

**BMW ACA  
Puget Sound Region**

# Zündfolge



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**EPA Meeting on  
December 16th**

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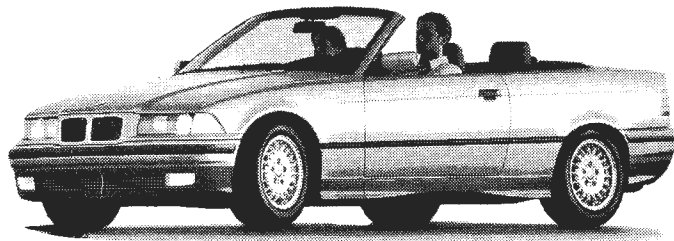
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Cover: An illustration from BMW's Frankfurt exhibit: Mobility is Life.

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December 1993

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# Calendar

- December 16** General Meeting with an EPA rep as speaker. At last! Meeting time is 7:00. See article within.
- December 26** Deadline for January *Zundfolge*.
- January 6** Board Meeting hosted by the Lightfeet, all members welcome; 7:00 pm.
- January 22** Annual Banquet including dinner, auction and David Hobbs as speaker. Register now.

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

## EPA Meeting (Finally) and More Plans

by Dan Alvis

Hey I'm back. And just in time to tell you about the sometimes monthly meetings coming up. As you know or have read, we have tried to get the EPA to come give a talk about the new emissions laws that have taken effect and the new regulations that will be coming to a county near you. Well it's finally going to happen on the 16th of December, at 7:00, at **Lahaina Louis'** in Redmond, and everyone is invited to attend.

Lahaina Louis' is an eating establishment opened in 1987. It features a Hawaiian theme and atmosphere, a tropical menu that includes 25 varieties of burgers, 10 salads and 10 various sandwiches in addition to many house specialties, such as Hawaiian Baby Back Ribs. Louis' also has a children's menu, a Sunday brunch buffet and daily specials. On Thursday (the night we will be there) it's prime rib night. The bar has nightly specials to include \$.94 well drinks on Monday, karaoke night on Tuesday, ladies night on Wednesday, classic rock night on Thursday, and aloha night on Friday. The last Sunday of the month Louis' has a Hawaiian Luau with entertainment and they have a dance floor that's used five nights a week.

I hope to see most of you there. It will be the last time we get together this year so I'm planning on starting that Christmas cheer early. I have much to be joyful about. I'll be home for the holidays for a change (barring any sort of war in Europe, Korea or Africa).

To get to Lahaina Louis' in Redmond, follow I-405 north or south to Exit 18, turn on to 85th/Redmond Way heading into Redmond Center. Lahaina Louis' is in the parking lot of the Redmond Center across from Kentucky Fried Chicken. Their phone number is 883-4852. Jed the manager or Marcia will be happy to help you. Give them a call if you need further assistance finding the restaurant. If you have any other questions, like, can I bring my children? The answer is, yes. Or you can call me at home, at 582-0803 or at my office 967-8927.

On to more fun events, January will be

marked with our annual Banquet on the 22nd. I have tentatively planned a ski outing at Crystal Mt. for late February or early March. This will include: lift ticket, lessons, rentals and dinner at the Crystal Inn for one low price. Adjustments will be made for those of you who have your own equipment and season passes. This will be a great way to get out and get to know one another in an environment outside the car, while using the same skills that apply to performance driving. For those who dare, we will let you run through the slalom course to test yourself (no charge). Interested? Just give me a call and we will sign you up. I spend a great deal of my free time carving turns in the white stuff and I think a lot of you do too. So let's have some winter fun. As of right now a price for this package has not been confirmed but I'm sure you'll find it very reasonable.

In April, I am planning on another video night at Engine House 9. Some of you may remember the meeting we had there a few months ago. We had a big turnout and I have received many requests for the same thing again so... so we're doing it again.

In May it's the Spring Cleaning Swap Meet. It will be at an area go-cart track, so while you're browsing through carbs and door trim you can enjoy a little race action in a Honda powered go-cart around a twisty 12 corner track.

In June it's back to Crystal Mt. for the Sunset Dinner at the top of the mountain. You will remember this one for a long time. A gourmet meal after a chair lift ride to the top of Evergreen Valley to the Summit House. You'll see Mt. Rainier in the foreground of the Washington sunset. Then a chair lift ride back down to the base lodge and a nice drive home on route 410.

Well that's all I have on the burner for now. I would truly appreciate feedback from the masses. It would give me more insight as to your interests as well as your likes and dislikes. Please feel free to call me.

## Twelve Issues

This is your twelfth issue of *Zundfolge* for 1993. Nothing out of the ordinary you might think, unless you're a long time member. In which case, you know that usually we publish a combined November/December issue. For a number of reasons you're getting an "extra" this year. First, the treasury is in better shape than usual. Second, we've got lots of good BMW stuff to fill twelve issues this year. And finally, with the banquet in January now rather than the traditional November date, this extra issue allows us to remind you about the banquet in a timely manner.

- The Editors

## GIFT IDEAS

*For the BMW fan on your Christmas list, here's a few ideas. The new 3-series cabriolet and M3 are available in model form. Herpa has both cars in 1/87 scale in extremely detailed plastic for under \$10. Schabak offers the same two cars in 1/24 scale in diecast metal. Price is about \$40.*

*There are several new BMW books out this season. A history of the 3-series by Jeremy Walton retails for \$49.95. Brooklands has two new Gold Portfolios out. These are reprints of magazine articles and very comprehensive. One covers the 2002, the other covers the 5-series. Both collections go for \$24.95.*

*Also, the dealerships always have a nice selection of apparel and accessories to fit most budgets.*

# Stalls

by Thomas B. Nast

## The First Annual Stalls Year in Review, Again

Some of the following is true, but none of the following should have been attempted without strict adult supervision.

