCC event number 5. This was also the last event of their series. It was named an enduro because of its unusual structure. Usually a driver's three runs are made one at a time. But with an enduro all three runs are made back to back with a practice lap at the beginning. This time there were five cars with six drivers. One of the cars was the strangest looking BMW I have seen lately. You would swear that it was a Porsche 944T. Leading off in the Novice class this time was

Dan Martinez finishing fifth out of seven. If he had not backed up to make sure he went through a gate on his third run he would have most likely improved his standing because this second run was better than his first by about a second. The next class for BMWs was SMS. Andy Kueblbeck took first place in his M3 and I finished in fourth out of fourth in my 325iX. LoriAnn Lyle took fourth out of four in WSB. And Paul Toby in his Porsche 944T finished in fourth place. Were we stuck in a rut or what!

For anyone interested in attending an autocross school, but were unable to attend the May school, there will be one held the Saturday before event number 7 on September 27. As always, call the WWSCC hotline at 255-0658 about two days before the weekend to be sure of your groups run time.

- Michael Thompson

# Stalls

by Thomas B. Nast

## Paying For Independence Day

What I admire most about Big Wally is that he is a man of principles. One of them is that he believes in doing everything himself, especially things involving his car (we won't discuss his house here; suffice it to say BW improves that by himself as well, if "improves" is the appropriate word).

Big Wally has a 533i, a car easily worth the \$7 or \$8K so they sell for now. But, like any BMW over five years old, a little maintenance is called for now and then. Big Wally has a floor jack, a full set of Craftsman tools in roll-away cabinets, and a cordless phone, all of which he uses to work on the car. He lifts it with the jack, bolts and unbolts the parts with the tools, and uses the cordless to call for help. The phone is much greasier than the tools, by the way.

There was the time last winter when he tried to change the distributor cap, rotor and spark plug wires. A simple operation, you would think, but by the time he called for help, things had gotten a bit out of hand. The cap was imbedded in the radiator and, after breaking two allen wrenches, Big Wally succeeded in rounding off the inside of the rotor bolts. "Do you have any idea what the dealer charges for this stuff?", BW inquired. "The better part of \$400, installed", I opined. We took off the fan shroud and radiator and got the rotor bolts off with a vice grip. As I drove him to the dealer for a new radiator and some antifreeze, BW seemed pretty pleased about learning the little known secret about changing the distributor cap – pull the radiator first. "Next time I can really start counting the savings."

I didn't hear from Big Wally for months, and assumed all was well. But damn if he didn't call during "Car Talk" on a Saturday morning in April. "My brakes don't work", he moaned. "The pedal just sinks to the floor, and there is this delay between when I step on the



pedal and when the brakes begin to engage." I was sympathetic; this is not a good state of affairs. But I kept on listening to Car Talk though one ear – maybe they'll have the correct answer! "So what have you done to fix it?", I inquired. "Well, first I bled out the brakes, of course. But that didn't do any good. So I checked all the calipers for leakage and as long as I had them off I changed the pads. That didn't help either. So I replaced the master cylinder. No go. Then I figured it was frozen pistons in the calipers, so I took the calipers off again and checked that. They were ok, of course. So I thought, 'maybe it's the power assist unit'. That's this aluminum casting right behind the master cylinder, with the two hoses connected to the top. I bought a new one, took out the master cylinder and replaced the booster. I am just at my wit's end. Can you come right over?"

I was tempted to tell him to call Click and Clack himself, but I could tell that if Big Wally didn't get the right answer he was going to do something rash, like putting a 3/4" drive socket through the windshield, or maybe even something desperate, like buying a Mazda. So I took off the Walkman and headed over.

