

**BMW ACA  
Puget Sound Region**

# Zündfolge



**November/December 1992**

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**Open House at  
BMW Seattle 12/3**

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**20th Anniversary of  
BMW Motorsports**

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**Annual Banquet  
January 23rd**

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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

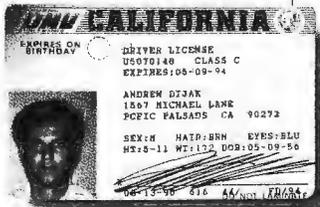
the new BMW 325i sedan, you'd first have to do a bit of homework.

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◆ At BMW, we believe that driving requires more than just a license, it requires skill. Something a BMW, any BMW, can make the most of.

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

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not as a separate entity, but as a natural extension

of the driver's will.

So if you agreed driving is not simply

a necessity, but instead

a skill that should be taken

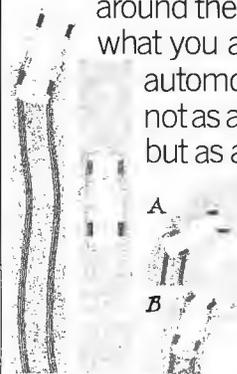
seriously, perhaps you

should test drive the car

that takes the driver seriously. The

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# 1993 BMW ACA ANNUAL BANQUET

**Saturday, January 23rd  
Latitude 47 Restaurant  
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Schedule:

- 6:00 Silent Auction/No Host Bar
- 7:30 Live Auction (raise your hand time)
- 8:00 Dinner (use both hands time)
- 9:00 Speaker (use both ears time)

Use the reservation form below to register NOW for the club's favorite social event.

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Make checks payable to BMW ACA.

Please reserve for: \_\_\_\_\_ (Names)

Char-broiled filet of King Salmon \_\_\_\_\_ @ \$25 \$ \_\_\_\_\_

Prime Rib (11 ounce cut) \_\_\_\_\_ @ \$25 \$ \_\_\_\_\_

**Total Enclosed:** \$ \_\_\_\_\_

All dinners include salad, starch, vegetable, bread, butter and coffee or tea.

# Activities

# Calendar

## Annual Banquet

Hopefully by now you know we are holding the annual banquet the 23rd of January, and if you've read between the lines it looks like this is going to be one event you will not want to miss. Even though we are having some last minute coordination problems with obtaining a speaker, these are being worked out and as it stands the speaker will be announced as soon as we have confirmation. The agenda of this article is to try to promote you, the BMW club member to participate in the annual club banquet. Besides buying tickets and showing up at the event so we can see some of you we haven't since last year (some of you are way behind on your BMW social calendar), we would like to request **donated items or services** for the auction this year. We have already sent requests to our friends in the business community, and from early reports there will be many juicy items to bid on. We will try to list these items in our next magazine so don't use up all your wishes for Christmas, there are going to be some great bargains on the tables this year. This auction helps provide funding for events all through the year, a little help here will go a long way in filling our 1993 event calendar.

**Once again this is an appeal for auction items or services from our club members.**

It would be best for promotion purposes to have any items sent to us so that they are received by December 15th. This will insure maximum exposure of the products prior to the event.

Please send items to:

BMW Automobile Club of America  
c/o A. A. Lancaster  
27820 37th Ave. South  
Auburn, WA 98001

If you have any questions or require additional information you may write to the above address or call: Al Lancaster 206-854-4100 (Banquet Director) or Paul Touby 206-752-7549 (Club President). If no one is available please leave a message and your call will be returned promptly.