02-04-93 A jury in Georgia finds that General Motors has built 4.7 million pickups while knowing that their dual side gas tanks may rupture and explode in an accident. The jury shows its appreciation of GM's concern for its customers' safety by awarding \$105.2 million to the family of Shannon Moseley, an amount calculated to be even higher than Roger Smith's pension.

02-08-93 In a brilliantly conceived effort to convince the American public that its pickup trucks are safe, General Motors sues NBC television, alleging that even though the side tanks rupture in a crash, it was NBC's fault that they caught on fire. NBC "stands by" its televised demonstration in every particular, stating that its "consulting experts" approved of the misfitting gas cap and radio controlled Estes rocket engines, since the average litigant also uses them. "After all," NBC concludes, "you can't reasonably expect us to keep buying and crashing trucks until one of them explodes on its own!"

02-09-93 Faced with insurmountable evidence, NBC candidly reveals at a GM press conference that it was, in fact, secretly filming a remake of Jean Luc Goddard's "Weekend" when the pickup truck fire occurred. GM dismisses the suit in exchange for a 20% interest in the film's royalties. In order to make NBC and its parent company, General Electric, really feel the sting, GM suspends all advertising on NBC news programs for twenty-four hours.

02-11-93 General Motors reports its year-end financial results, a \$23.5 billion dollar loss. Noting that this is well under 10% of the annual federal deficit, GM is invited by the Clinton administration to run the Office of Management and Budget on a contract basis.

02-11-93 BMW announces it has hired a new advertising agency. Rolls Royce,



which credits the same agency for both of its 1992 U.S. sales, agreed to sharing the agency with the Germans. "If somebody can afford both a BMW and a Rolls Royce, God bless them" says a Rolls Royce spokesman.

02-12-93 The automobile industry lines up for the Washington State emission control inspections, which are now required for new as well as already-registered cars and trucks. The new procedure features a treadmill stress test and examination by an internist.

03-15-93 New car sales in Washington grind to a halt, as the line for emission inspections at the North Seattle station extends past Bellingham and into southern Blaine. A state spokesperson is quoted as saying, "We are sorry for the slight delay, but of course no sacrifice is too great for clean air." Toyota formally denies engaging in human sacrifice at Mt. Fuji, directed at the repeal of Washington's regulations.

05-11-93 Comrade Norman B. Rice, Prefect of the City of Seattle, becomes alarmed that shoppers were, contrary to a \$6 million municipal study conducted by the Building Department and a nephew of the City Council President, unwilling to carry their bundles on foot, bicycle and skateboard. To restore urban vitality, he permits ONE HUNDRED TWENTY MINUTES of free street parking on Saturdays (after which a \$40 ticket is issued). This, reasoned Rice, should restore retailers' business, shaken by a 400% increase in parking meter charges

during his reign.

06-02-93 Unemployment in the State of Washington drops to 0.0% for the first time ever, as every employable of legal age is hired to wait in line with cars needing inspection. In a surprise move, the Province of Alberta requires work permits for Washington citizens at the end of the line.

07-06-93 Comrade Mike Lowry, Commissar of the State of Washington, has promulgated emergency regulations changing the qualifications of employees at the understaffed emission inspection stations. Henceforth, anyone in possession of a 10mm wrench may be hired as an automotive internist, and anyone with a handicap under 20 and two putters may be hired as a treadmill specialist. The bullet-proof vests are supplied by the State. Lowry's proclamation dedicates the new regulations in honor of Independence Day.

09-05-93 Renault and Volvo announce that they will merge their operations by year's end. According to the Wall Street Journal, the merger will result in the largest complaint department in the automotive industry.

09-09-93 Ford Motor Company, which owns both Jaguar Cars, Inc. and Budget Rent-A-Car, decides to consolidate their efforts. Apparently hoping to reverse the red ink which has flowed since it paid \$2.6 billion for Jaguar, Ford will place 500 XJ6 cars in Budget's rental fleet for 6 to 12 months, after which they will be sold as used cars by Jag dealers. The New York Times states that "The move is part of a campaign to erase an image that Jaguar cars were prone to 'infant mortality,' as its chairman, Nick Scheele, put it this year."

09-09-93 Meanwhile, over on the Continent, Renault-Volvo announced that it would welcome other partners into its merger (Jaguar was not mentioned by name). Though it would be hard to top the V-6 Renault and Volvo contrived with Peugeot, perhaps VW would like to contribute its diesel engine?

09-21-93 Jaguar, still a division of the Ford Motor Company, offers to release customers from their purchase commitments for the XJ220 upon payment of \$183,600. This is in addition to losing the deposit of \$76,500 which was required when the order was placed. The limited-production (350 units) sports car had a price of \$612,000 set when it was announced in 1989.

10-01-93 Finding that the two-hour free Saturday parking policy had actually encouraged more than eight people to drive downtown, the policy was unilaterally repealed by Comrade Rice. By executive order, the City purchased 5,000 skateboards for use by Saturday shoppers. They will be available at major department stores with a \$50 deposit.

10-05-93 An Englishman, Alexander J. Trotman, is named as chairman, president and chief executive of the Ford Motor Company. It is subsequently revealed that Mr. Trotman has not owned a car, Ford or otherwise, in so long that he cannot remember the last time he had a car, or what type it was. The 60-year-old stated that the last vehicle he bought was a Japanese motorcycle. "We view this as a plus," said a Ford spokesoid. "Look at GM. All their executives own and drive GM cars, and it doesn't seem to have helped them very much."

10-27-93 President Clinton and her husband deliver 1,342 pages of proposed legislation to the United States Congress, announcing that if passed it will simplify and streamline the health care system. "This will concatenate the efficiency of FEMA with the cost controls of HUD and the compassion of the IRS," she told a receptive public.

11-01-93 It is reported that another profound national problem has been overcome by science. Injections of extract of kudzu root will, according to Harvard physicians, suppress alcoholism in hamsters.