Well, to make a long story short, this was the sort of problem which can be diagnosed by telephone. In its infinite wisdom, BMW replaced the vacuum assist system (which had worked well for

only twenty years or so) with an hydraulic assist system. (Shades of Citroen!) Part of that system is a pressure accumulator, to maintain system pressure for a bit after the fuel pump fuse blows and kills the engine. That accumulator, which looks alarmingly like a hand grenade, has a diaphragm in it which can fail, and it fails a lot. (Fortunately, its failure results in lousy braking instead of pregnancy.) The dealer stocks at least a half-dozen of these puppies. It was an easy diagnosis, because this was about the only part (except the pump and distribution valve ("power flow regulator" in the argot), which seemed to work) that Big Wally hadn't changed. I drove him up to the dealer, where he dropped a C-note on a bomb (the grenade's nickname) and a quart of Dextron. It took under an hour for us to do the installation.

I don't know if I'm the only one who gets called on to help, but Big Wally feels a little indebted to me, and keeps offering to change my oil and tune my car for me by way of thanks. But I just don't drive enough miles to take him up on his offer. This Christmas, I think I'll give him a shop manual, before I have my phone number changed and delisted. What Big Wally really needs is a 900 telephone number to call before he starts his projects, maybe a service that bills as "Kiss N' Boots" so nobody will know he paid for professional help.



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## Museum of Flight

by Andy Kueblbeck

The September general membership meeting will be held on Saturday, September 26th at 1:00 pm at the Museum of Flight in Seattle. The address is 9404 E. Marginal Way (take exit 158 off I-5).

If you've never been there, you're in for a very interesting and entertaining experience. The museum is constantly changing with the addition of vintage planes, innovative concepts and aviation memorabilia. Among the dozens of historic airplanes on display are the awesome A-12 Blackbird, a derivative of the SR-71 Spyplane that could fly at mach 3 speeds and as high as 100,000 feet; a Corsair built by Goodyear that was recently pulled from the bottom of Lake Washington, the Apollo space capsule and a flying car!

A visit to the historic "Red Barn" where Boeing got its start will show you how airplanes were built in the past and how technology has changed over the years.

There's also a theatre which will be showing the B-29 exhibit, a legendary World War II bomber. If you bring the kids, they will be entertained by the aircraft oriented play area.

For a mid-day pick-upper an espresso bar is located outside and a gift shop full of models, aviation novelties and paintings will be open.

The admission fee is \$4 for adults and \$3 for children 6 thru 16. For all members that are Husky football fans, you won't miss seeing a game, the Huskies have a bye on this date.



The U.S. Navy used the A-4F Skyhawk from 1974 to 1986. This one is displayed outside the Museum.



More than 35 aircraft are suspended from the ceiling.



The Taylor Aerocar was the brainchild of an inventor and was the first flying car in production.





...ded in the Museum's Great Gallery.



...inventor from Longview, WA. It came close to

## The BMW 8-Series, 1993 Model Year: A Deluxe Model and a New Sports Coupe

*(Editors' Note: The following press release provides information on a second model in the BMW 8-series, the new 850CSi, which is scheduled for introduction this fall in Germany. It joins the 850i, renamed the 850Ci for 1993. BMW of North America will continue to offer the 850Ci, but has no immediate plans to bring the 850CSi to this market.)*

In the BMW 8-Series, the comfort-oriented deluxe coupe will be joined by a second model of a distinctly sporting character. The former will now be called the 850Ci and the latter the 850CSi, a designation which harks back to the great sporting tradition of the BMW Gran Turismo. This extension of the large coupe series is naturally accompanied by numerous technical innovations: The twelve-cylinder engine, whose displacement has been increased to 5.6 liters for the 850CSi, develops 280 kW/380 bhp and reaches its maximum torque of 550 Nm at an engine speed of 4000 rpm. On this basis, the 850CSi is capable of accelerating to 100 km/h from a standstill in less than six seconds; its electronically governed top speed is 250 km/h. In keeping with its sportscar character, it will be available exclusively with a six-speed manual gearbox. On the outside, it is distinguished from the 850Ci by the front and rear aprons and by its ultra-aero-

dynamic door mirrors. Other striking features on the inside of the CSi are the two-color leather equipment and trim and the instruments with red fingers and new face designs.