**December 3**

**Board Meeting** at BMW Seattle. Time is 6:00 pm so we can all go to . . .

**December 3**

**Open House at BMW Seattle.** Come see the new BMW 740i and learn the benefits of Euro delivery.

**December 22**

**Deadline** for January/February issue of *Zundfolge*.

**January 23**

**Annual Banquet** at Latitude 47 Restaurant on Seattle's Lake Union.

## Driving School

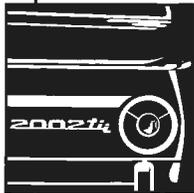
This year's High Performance Driving School at SIR proved to be a successful event. Even though the rains fell it didn't dampen the spirits of those participating, except maybe for some of the course workers who endured standing in it for several hours (thanks guys). The school filled with over forty students. Actually, having the rain was a blessing because it creates a better learning environment. With a wet surface, any mistakes made are amplified and they happen at slower and safer speeds. Luckily as we started the afternoon sessions off driving full laps around SIR's 2.25 mile road course the rain quit and the track started

to dry. Everyone I talked with was enjoying themselves and felt they were learning some valuable driving skills as well. One student said it was better than a professional school she had recently attended. So to those of you who debated on attending the school and didn't, you missed out on a great event. To those of you who did participate, thank you and we'll see you next summer at the "Wednesday Nighters."

I would also like to thank all of the instructors and course workers who volunteered their time and contributed to the success of the school. Without their support an event such as this would not have been possible.

- Gary Parr





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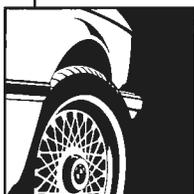
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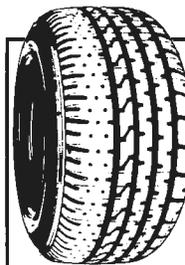
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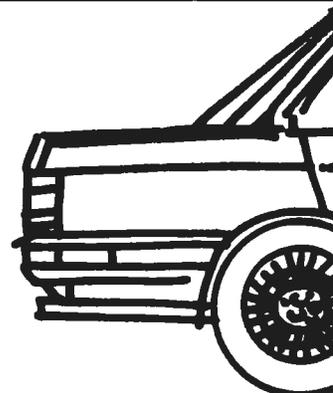
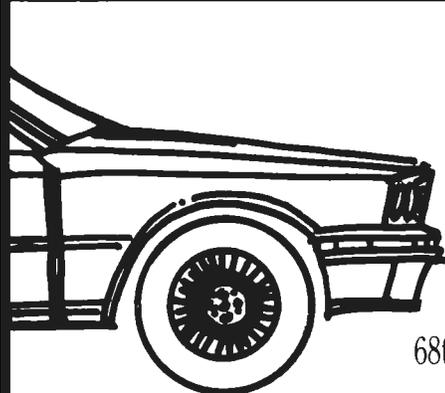
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November/December 1992  
**3**

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# Stalls

by Thomas B. Nast

## Management by Caprice

Imagine, if you can, a baseball team which suffered twenty years of drift. The farm system was periodically harvested and the fruit sold off. The outfielders rarely hit home runs. Attendance steadily declined. Quality pitching was traded for operating cash, one-armed bandits and players to be named later. (This scenario is hard for denizens of Puget Sound to conjure, to be sure.)

The manager of the last ten years is pensioned off with a large bonus, and a new manager is brought in. Over a two year period, he sets in motion an overhaul of the stadium and several major trades. Attendance continues to shrink, and the losses continue — it takes time and money to rebuild the squad, hire scouts and rebuild the farm clubs, and revenues don't cover it all. And some of the players refuse to report for practice. So the manager is fired, and the owners take over.

It is almost as if George Agyros and Jeff Smulyan ran General Motors, except they both escaped Seattle with a profit.

General Motors is so deep in the red that last quarter its deficit was the same as that the U.S. government ran up in one day! That's three-quarters of a billion dollars, folks. So, we fire the manager.

Robert C. Stempel was never given a fair shot. Roger Smith spent a decade rearranging the chairs in the press box while the company went on life support systems. Stempel came in and announced the shuttering of a score of plants and over 70,000 positions to be terminated. Not enough for management, apparently; losses continued. Too much for the union, which went on wildcat strikes, increasing the losses yet further.