11-12-93 Comrade Lowry appears with Mr. Clinton to support the North Ameri-

can Free Trade Act (NAFTA). Only with labor brought in from Mexico, he announces, can required emission testing be brought current. An enormous cheer arises in Calgary, at the end of the North Seattle testing line.

12-30-93 A study completed at the modest cost of \$350,000 by the Seattle Engineering Department reveals that, since inauguration of the skateboard program, only four actual rentals had occurred. It was found that municipal workers had commandeered almost all of the skateboards for use by their children. Comrade Rice, recently reelected, observes that it is obvious from their popularity that skateboards are the solution to urban transportation, and orders another 10,000 from his brother-in-law.

12-31-93 Washington becomes the 34th state to approve a constitutional amendment permitting hamsters taking kudzu extract injections to run for public office. The hamsters express a preference to run in circles inside wire wheels, instead.

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# Annual Banquet

by Al Lancaster

This year's annual banquet will be held January 22nd, Saturday night, at Kayak Grill in Seattle. The Kayak Grill is the old Triples Restaurant and is just south of last year's banquet site, Latitude 47.

In 1986 we had David Hobbs as our banquet speaker and concluded, "We will never top 1986." We've had some great speakers in the intervening years, but we *have* never topped 1986. But perhaps we can equal it, because master storyteller David Hobbs is back. Hobbs has been "Mr. BMW Racing" in his career and also could make a living as a stand-up comedian. See the separate article in this *Zundfolge* for the full scoop on Mr. Hobbs.

### Auction

Prior to dinner, we will have our customary silent auction. Goods and services donated by club supporters will go to the highest bidder. The proceeds go to the club treasury.

Each item in the silent auction will have a bid sheet. To bid, you place your bid number and the dollar amount on the bid sheet. You must bid more than the previous high bid. At the closing of each table, the bid sheets are picked up. If a higher bid is offered at that time, the item goes to the oral auction.

### Schedule

- 6:00 Silent Auction Opens
- 6:45 First Table Closes
- 7:00 Second Table Closes
- 7:15 Third Table Closes
- 7:30 Live Auction
- 8:00 Dinner
- 8:45 Program/Speaker

### Driving Directions

From Interstate 5, take the Mercer St. exit, which is just north of downtown. You can take Mercer St. from either northbound or southbound I-5. At the end of the exit ramp, turn right onto Fairview Avenue (two lanes turn right). Go about a block and follow the flow of traffic as three lanes turn left onto Valley St. There's a Burger King dead ahead when you make the left. At the next intersection, turn right onto Westlake Avenue

North. The first large building on the right is the AGC Building, which is where you want to be. The address is 1200 Westlake Avenue North. The Kayak Grill is on the water level. The banquet room is on the second level, which is the same level as the upper portion of the parking lot.

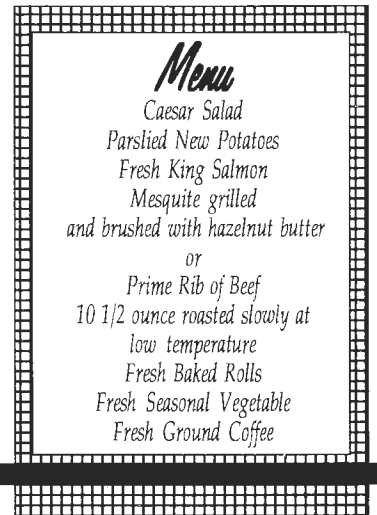
### Reserve Now

Use the Reservation Form provided to make your reservation now. The price is \$25 per person for your choice of Salmon or Prime Rib.

### A Special Invitation

We would especially encourage new or inactive members to attend. If you have never attended a club event, give this a try, you'll enjoy it. And if your significant other is not a "car person", drag them along. David Hobbs is so

entertaining, one doesn't need to be a car person to enjoy him.



Annual Banquet Reservation Form		
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# The Frankfurt Auto Show Pointing the Way to the Future

by David Lightfoot

Auto shows always provide insight about car manufacturers. The current model line-up is always showcased, of course, but a glimpse into the future is often provided by the show cars and displays presented. And often, the overall show will have a theme which is an aggregation of all the manufacturers represented.

The Frankfurt International Automobile Show is one of the world's most significant auto shows. And it is especially important for the German companies. The official theme of the Frankfurt show this year was "Mobility, Variety, Tolerance." The "tolerance" is a reference to the environmental movement and the view amongst many environmentalists that the auto is public enemy number one.

There is no automobile company more environmentally conscious than BMW. This is a result of Europe's Green Party and BMW both being centered in Munich. BMW is a world company, but even a big organization tends to react most strongly to events close at hand. Having the Greens as neighbors has pushed BMW to innovate more quickly towards the goal of more environmentally friendly means of transportation.

BMW's theme for the '93 Frankfurt Show was, "Mobility is Life." And while BMW showed some new products, notably the 325 tds (turbo diesel sport) for Europe and a 540i Touring, the main thrust of the exhibit space was different.

BMW sees itself as a transportation company, not just a manufacturer of cars, motorcycles and jet engines. And as a transportation company, BMW acknowledges a triple responsibility. These responsibilities are for the product, for the manufacturing process and for use and disposal of the product. And all this within the context of partial responsibility for the overall system of traffic and mobility.

BMW's exhibit was more along the lines of something from Disney rather than a typical auto show display. Visitors seated themselves in comfortable chairs, with built in speakers, that were mounted

on a rotating ring, 25 meters in diameter. The six minute "trip" included videos and static displays. The storyline included a glimpse at the future of mobility, as BMW envisions it. Specific vignettes included:

BMW's plans to develop automobiles which require less energy during the manufacturing process, allow more efficient use and are more easily recycled at the end of their useful life.