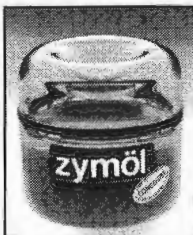
The special technical features of the CSi include the road dynamics system. It incorporates Active Rear Axle Kinematics with specially developed lower-slung M Technic suspension. The ASC+T stability and traction system, in combination with a limited-slip differential, and the 17-inch wheels (8 J x 17 at front with 235/45 ZR 17 tires, 9J x 17 at rear with 265/40 ZR 17 tires) all contribute towards achieving road behavior of a suitable high caliber. The brake system, too, is rated to match the engine's high performance.

The technical data of the 850Ci largely correspond to those of the 850i, in other words: five-liter engine, 220 kW (300 bhp), 450 Nm at 4100 rpm, 0 to 100 km/h in 6.8 seconds (automatic: 7.4 seconds).

New features on the coupe series, on the other hand, include various materials for the interior trim and the fold-down rear seats for more luggage space. The ski bag and infrared remote control for the locks are innovations which enhance convenience standards on this coupe even further.

The 850Ci, like the 850i before it, will be available with a choice of six-speed manual gearbox and four-speed automatic transmission, the latter including AGS adaptive transmission control.

- BMW NA Press Release



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## Driving School

The time has come at last for our annual October high performance driving school at Seattle International Raceway. The date will be Sunday, October 18th, with the ground school and tech inspection to be held the preceding Tuesday evening at BMW Seattle. This is a great opportunity for you to learn skills that will make you a safer and more skillful driver, not to mention acquiring a new appreciation for the abilities of your BMW.

Compared to professional schools that range in cost from \$400 to \$800 a day, our schools are a real dollar value. With a 2

to 1 student to instructor ratio you'll be assured of receiving plenty of attention by fully qualified instructors, some of whom are racers themselves. The school is conducted in an environment that is safe and oriented towards the novice driver. However, students from previous schools won't be forgotten. Experienced drivers will be matched with senior instructors. There's always room for improvement.

The day at the track will begin with three drill stations. Each one emphasizing a different skill including skid control, threshold braking, transient response,

heel and toe downshifting and driving the proper line through a corner. The student will spend about one hour at each drill station and then rotate to the next until all three have been completed. After a lunch break we'll begin driving full laps around the track.

Your car may experience some additional brake and tire wear but aside from that your BMW will only be asked to do what it was designed to do — perform.

With the amount of interest expressed in the driving school I'm sure we'll reach our 40 student limit. Past schools have always filled quickly. With 600 members and only 40 slots it doesn't take long. So sign up now and reserve your spot and take advantage of the \$25 discount for pre-registering.

First time driving school students are required to attend the ground school. If it is impossible for you to attend please contact me to make other arrangements. Upon receiving your entry form you'll be sent more information regarding the ground school and schedule for the school on Sunday.

So don't miss this once a year chance to learn to drive your BMW the way it was meant to be driven. If you have any questions feel free to give me a call at 472-4505.

- Gary Parr

### Fall Driving School October 18, 1992 Registration Form

Name(s): 1. \_\_\_\_\_  
2. \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home: \_\_\_\_\_ Work: \_\_\_\_\_

Car(s): 1. Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

2. Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

| Track Driving Experience: | Driver #1                | Driver #2                |
|---------------------------|--------------------------|--------------------------|
| None                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Have attended club school | <input type="checkbox"/> | <input type="checkbox"/> |
| Other track experience    | <input type="checkbox"/> | <input type="checkbox"/> |
| Please detail             |                          |                          |
| Level 1 or higher         | <input type="checkbox"/> | <input type="checkbox"/> |

*Deadline is October 4 for pre-entry. Final deadline is October 11.*

Make checks payable to BMW ACA.

Note: Refunds will be given only if you notify the event chairman in advance and we are able to fill your spot with another driver.

Send Registration Form and check to:

Gary Parr, 3573 E. "L" St., Tacoma, WA 98404.

- \$120 Single car and driver pre-entry.
- \$175 Two drivers, single car pre-entry.
- \$145 Single car and driver.
- \$200 Two drivers, single car.

Pre-entries must be received by October 4.