It takes GM four to five years to get a product from the drawing board to the showroom floor. Stempel was not given one product cycle to succeed. How can he take the blame for falling sales when he had no control over the products? How can he take the blame for the organization when it was Roger Smith's organization



he was still overhauling? Why the complaints about a messy floor when his mission was to walk on eggs?

My empathy for Mr. Stempel does not extend to the company. Its arrogance, its deafness, its disrespect for the customer and the nation, have brought it this belated reward. It has long been a brontosaurus, with a tiny brain and a big body, destined for extinction. It shares this with Sears, Roebuck (yet to fall) and IBM (falling fast). Its very longevity has surprised me; I have been predicting its demise for fifteen years, to my periodic embarrassment.

So here are my prescriptions for the coming Ice Age at GM:

1. File Chapter 11. As Lorenz proved at Texas Air, there is no substitute for canceling those union contracts. The unions have not yet figured out that business as usual is no longer possible. A Chapter 11 will assist their understanding.

2. Give workers an equity stake in the company. This goes hand-in-hand with canceling the union contracts. The workers must have some sense they are working for themselves. Only then will they police each others' work. Management never could, and never will be able to, police the quality of labor's work. It focuses on quantity, to its detriment. And by workers, I mean design, marketing, engineering, etc., as well as assembly.

3. Reduce management salaries. Management (and the word is used loosely here) should be paid according to performance. Even Iacocca recognized this when he took over Chrysler. Middle management should be paid salaries comparable to line workers. Top management should never be paid seven-digit salaries.

4. Stop reorganizing. GM is having its third reorganization in about five years. For example, what was once reorganized into the Buick-Olds-Cadillac division was again reorganized to make Caddy free-standing, and now is going to be reorganized into a large car group called the Flint Automotive Division. They are just moving the chairs around again. It impresses nobody but themselves, and is a poor substitute for getting something positive done. I wish I had the contract to print the General's letterhead.

5. Kill the Caprice. This is the ugliest car since I don't know when. Admit it. Kill it.

6. Hire Ross Perot. He predicted it all, and they handed him a golden parachute for his efforts. He wants to be president. He wants to get under the hood and fix it. (He's just a little confused about what he wants to be president of and what he wants to fix.) He's got time on his hands. Give him the chance. He can't make it any worse.

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## Combined Issues

As is our custom, we will publish two combined issues during the winter. You're holding the November/December issue. The next issue will be a combined January/February issue. It will actually be out fairly early in January so you can have the latest information about the banquet. You won't see a *Zundfolge* in February but come March we'll be back on our usual monthly schedule. Enjoy the holidays.

# *Welcome and Happy Holidays to members of the Puget Sound BMW Automobile Club of America:*

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The Brabham-BMW Formula One car was shown, but not run.



## BMW Motors

Zurückfolge  
6



This former M1 Procar is owned by Oliver Kuttner.



Remember the "Or  
All the graphics on this car



The 3.0 CSL raced by Sam Posey and Brian Redman.



Former F1 ace Marc Surer talks to  
A bemused Brian Redman sits in the  
in the white tee shirt is the v



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The ill fated GTP car that was never allowed to realize its potential.



Original Parts" 635?  
are done in tape; no paint.



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to a none-too-subtle TV reporter.  
e background. The pretty woman  
wife of driver Davy Jones.



Event organizer Richard Convey brought a CSL  
"batmobile" and a K1 bike.

# Oktoberfest 1993

By: David Lightfoot

Most of you are aware that there is another BMW Club in the country. It's called BMW CCA (we're ACA) and it has dozens of chapters scattered nationwide. Many of you are also CCA members. Each year BMW CCA holds an event called Oktoberfest. O'fest is a gathering of the BMW lunatic fringe. It's a week packed with driving schools, autocrosses, social events, concours, models, photos, gymkhanas, rallies and everything BMW-related you can imagine.