The integration of navigation, warning and communication systems as traffic control elements.

A networked system of road, rail and communications to allow a highly efficient mobility approach.

BMW believes that individual mobility is a freedom too cherished and too beneficial to be given up. The challenge becomes providing this mobility within the confines of limited resources and increasing pressures. BMW believes an interdisciplinary approach is best. Rather than having competing means of transportation, society needs complementary means of transport networked in a cooperative system. BMW sees specific niches for itself in the areas of road networks, mobile radio and air traffic.



## BMW 325 tds

Most club members remember the 528e. The eta engine provided power for the 5-series best described as "adequate." But when the engine was put in the 3-series, the result was a performance car. Especially at lower speeds, the low end torque of the eta engine made the 325e a goer.

Now history repeats itself, at least in Europe. BMW has been building the 525tds, powered by a state-of-the-art diesel. And by state-of-the-art we mean fully electronic injection control, turbocharger, intercooler and catalytic converter. This is a modern, smooth, clean-running diesel.

Although our laws make diesels unattractive, BMW has sold 300,000 diesels in Europe. They are likely to sell a lot more with the intro of the 325tds. Again, BMW has taken an engine from the 5-series and stuffed it in the smaller, lighter 3-series. The result is a performance diesel sports sedan.

The diesel provides 140 hp, but more importantly, 191 lbs. ft. of torque at 2200 rpms. The result is 0 to 62 mph in 10.4 seconds and a top speed of 133 mph. Meanwhile, a steady 55 mph delivers 46 mpg! Thus, the 325tds is a typical 3-series in terms of performance, handling, refinement and safety, but with subcompact type fuel economy. Amazing.

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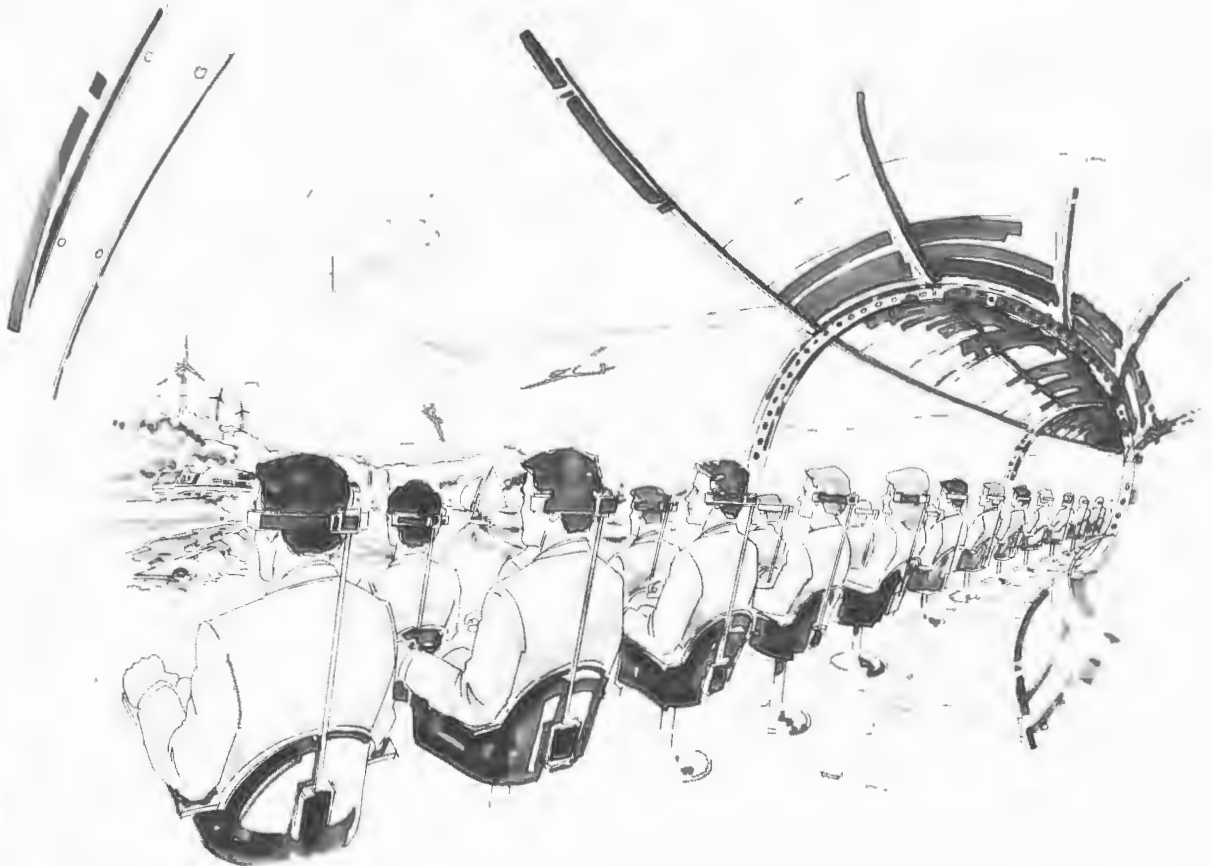
# "MOBILITY IS LIFE"

Theme of BMW's '93 Frankfurt Auto Show Exhibit

Artist's concept drawing for the BMW Frankfurt Auto Show exhibit. The rotating platform accommodated 180



The six minute ride took viewers past several stations showing a glimpse into the future of transportation, as BMW envisions it.



The 540i Touring was introduced in Frankfurt. It will likely be available in the U.S.

The photo shows a typical BMW club couple and their specially trained dog, who carefully avoids scratching the paint. In Europe the 540i Touring is available with a six-speed transmission, something that won't make it to North America.



The E1 can be powered by a conventional engine, electric motor, or both. Thus it is a no emissions or low emissions vehicle.



A future entry level BMW? Perhaps. The handsome second generation E1 was shown at Frankfurt for the first time.