### Driving School Skills

I'd like to add my two cents worth about the October High Performance Driving School. First of all, do it. It's a lot of fun. Don't be intimidated. The main point of it all is having a good time. Increased skill levels and safety are just side benefits.

And about those skill levels. For several years, my wife and I were the Driving Events Chairpersons, the Board position Gary Parr has handled the last couple of years. When talking to many club members about the school, and urging them to participate, I would get a very frustrating



response. This only came from men, let me add. They would say something like, "I know how to drive the car really well, but I'm thinking of sending my wife." Their idea of our driving school was that maybe we could teach the little wifie-poo how to drive a stick shift. They were already masters of their Bavarian Driving Machines.

Well, if you have been to one our schools, or a professional school like Bondurant or Skip Barber, or you've road raced with SCCA then you don't need our school. But short of that, let me tell you Bad Stud Hombres something: You Don't Know Diddly!

Here's a bit of what we cover. We'll teach you about understeer and oversteer. We'll cover trailing throttle oversteer, how to prevent it and how to correct for it. We'll show you how to find the correct line through a turn including turn in, apex and track out points. We'll show you how to heel-and-toe downshift, which is essential for driving smoothly. We'll teach threshold and trail braking. Do you guys think ABS shortens stopping distances on a dry track? You're wrong, it lengthens braking distances. The school will teach you why.

If you've got some prior experience, we can hone those skills. And, if you'd like, we can work on some advanced techniques. Want to learn heel-and-toe, double-clutch downshifts? How about left-foot braking (with a clutch)? Or maybe

try early apexing to extend braking distances? How about a double apex turn. Power induced oversteer?

If this sounds Greek to you, sign up for the school. See you at the track!

- David Lightfoot



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Bellevue (Next to Olympic Boats, behind JB Factory Carpets)

**641-7300**

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## Entertainment '93 Books

Once again BMW club members, you have a chance to help the club raise money and save money for yourselves at the same time. The 1993 edition of the Entertainment discount books will be available for purchase in September and we are now taking reservations. The books will again cost \$40 each, with 20% of each purchase going to help fund the activities we all enjoy with the club.

For those of you unfamiliar with the entertainment program, it is a book filled with 2 for 1, 1/2 price, and other discounts for fine and casual dining, family dining, sporting events, travel, and family activities. The books make good presents for business people, college students and anyone else looking for ways to save money. They also make good presents for those hard to shop for people on your holiday shopping lists. The books also give you plenty of time for use since they are valid through November 1993.

You may reserve your books by calling Bob or Barbara Paisley at 454-3486. Please limit your calls to between 6:30 and 9:30 on weekday evenings. When we have the books we will call you to make arrangements to pick them up.

## Zundfolge Changes

You'll notice a slightly different look to Zundfolge this month. This is a result of going to desktop publishing from our traditional cut-and-paste system. This is something we have meant to do for a long time and are finally implementing.

We also switched printers. This was needed due to escalation in printing costs which have caused a bit of financial distress with the club treasury. Over time we hope to do a redesign and make some updates, resources permitting. For the time being we're trying to maintain as much quality as possible while on an austerity program.

- The Editors

## BMWACA Puget Sound Region

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

## Classified Marketplace

**For Sale:** 320i parts: header and Ansa exhaust \$150, Naugahyde bra \$45, Kamei front spoiler \$60, Billstein springs \$100. Paul, evenings 752-7549.

**For Free:** 2002 body, virtually rust free (only minor surface rust). Replace your rusted out body or build that race car. Free, free, free! Paul, evenings 752-7549.

**For Sale:** 320i parts: Eibach springs \$100, Kamei air dam, needs a little work, \$30, stock steel wheels, 4 for \$100. David or Lucetta 282-2641.

**For Sale:** 1972 2002 Touring. Rare hatchback. Excellent mechanicals, needs paint. \$6000. David or Lucetta 282-2641.

**For Sale:** '88 BMW 535i, black with tan leather, automatic, sunroof, all options, good tires. Well serviced and detailed. Tony 644-7770.