This year's O'fest was held in Palm Beach, Florida. Since it was about as far away as it will ever get, we thought we'd attend. Actually, the real draw was a special event that was part of the O'fest '92. That special event was a gathering of historic BMW race cars and drivers to celebrate the 20th anniversary of BMW Motorsport. Motorsport is a wholly owned subsidiary of BMW AG. Motorsport handles BMW's racing efforts and the design of all the M cars. They also build the M5 and M3 cabriolet. The only other Seattle-area person to attend was board member Michael Thompson. Michael took the opportunity to visit family in North Carolina while we visited Disney World.

## Driving School

The driving school was held at historic Sebring International Raceway. Since Sebring is about two hours from Palm Beach, we and most other participants, stayed at a hotel near Sebring. Sebring is an old B-17 airbase. The runways are used for the straights and a road course ties them all together. The track is 3.7 miles long with 17 turns. It's the same course used for the 12 Hours of Sebring and IMSA races.

The driving school was administered by a couple named Don and Peggy McCoin. They showed incredible patience and presided over three days, hundreds of drivers and instructors and not a bit of bent sheet-metal. A super job. The chief instructor was David Cowart who was assisted by Scott Tyler. If David

Cowart's name seems familiar, he and Kenper Miller raced the Red Lobster BMWs in IMSA.

Lucetta and I volunteered to serve as instructors. Monday at the track was for instructor orientation. Tuesday and Wednesday the students drove. Although we have lots of driving experience, we had never driven Sebring. Despite the 17 turns, it proved easy to learn. This was due to some excellent pointers and strategically placed cones by Don McCoin and his crew.

With instructors arriving from all over the country we were in the midst of the BMW hot shoes. Many cars were trailered in. And the Motorsports cars were there to be sorted out, so there was lots of very hot machinery. Unfortunately we couldn't drive the M5 all the way to Florida. We rented a Nissan Maxima which will probably prove to have front tires that have a shorter lifespan than your typical rental car. We drove that little Maxima as fast as we could but still felt like a moving chicane. Every time we came out of a corner we'd look in the mirror and start signalling for the parade behind us to come on by.

You'll understand why we were passed so much when I tell you about the cars. M3s and M5s were commonplace. Full race and nearly full race 2002s and other models abounded. But it was the Motorsport cars that really made it exciting. Originally they were to run in their own groups, but that provided too little time to sort the cars. Many hadn't run since they were actively campaigned five or ten years ago.

So now I have driven on a real race track and been passed by, among others, the Red Lobster M1, a 3.5 liter CSL batmobile, the 320i turbo raced by BMW NA and McLaren, BMW's IMSA GTP car, an M1 that ran in Group 5 in Europe, a BMW March 82G, Ray Korman's M3 and a full race M3 fresh from the German Touring Car Championship. Lucetta was able to pass David Hobbs driving the McLaren 320i turbo. Of course, Hobbs was warming it up and going about 20

mph at the time

## 20th Anniversary

It was the 20th Anniversary of Motorsport that we expected to be the highlight of the week. We were not disappointed. BMW NA brought about six huge transporters full of cars and equipment. These included everything ever raced by NA plus five European cars air freighted over for the event by BMW Motorsport GmbH. Motorsport also sent several executives and drivers. Also in attendance were about every privateer who has been involved in racing BMWs in this country in the last two decades.

The Motorsport Anniversary event was held at Moroso, a small track about half an hour from Palm Beach. The track is short and simple but go off and you can end up in a lake infested with water moccasins. Charming.

The cars involved included those mentioned above plus many others. There was one very nice 328 in a green so dark it almost looked black. There was a lovely Veritas from the immediate post-war era. A nice silver 700 represented the last cars before the "new range."

Steve Dinan brought his red M5 he is currently racing. Rug Cunningham, a BMW dealer in San Diego, brought three cars. One was a black M5 raced in the La Carrera Classic. The others were twin 2002s raced in the early days of the Trans-A and now vintage raced. BMW powered racers included an Osella and a Chevron.