## The Frankfurt Auto Show Debut of the Second Generation E1

by David Lightfoot

BMW continues to pursue the concept of a small, urban automobile. The first E1 was powered by electric batteries. A similar car, the E2, was developed by Design Works USA, a BMW affiliate in Southern California. The original E1 was destroyed at BMW Technik, ironically by a fire caused by the recharging system for its batteries. But the original E1 had served its purpose as a development tool.

The second generation E1 made its debut at the Frankfurt International Auto Show. The second E1 is a two-door, four-seater with respectable passenger space and room for a bit of luggage, just as the original. This new E1 also draws on BMW's experience with developing the Z13 urban car. The Z13 featured an unconventional 1+2 seating arrangement, with the driver ahead of and between the passengers, and was powered by a motorcycle engine.

The new E1 can be operated using electric power, a conventional internal combustion engine, or a hybrid using both. The choice would depend on the owner's intention for the vehicle. If you knew that your car would be used mainly or exclusively for short distances, the pure electric car would be the choice. This would be especially true if inner-city driving was limited to emission-free vehicles. If more performance and conventional travel ranges are needed, the conventional powerplant would be the choice. If flexibility is called for, both engines could be installed, albeit at greater cost and weight.

All three versions of the E1 would be identical in terms of appearance and external dimensions. And all versions would share the attributes of reasonable road performance, good handling (it is a BMW), small "footprint," a high level of active and passive safety and low weight. The new E1 is even more utilitarian than the original with increased interior and trunk space.

The electric battery is mounted underneath the rear seat and is one of the key design elements of the E1. The battery

powers a rear mounted electric motor which supplies power to the rear axle.

The conventionally powered variant is fitted with a K 1100 motorcycle engine, mounted up front. This version is front-wheel drive. Both the electric, rear-drive, and conventionally-powered, front-drive versions utilize extremely efficient packaging of the drivetrain components and keep powerplant weight over the driven wheels.

This approach also creates the basis for the hybrid version. The hybrid uses a smaller battery so that a 40 liter fuel tank can be carried. With two self-contained, independent powerplants, the driver can choose either electric or conventional power. It is not clear, but I assume the driver can not choose both simultaneously and create a four wheel drive version. Thus equipped, the E1 can be used as a battery powered urban commuter which switches to conventional power when additional range is required outside the city. Other advantages include the ability to choose either front or rear drive depending on conditions and the fact that one is always carrying a "spare" in case of mechanical breakdown.

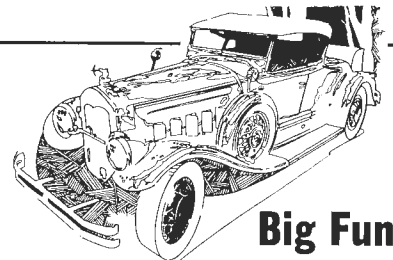
The new E1 is built around an aluminum spaceframe. The outer panels consist of aluminium and recyclable plastic. This allows a vehicle that is both safe and lightweight. The electric version is under 2000 lbs, the motorcycle-engined variation even less at 1760 lbs., and the hybrid is about 2050 lbs. The hybrid carries fewer batteries than the exclusively electric version. Overall length is only 146 inches.

The electric drive unit uses an AEG-made high temperature sodium-nickel-chloride battery and ABB Unique electric motor. The range is 165 miles. Output is 45 horsepower. Acceleration from 0 to 48 takes about 12.7 seconds; top speed is 78 mph. The version with the K 1100 engine is sportier, as expected, with 82 hp, 0 to 62 achieved in 11.5 seconds and a top speed of 112 mph.

The E1 has pleasing styling with a

pronounced greenhouse, fluid lines and the kidneys up front. All BMW traditions. As usual, even though it is only a design study, the E1 looks production ready. As with the original E1, this evolution was engineered by BMW Technik GmbH.

BMW says that production cars based on the E1 concept depend on public reaction. Projected price for the hybrid, the most expensive of the three versions, is under \$20,000. If the E1 goes into production, the earliest it would be available is 1997.



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# Banquet Speaker: David Hobbs

by David Lightfoot

Long term members had the opportunity to meet David Hobbs at our 1986 banquet. Once again, members have that opportunity. Don't miss it! This will be fun. David has been involved in automobile racing for almost 35 years. For many years he has done color commentary for network television.

David was born in Australia. His father moved the family to England when David was young. The move was to develop and promote a special automatic transmission that David's father had invented. In 1959, David began amateur racing in his mother's 1957 Morris Oxford, fitted with his father's special transmission. He enjoyed considerable success. During this period, David worked as a mechanic at Jaguar (a three syllable word to the Brits, pronounced "Jag-gu-warr").

In 1963, Hobbs became a "professional racing driver." His first "BMW drive" came in 1967 at the wheel of John Surtees' BMW powered Lola Formula 2 car. He won the German Grand Prix in this car.

David has raced in the Indy 500 five or six times. He raced in the old Formula 5000 series in the U.S. and won the championship one year. He has raced at Le Mans 14 times.

David has been involved in virtually every racing campaign BMW of North America has participated in. This includes driving the legendary 3.0 CSL race cars. Later he drove the 320i Turbo from 1977 through 1979. He described the 320i as awful, but with loads of power. The power seemed to be enough as he won eight races in the IMSA series driving the 320i.

David drove the BMW M-1C for one year. At the time of his last appearance at one of our banquets, he was one of four drivers for the BMW IMSA-GTP car. David co-drove with John Watson. The other car was driven by Davey Jones and Michael Andretti. The GTP car was a March prototype using the proven BMW 2.0 liter Formula 1 engine. The engine had had the stroke lengthened to increase displacement from the 1.5 liter limit used in Formula 1. Unfortunately, this caused terrible vibration which caused the fuel line to shake off which caused fires which

destroyed cars. One other problem was the car's tendency to shed major body panels at speed, which caused the drivers to become pilots, albeit unintentionally. The team withdrew in mid-1986 to regroup. When they came back, at the end of the year, the car was competitive and started winning races. The team probably would have dominated 1987, but a change in management at BMW NA caused BMW to withdraw from motorsports in North America. The unfortunate nature of this decision was reinforced at the 20th Anniversary of BMW Motorsport celebration in October 1992. There, while most of the historic race cars broke down repeatedly, the GTP car never missed a beat. It was reliable and the fastest car on the track.