**For Sale:** 1973 2002 - Motor Excellent (new pistons, rings, etc.), BBS rims, rebuilt, sunroof, front end damaged. All receipts. \$700 OBO, 285-2714.

**For Sale:** BBS wheels (from a 535) with Goodyear Eagle Gatorback VR50 tires. Rims are 16 inches, tires are P225-50VR 16. Used less than 6000 miles. Retail new over \$1500, selling for \$950 or best offer. Call Tony 528-0109.

**For Sale:** 1976 3.0Si, body damage rt. side, blue leather, good engine, rebuilt BW65 Trans, New exhaust, New rotors. All or parts, make offer, call Greg at BMW Seattle parts 328-7788 or 874-6852.

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**For Sale:** 1976 2002, 140K miles, original owner. Complete maintenance records, shop manual, spare rims w/studded tires. Stock except Weber carb. Some rust, not visible, not structural. Does not burn oil, possible engine work. \$3,000. Call 743-9707 after 6 pm.

**Wanted:** Center Console Lid in excellent condition (no cracks) for 1979 733i w/tan interior. Steve 522-1349.

**For Sale:** Two BBS wheels, ET11/KBA40160/7JX14H2, 14" x 7" gold mesh (basket type?) center with silver rim from 1979 733i. \$100 OBO. Steve 522-1349.

**For Sale:** Complete front suspension from '86 325i (springs, shocks, swaybars). Will fit any 1984-1988 3-series. \$75. Colgan bug bra will fit any 3-series '84-88. \$35. (206) 365-2772 Tony.

**For Sale:** 1979 320i, 4-time BMW ACA "Concours" winner. Sepia Brown w/gold BBS wheels & striping, 4-speed, sunroof, Kenwood AM/FM/Cassette, ADS 300i speakers, UNGO Box, Phone, Cruise control, fogs, 145,000 miles, all records. This one-owner is a classic! \$4950. Call Dan Beals at 881-6505 days, or 882-4286 evenings.

### Munich or Stuttgart?

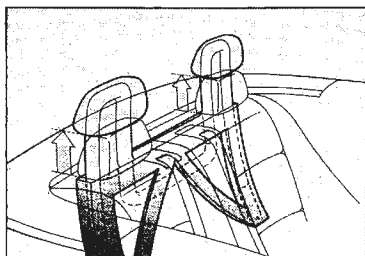
**Must sell one or both:** [1] Our beautiful henna red M3 with 41,970 careful hiway miles and 30 careful track miles. Immaculate, Yokos, licensed thru August 93; and/or [2] Porsche vintage race car - '62 coupe, totally race prepared with 912 racing engine, racing suspension, etc. Break in miles only, vintage legal and fast. Your choice - \$19.5K ea. or both for \$37K. Tec Rodgers, (206) 432-2336, evenings or weekends.

**For Sale:** Parts from a 1983 533i, pair of pearl leather front seats \$375; service interval circuit board \$100; pair of TRX wheels with TRX tires \$100; Non-BMW items, professional shop pressure brake bleeder with hose \$65; 1984 Toyota Landcruiser class 1 trailer hitch with 2 inch ball \$35; 1991 Toyota 4x4 styled steel wheels with Dunlop tires \$250; bicycle carrier (bumper and deck mount) either free with first sale. Call Mike (206) 546-9468 (evenings or leave message).

**For Sale:** 1976 2002A, Chamonix white, beige interior, factory sunroof, Weber, 002 distributor, Hella halogen headlamps, body, paint and interior are clean, but needs new engine. Good project car, \$1,300. Call 522-4438 (Seattle).

BMW's 3-series cabriolet should debut no later than the next Geneva Motor Show and possibly earlier at next year's Detroit salon. Wherever its debut, it should be on sale in Europe in June of '93. The top will be power and there will be a unique rollbar.