Alf Gebhardt brought his Group 2 car. Ray Korman was there with his current M3. Kermit Upton brought the M3 he raced in the IMSA Firehawk series. The Brabham BMW that won the Formula 1 championship in 1983 was there but was not run. This year's Formula Junior championship car was there. Formula Junior is a series for up and coming young drivers. The cars are small open wheel cars with a BMW K1 motorcycle engine.

Now about the drivers. I've mentioned several who brought their own cars but not the "factory" drivers. First and fore-

most must be David Hobbs. David has been involved in just about every BMW NA racing effort. His name was painted on about half the cars. Dieter Quester has been a factory driver for 26 years so he had to be there. Sam Posey raced the CSLs and is now a well known television and print journalist. Brian Redman also came from the old CSL team. Marc Surer is currently Motorsport competition manager. He previously was a Formula 1 driver and Formula 2 champion. His wife, also in attendance, currently drives in the German Touring Car championship series. Nineteen year old Sandi Grau was brought over as he was this year's Formula Junior champ.

The event was filmed by ESPN who will broadcast a half hour special on three occasions. Watch for it.

Thanks to Richard Conway for organizing the event. It was super. Also, thanks to BMW NA and BMW Motorsport GmbH for their support.

### The Banquet

The 20th Anniversary of Motorsport was capped off by a wonderful banquet. The master of ceremonies was British journalist Jeremy Walton who wrote the definitive history of BMW racing, "Unbeatable BMW." Walton interviewed several of the drivers as part of the program. Sam Posey and David Hobbs each had a microphone and ribbed one another. Hobbs told a long story about a mad dash through Switzerland with the BMW racing team.

A highpoint of the evening was a video put together by BMW NA which showed the highlights of BMW racing. It had some fabulous historic footage. It's suppose to be available commercially. If it is, I'm buying it and you should consider it. Maybe we'll show it at a future club meeting.

### A Ride With Mr. Hobbs

At the 20th Anniversary of BMW Motorsport event I was able to get a ride with David Hobbs in a full race M1. Most

of the Motorsport cars with a passenger seat were broken. The M1 was about the only car available for demo rides. Journalists were given preference. I was able to snare a ride because a business associate and good friend is on Hobbs' board of directors and put in a good word for me. Thus, with persistence on my part and Hobbs' insistence, I got a ride.

I borrowed a driving suit and had brought my helmet. The first thing I noticed was the discomfort. It's very difficult to get in this sort of car. The roll cage is in the way. Then there's no room for your feet since a fire extinguisher bottle is in the passenger side footwell. The five point harness kind of holds you in place but I also used both hands to hold on to the fiberglass bucket.

We did about half a dozen laps of Moroso. I thought that this ride might be completely outside my realm of experience. Perhaps I'd feel we were going so fast it would be impossible to brake for an onrushing corner. But this wasn't the case at all. It was a very pleasant ride, but not scary in the least. I could tell Hobbs was in complete control at all times. Of course, this car accelerated faster, cornered quicker and braked harder than anything I had previously experienced. But the sensations were all the same as I experience while driving at the track in a street BMW. It was simply a matter of degree. Fun, but definitely not frightening. I wish I had a toy like that M1.

### Surer's Bombshell

At the Motorsport banquet Marc Surer, the BMW Motorsport Competition boss, let loose a bombshell. He announced that BMW will not compete in the German Touring Car Championship in 1993. The M3 has competed in this series for several years. The new M3 would probably be very competitive. But the regulations for the series are set for only one year. The fear is that the new M3 would be so dominate that it would be outlawed after one year. The cost of the program of

development would be especially high since Surer said the intention was to field a true "works" team rather than rely solely on independents like Schnitzer and Linder.

Surer said this decision was bad news for him but may be good news for us. He said that BMW would look for other countries to race in.