Besides driving, David has done TV work for many years. He has been the color commentator for the Daytona 500 since 1979. He did the ESPN Formula 1 broadcasts for many years through the '92 season. Recently, David participated in the Fast Masters series for ESPN. He drove in this series for drivers over 50. Jaguar XJ 220 supercars were used.

On a personal note, David has been married for over 30 years and has two grown sons. David enjoys the U.S. and now has his primary residence in Milwaukee, although he maintains a secondary home in England. This move to the U.S. has been within the last five years and was occasioned by the fact that most of his business interests are in America. He has been involved in auto dealerships for many years and currently owns a Honda dealership in the Milwaukee area.

At the Motorsport event in October 1992, I was able to take a ride with Mr. Hobbs in a full race M1 at Moroso Raceway. What a ride! David's smooth driving style belied the tremendous performance of that car.

David is in demand as a speaker because he is so entertaining. He's a natural storyteller. At the 1986 banquet some of us were laughing so hard we had tears running down our faces. His British charm and wit guarantee after dinner entertainment you'll not want to miss.



David Hobbs



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## An M3 for America!

The Nurburgring in late October gives new meaning to the term "gray". An almost overwhelming dreariness settles over the Rheinland-Pfalz state, somewhere beyond "soggy" and just north of "miserable". The windy wetness breaks only in late winter when it all turns into snow. It is weather only a masochistic duck could love and it does very little for tire adhesion.

But we drove in it anyway.

BMW let loose its only two U.S.-spec M3 prototypes. Devised specifically for America, these were nothing like the European and Canadian-spec M3s and nothing like the previous-generation M3 sold from 1988 to 1991.



As comparison cars, BMW lined up an impressive collection of products from BMW M GmbH (formerly BMW Motorsports GmbH), including a previous-generation M3, the remaining new U.S. M3 prototype and a stock 325i coupe. We chose the old M3 and headed out.

Going into the second turn at the Nurburgring in the old BMW M3, you feel like a genuine racing hero: sitting low in the seat, hands wrapped firmly around the suede steering wheel, eyes on the metal drainage grate that marks the apex of the red and white FIA curbing, right foot easing ever-so-gently to the floor, side bolsters pressing firmly against your *wurst*-fattened ribcage as the car

communicates everything about the surface across which you drive and the attitude of the wheels spinning beneath it.

It was a feeling we'd grown to love over the four years the old M3 was available in the U.S. It was a feeling that went perfectly with its wide flared fenders, big rear wing and lowered, speed-enhancing body. The old M3 was a boy racermobile, and for boy (and girl) racers it was perfect.

"The former M3 is a very pure race car," said Karl-Heinz Kalbfell, director of BMW M GmbH. "But we cannot build a car between \$30,000 and \$50,000 that can only go on the racetrack."

Boy- and girl-racers must grow up and

and "M3" logo on the back, they're more subtle departures from the 325i coupe on which it is based (a rear wing is available but it's optional and a lot more toned-down than the old one). It's got M3-specific outside rearview mirrors that attach to the A-pillar via aero-shaped little fingers. And it has its own aluminum alloy wheels and low, fast 235/40ZR-17 tires. When this M3 rolls down the highway the casual observer (or state trooper) might not notice.

Even under the hood, excepting the big "M" on the valve cover, nothing screams boy racer. The engine is the 2.5-liter six from the 325i, but stroked and bored to displace 2990 cc. It has new pistons, lumpier cams and cleaner breathing both in and out. It produces 235 hp at 6000 rpm and 220 lb ft of torque at 4250 rpm. The Euro M3 makes 282 hp, mostly in the upper-half of the rev range, and 235 lb ft of torque at low rpm. Mathematicians out there already have figured that means 47 hp and 15 lb ft, significant differences.

Most of the disparity is because the head on the Euro-spec engine is more like the head from one bank of the BMW V12 found in the McLaren F1 Supercar. This powerplant will not be offered in the U.S. for one simple reason: "This engine costs a hell of a lot of money," said Kalbfell.

With the Euro head, a U.S.-spec M3 would cost more than \$50,000 after you threw in the cost of federalization, CARB certification, and all the other stuff the European and Canadian cars don't need.

"This is not the kind of price our customers in the U.S. can accept," said Doolan. "Nor can our dealers."

The simpler head allows BMW to offer a U.S.-spec M3 for just \$35,900.

The only advantage of the U.S. M3 engine is that it produces more torque initially—down below 2000 rpm—than its ultimately more powerful European relative. This was proved on an empty country road, where both cars cruised along side by side in fourth gear at about 20 mph. The drivers of the cars both floored the gas at the same time and, sure

so, it seems, must the M3.

"It's not a boy racer, it's a man racer," Vic Doolan, president of BMW North America Inc., said about the new U.S.-spec car. "An adult racer."

We tried the new U.S.-spec M3 next. Gone is that inch-off-the-ground go-kart feel, replaced by a more refined suspension/powertrain that provides the incongruous twin perks of greater comfort and faster lap times. Gone, too, are the rear wing and bulging fenders that gave the old M3 much of its boy-racer look. The new M3 will have nothing to do with such braggadocio.

While it does have its own front air dam, rocker panels, rear valence panel



enough, the U.S. M3 got the jump on the Euro car. Since the results would have been vastly different had the test been done in second or third gear, this probably provides little reassurance for U.S. buyers looking longingly across the Atlantic or north of the 49th parallel. But those buyers will be happy to learn that the rest of the car, except for the spring and shock rates, is the same as the Euro M3.