The rollbar will deploy in case of a rollover. But unlike the Mercedes SL flip-up bar, the BMW solution will be embedded in the rear seat headrests. The bar and headrests would raise 6-8 inches automatically. (*European Car*)



It is rumored that Honda will leave Formula 1 racing. McLaren will need an engine supplier and some suspect it will be BMW, which is supplying the V12 for the McLaren F1 supercar. (*Autoweek*)

BMW has announced that it is hiring an American to manage the new South Carolina plant. Early next year, 80 to 100 production employees will be hired and then sent to Germany for three months of training. They will become the plant's supervisors. In addition, 50 Germans will be moved to South Carolina. (*Autoweek*)

BMW's all new roadster will be produced at the new South Carolina factory. The open two-seater will use a 3-series floorplan and the 16 valve, 4 cylinder motor from the 318i. Price should be under \$25,000. America will be the main market for the Miata-beater.

The 140 hp engine should be good for 0-60 mph times of less than 8.0 seconds and a top speed over 120. (*European Car*)

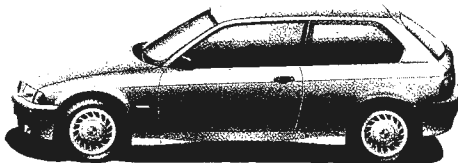
# INformation

## ...from the editors

Germany's luxury car makers are going down market. Audi, Mercedes-Benz and BMW will all introduce subcompacts in 1994-1995.

Originally BMW had planned to create a 1.4-liter engine to keep the new 2-series hatchback under \$15,000. But market research showed that customers are more interested in performance than a really low price. So the car will use the 100 and 113 hp four cylinder motors from the European 316i and 318i. A 143 hp, sixteen valve, 1.8 liter unit is being considered to create a successor to the 2002.

The car will have short overhangs, a long roof, a very upright C-pillar and a 3-series front. Under the hatch will be a flat cargo deck, much like the 5-series Touring. (*Automobile*)



Carl Flesher, BMW of North America's marketing chief, will become VP of public relations for BMW's upcoming South Carolina plant. Flesher will report to Helmut Panke, director of corporate planning at BMW AG in Munich. (*Autoweek*)

Price of the new M3, with a 3.0 liter version of the twin-cam six from the 325i and 525i, will be \$50,000 when introduced in Europe this fall. (*Roundel*)

BMW M3s finished 1-2-3 at the 24 Hour Race at Spa-Francorchamps in Belgium. The difference between first and second was .48 seconds. The Bigazzi Team M3 of Christian Danner/ Steve Soper / Jean-Michel Martin just nipped the Schnitzer Team M3 of Altfried Heger / Joachim Winkelhock / Eric Van de Poele. Van de Poele had the lead but was nearly out of gas, allowing Danner to catch him at the finish line. Third place was the second Bigazzi Team car, 10 laps down. (*BMW AG Press Release*)

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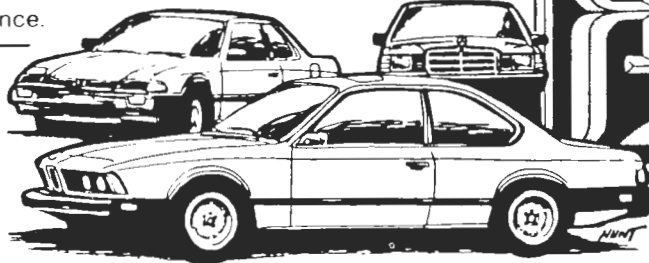
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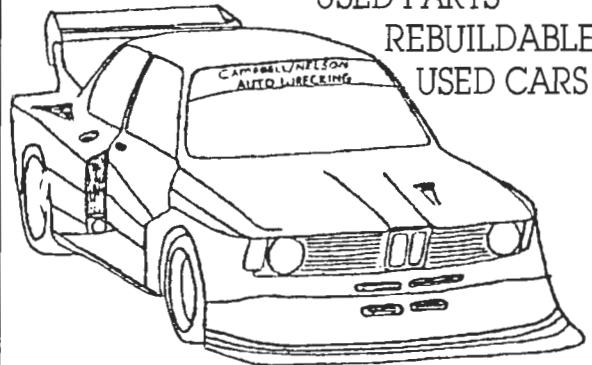
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