The next evening, Rich Conway mentioned BMW would be racing in IMSA in 1993. I don't know if Surer told him more, if it was just speculation on his part or just wishful thinking. Certainly, a U.S. race program makes sense. BMW is heavily involved in Motorsport almost everywhere they sell cars other than North America. And the U.S. is still BMW's biggest export market. And with the South Carolina plant, there is no doubt about BMW's commitment to the North American market.

Perhaps we're in for a return to the glory days of BMW racing in this country. Let's hope.

### World's Fastest Police Car

A recent *Car & Driver* magazine article stated that South Carolina refused an M5 offered to the state patrol. I can report that this is untrue. The car was accepted as a gift from BMW AG subsequent to clinching the deal for the Spartanburg factory. The silver M5 with light bar and full police markings was at the BMW CCA Oktoberfest in Palm Beach, Florida. The officer who uses the car full time attended the entire week of O'fest activities.

The M5 is standard in every way, other than the markings. The bucket seats prevent installation of a divider between front and back. I assumed that the car was used solely for promotional purposes or ferrying the governor around. Not so. Trooper Dave said he uses the car every night for regular patrol purposes. When he hauls someone to jail he puts them in the front passenger seat, if they behave. If they don't, they get hog tied and thrown into the lovely leather back seat. Trooper Dave is about 6'5".

**You Don't Need To Run For Political Office**

Are you a pessimist or optimist? Do you look at the fact the elections are over or just beginning? Well folks, here is your opportunity to hold political office of another sort. Some of us improve the world by joining the Peace Corps or volunteering at a food bank. Or, some of us may aspire to do our civic duty by running for public office. How about some experience to ensure your commitment to public office by obtaining experience by service as an officer of the BMWACA board?

If you aspire for political office, consider any of the BMW Club Board positions. As an officer, you work with some nice folks, have input into the dispersion of funds (ie., how to spend your membership dues), gain experience in human relations (we vote on issues) and also have a darned good time. Remember, you can list this experience on a resume if you are seeking career advancement.

Ah, the political machinery! Where else but the BMW Club can one work with cross functional law enforcement organizations, multi layers of city and county government and a variety of celebrities. Remember the Alco Slalom of a few years past? Board members got the various police agencies to work together and help us put on the event. Seattle's finest, State troopers and the County fellas all worked together and pretty much sanctioned an event that demonstrated the effects of drinking and driving. And we even got permission from the other bodies of government to stage the media event in the Kingdom parking lot.

The potential is there folks to do some good work. If you would like to contribute in other ways, the Club can use your expertise. Contact Paul Touby or another Board member for additional information. Or, apply in person at the next Board meeting.

- Joan Rodgers

**BMWACA  
Puget Sound Region**

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1992**

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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:** 1976 2002, 4spd., A/C, mags, AM/FM/Cass, Weber 32/36, just painted (10/92) granatrot metallic, black re-upholstery. No rust ever (ex-Texas). 30K on motor refurb. M3 forces sale. \$4,200. 206-824-8242

**For Sale:** Xmas goodies: mag wheels, tires, Webers, headers, r.h. mirrors, manifolds, motors, 5 speeds, most pre '85 BMWs. Basement clean-out, rear discs for 320i: \$650. 824-8242.

**For Sale:** 1980 320i, 5 speed, saphire blue, sunroof, alloy wheels, 112,000 miles, excellent condition. \$4300. Call John Crabtree: 557-9529 eves, 391-1210 days.

**For Sale:** 1968 2002. Factory rebuilt engine and new engine accessories with 35K miles. Never raced or wrecked, runs and handles well. Ideal for restoration, asking \$2500. Please call Dave Flaming 206-337-8932.

**For Sale:** 1988 M3 Henna Red, black leather, 45K mostly highway miles, excellent inside and out, all service, Yokohama A008's, always garaged and parked away from other cars. \$18,500; accept round taillight car in excellent condition as partial trade. Ted Rodgers, 206-432-2336 evenings, weekeds.