"The car itself is completely equal with the M3 in Europe," said Kalbfell. "It has the same carrosserie (chassis), the same suspension and the same brakes."

That is to say, MacPherson struts up front and BMW's multilink in the rear, stopped by vented discs with ABS at all four corners and the whole thing lowered 30 mm and tuned for performance.

Exiting pit road and heading out on to the new (and nearly dry) Nurburgring in the new M3, we noticed the differences from the old M3 immediately. The feel of the old racer was gone, replaced by a more mature, almost relaxed ride. Communications with the driver was quieter and more subtle. While small-frequency bumps were passed up the steering column into the wheel, oversteer and understeer were more muffled and came with slightly less warning. There was a little more roll in the new car than in the old. It wasn't as harsh and it had more power but, at least on the track, it wasn't quite as much pure, visceral fun.

Those deficiencies were easier to forgive in the more powerful Euro M3, which felt about the same through the corners but then really hauled *sitzplatz* at more than 3500 rpm. The power just kept spewing out all across the band. Flying uphill on the backstretch it was easy to convince yourself that this engine would be worth the extra cost in parts and certification and whatever else it would take to get one.

Compared to the stock 325i we took out next, the difference was huge. On the racetrack, the stock coupe rolled, dived, squatted and lunged. The power felt like a lot less than the listed 189 hp and the 205/60R-15s felt downright floppy.

Against the stock 325i, both new M3s were stars. In day-to-day driving the new M3 (in both specifications) would almost certainly be easier to live with than its predecessor, and the amount of comfort you'd have to give up would be an easy tradeoff.

"Maybe 10 years ago comfort was not so important for us, but today it has to be," said Kalbfell.

Comfortable it may be, but both new M3s are also faster around the track than the old one, according to BMW. Around the 23-km original Nurburgring, the old, 192-hp M3 could turn laps in 8:57. The new European model turns 8:40s in the skilled hands of BMW testers. And the U.S. model is "between five and 10 seconds slower." The critical seconds are lost mostly on uphill stretches and straights where the Euro's stronger legs are apparent.

An American could order a Euro-engine direct from BMW M GmbH in Munich, and import it for "racing" purposes. At least one race team here in the U.S. is a regular customer. But BMW-NA could not sell a car with the engine at a marketable price. The plan is to sell 2000 U.S. M3s in the abbreviated 1994 calendar year and 2500 annually after that.

Apart from engine output, the U.S. M3 is made and marketed for genuine lovers of two-lane blacktop. It will be equipped with only the items necessary to corner well and go fast. Expensive, weighty features such as leather, cruise control, power seats and sunroof are options. But limited slip differential is standard and there is no automatic transmission available.

The \$35,900 sticker, BMW-philes may recall, was the last asking price of the previous generation car in 1991. By that measure the new U.S.-spec M3 is a bargain.

Even more important, though, the M3 successor means the M brand, once feared to be on the extinction list, is now back at the forefront of BMW's corporate image. You may recall about a year ago when then BMW NA president Karl Gerlinger

said there would be no U.S. M3. A carefully orchestrated campaign of protest led by the BMW club magazine *Roundel* resulted in so many letters that the company gave in and came up with this solution. And it's more than one car: There will be a special section in BMW dealer showrooms dedicated to M products, Doolan said. There will be special training for the sales and service staff and a special, low-mileage demo model for test drives.

If all goes well for the M3 coupe, there are hints around BMW NA that the same treatment could be done to the 3-Series sedan, which is certainly to be encouraged.

Look for the car in U.S. showrooms starting in May.

- AutoWeek



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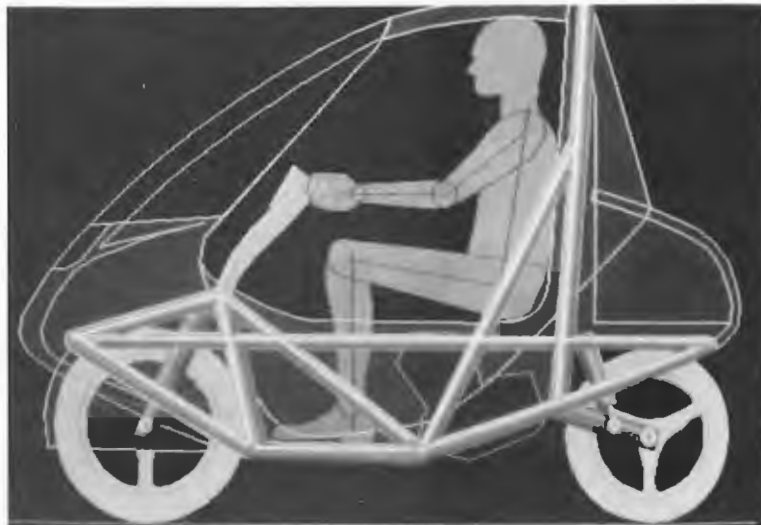
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The McLaren F1 road car has crashed again, this time with McLaren owner Ron Dennis driving and Formula 1 ace Gerhard Berger as a passenger. The crash of the BMW V12-engined supercar occurred at about 80 mph, or one-third of its potential top speed. "Absolutely my fault," Dennis admitted. (*AutoWeek*)

Here's another design study for the C1, previously seen on these pages. This version of the motorcycle/automobile hybrid would use a fully enclosed cage for crash protection. The front is also more aerodynamic. This version exists only as a computer rendering, at least as far as the public knows.