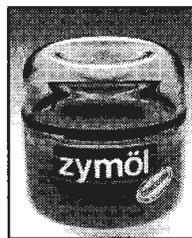
**For Sale:** Four chromed stock BMW wheels, 30K miles use, of an 88 325i. Fits 3 and 5 series, dealer cost \$550 ea. Asking \$1600 OBO. Julie at 938-3621.



**For Sale:** 4 used 205/50 VR/15 Yoko A008 "R" compound tires. Low tread-good for driver's school or autocross. \$100 set of 4. Bob (days 619-560-8534).

**For Sale:** 1987 BMW 325/IS. Delphin/black inst.; orig owner; 5 speed; LSD; ABS; A/C; sunroof w/deflector; remote digital alarm w/user adj. sensitivity; TST teflon'd; 15" motorsport series (MD-11) wheels w/205-50 VR/15 A008R's; Dinan chip; Repco's; 25K freeway (no commute) mi; oil chg'd every 3K; garaged; non-smoker; cover; colgan bra; plush mats (new); all maint records; showroom condition; \$16,000 negotiable. Bob (days 619-560-8534).

**For Sale:** 2002 parts: locking gas cap, \$5; Colgan Bra \$30; Polycotton car cover \$25; Rear Window defogger switch with indicator light (from 530i) \$10; XKSS headliner, new \$30; XKSS carpet kit, charcoal \$35; Grille, left side, black & chrome, circa '72 \$5; Parts manual to '73 in German, \$10; Distributor: vacuum retard broken, but works as a spare, \$5; DOT 5 silicone brake fluid, from CTC, 2 qts \$10; Weber 32/36 DGV carb, worn, but works as a spare \$5; call 522-4438 Seattle.



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## Alcohol In My BMW's Gasoline

By: John Diefendorf

In the *Seattle Post Intelligencer* last August 4th there appeared an article entitled "New gas for cleaner air coming" which reported that, beginning November 1st, Puget Sound motorists would begin buying cleaner-burning gasoline in an effort to reduce the carbon monoxide that their tailpipes put into the air. This special gasoline would replace the current unleaded gasolines and would be available at all service stations in King, Pierce, and Snohomish counties, as well as in Spokane County and Clark County (near Portland).

After relating that this change was in accordance with requirements of the Federal Clean Air Act signed by Pres. Bush in November of 1990, mention was made that this new gasoline would use an additive - Ethanol, which is ethyl alcohol. The addition of ethanol to gasoline results in what is called "gasohol".

This word "gasohol" rang a bell in my memory and I got out my Owner's Manual for the 1985 Model 528e BMW and there on page 1-14 under "Fuel Tank" the manual states "Unleaded gasoline (87 AKI or 91 RON) NO GASOHOL". (Note: if your Owner's Manual reads substantially the same words, the "AKI" means "Anti-Knock Index" which is commonly referred to as "pump octane" which is usually displayed on a black and yellow decal posted on the gasoline pump. The "RON" means "Research Octane Number" and is a laboratory measure of octane quality.)

I wrote to the Customer Relations Manager of BMW of NA, Inc., Atlanta, GA, enclosing the clipping from the PI and suggesting that BMW owners of the Puget Sound Region might have a problem with using the gasohol which the BMW Owner's Manuals warned against, and I asked what damage or malfunctioning we could expect in our BMW engines after extensive use of this mandatory gasohol.

As November 1st, the date for implementation of the change to gasohol drew very close and I still had received no answer from BMW, I began to dig for

information on this on my own. I found a local number in the telephone directory for ARCO Products Co. and called. The woman who answered told me that I should talk to the ARCO Chemist's Lab which was located at the Cherry Point Refinery near Blaine, so I called there and was connected to the office of the Quality Assurance Supervisor, Mr. Steven Fite. He advised me that he previously had received inquiries from owners of other automobiles besides BMW whose Owner's Manuals also cautioned against the use of gasohol. He stated that any car can use, without harm, gasoline which contains up to and including 10% ethanol. ARCO's ethanol additive is limited to a maximum of 10% which is the government specification.