*Computer rendering for a C1-variant with fully enclosed tubular frame.*

BMW NA has advised those dealerships in areas with problems with acid rain to wash their inventories of cars as often as possible. Because cleaning consumes so many hours spent hand drying, NA is recommending the use of Sobrite spot free car cleaning system by JH Systems. The system uses reverse osmosis to produce spot free water. This is supposed to allow spot free finishes with no wiping. The cleaning system uses high pressure water and makes it possible for one person to wash 20-30 cars per hour. (*BMW NA*)

AutoThORITY in Fairfax, Virginia, has a new computer chip for your 850 that "remaps" the fuel and ignition deliveries. Horsepower is said to be increased by 60. The chip is \$495 and is 50 state legal. (Call them at 703-323-0919.) If that's not enough, they have a version with 5.5 liters, 10.0 to 1 pistons, larger valves, etc. The price is \$31,000 for an engine that reaches 475 hp. Add suspension, wheels, tires et al by way of Racing Dynamics and it will set you back \$46,500 total. And you supply the 850. (*Road & Track*)

**formation**

**...from the editors**

In Spartanburg, as part of a trend away from extensive automation, BMW's new plant will assemble 300 cars a day on two shifts. With about 240 production days annually, output should reach 72,000. Robots will be used only for painting. Workers will perform the rest of the functions. This allows for more flexibility.

Prospective factory employees will be tested for college level reading and math skills and the ability to work with others. South Carolina will help screen applicants and run a training school at the plant. BMW will pay \$15 to \$17 per hour, including benefits.

BMW says South Carolina's business and legal climate is good. Translation: at best, neutral towards unions. The technical education through South Carolina's community college system is also thought to be one of the best in the U.S. (*Road & Track*)

The new 5-series (E39) is scheduled to debut at the 1995 Frankfurt Auto Show. The styling will follow trends set with the 3-series: narrower grill and covered headlights. Engines will include the current V8s, but with increased displacement, and the new family of V6s. (*Roundel*)

You, too, can own a brand new, WWII vintage BMW motorcycle. Sort of. It seems the tooling for the World War II German army BMW motorcycle with sidecar made its way to China, via Russia, after the war. During the 1950s both the Russians and Chinese turned out counterfeit Beemers, albeit without BMW emblems. And they built them long after demand had dried up (central planning). Now, crated, virtually new Chang Jiang CJ 750Bs are making their way to America. The bikes are, in appearance, very close to what the German army used. Quality levels are a bit lower, though. Prices are said to range from \$5,900 to \$9,000. (*Automobile*)



The McLaren F1, powered by a BMW Motorsport built V12, continues to undergo prototype testing. Former Grand Prix driver Jonathan Palmer was listening to the F1's custom stereo until 200 mph. At that point, he switched off the music and got serious. And saw 231 mph on the speedo. Production cars will have more power (610 hp) and a 240 mph top speed is expected. *(Road & Track)*

George Halliday, the Scotsman and Isetta aficionado that led the English speaking tours of the BMW Munich factory from the early 1970s to 1987, recently died. *(Roundel)*

Vic Lee, entrant of the BMW 3-series that won the 1991 British Touring Car Championship, pleaded guilty to smuggling \$9 million worth of cocaine into Britain. *(Automobile)*

Alpina's latest "tuned" BMW is the B12 5.7, a modified 850CSi. Engine displacement is increased to 5.7 liters and power jumps to 416 hp. Suspension modifications are limited to shorter front springs and 18 inch wheels and tires. The hood is replaced with a carbon fiber unit with NACA duct. Claimed top speed is 186 mph. *(Road & Track)*

The new (E38) 7-series is scheduled to make its worldwide debut at the Detroit Auto Show in January. The new 7 is bigger and heavier than the current model. Features of the new car include 16 inch wheels, the rear axle from the 8-series, double wishbone front suspension, flush rear glass, a trunk lid that extends all the way to the bumper and a fuel tank ahead of the axle, under the rear seats. *(Roundel)*



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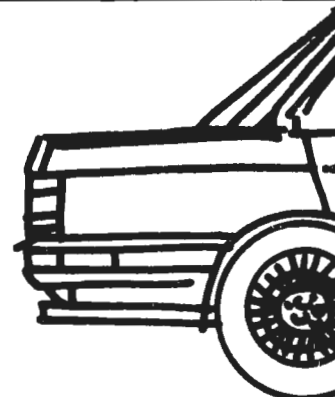
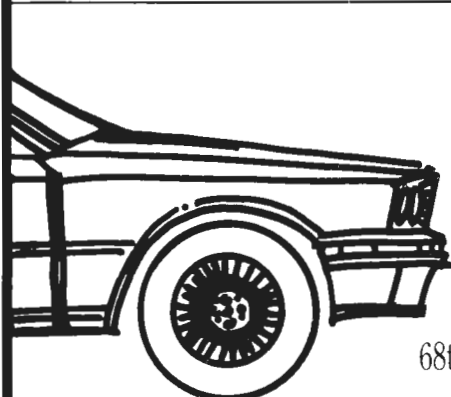
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*Deadline for the January issue  
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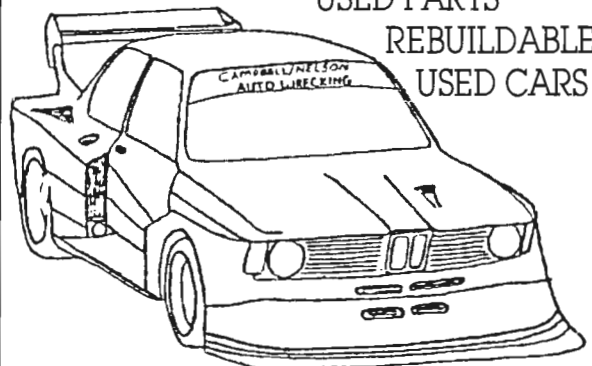
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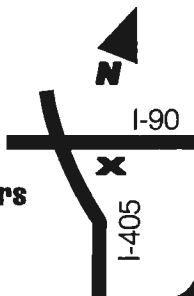
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