Technically, gasohol is referred to as an "Oxygenated Fuel". The late 1980's ushered in the use of oxygenated fuels to reduce tailpipe emissions of carbon monoxide. The only oxygenates in significant commercial use at this time, are ethanol and Methyl Ethyl Butyl Ether (MTBE). Since these compounds add oxygen to the air/fuel mixture, they chemically enlean the air/fuel charge resulting in more complete combustion and lower carbon monoxide emissions. Such fuels have been mandated in many cities across the USA during winter months when CO emissions are high.

Mr. Fite subsequently provided me with a manual entitled "Changes in Gasoline II - The Auto Technician's Gasoline Quality Guide" which writes in much detail about gasoline characteristics; environmental concerns; oxygenated fuels; fuel system deposits; and auto manufacturer's fuel recommendations. It also includes in an appendix a discussion on "Fuels of the Future" and a glossary of petroleum terms. It is written so that the average BMW driver may understand it. Mr. Fite also told me that the 1992 BMW Owner's Manuals have this cautionary note: "Warning: Use unleaded gasoline only. Fuels containing up to and including 10% ethanol . . . will not void the applicable warranties respecting de-

fects in materials or workmanship."

Mr. Fite's quote from the 1992 BMW Owner's Manual was read to me from the chapter on "Auto Manufacturer's Fuel Recommendations" in the above mentioned Technician's Manual which also adds the note "BMW has advised that the above fuel recommendations contained in its owner's manual is retroactive to all model years which operate on unleaded gasoline. (Italics supplied.)

This takes care of any problem with gasohol in all automobiles (including BMWs and Mercedes) which were designed to use unleaded gasoline.

Those BMW owners who are interested in adding to their knowledge of oxygenated fuel may obtain a copy of "Changes in Gasoline - II" (the Roman "II" means that it's the second edition) for two dollars (this includes shipping and handling) by writing to:

Technician's Manual  
DOWNSTREAM ALTERNATIVES  
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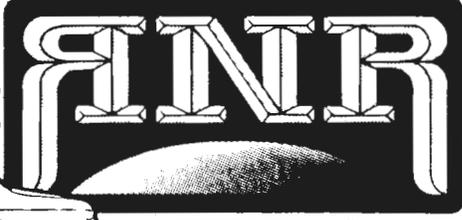
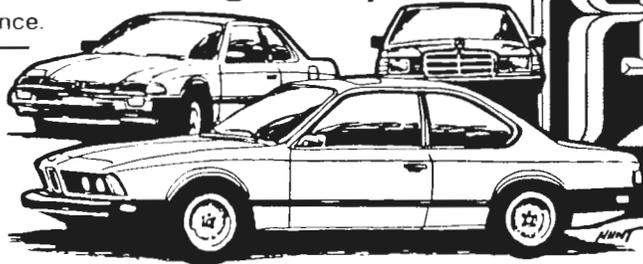
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- *Doug and Nancy Garvey*

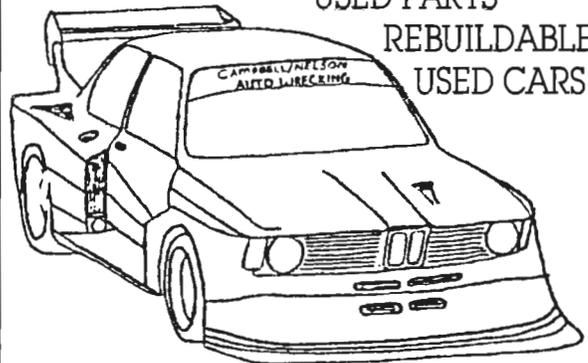
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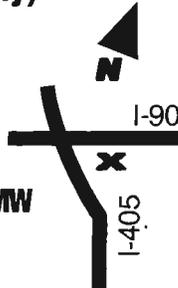
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