



September 1994

Zündfolge



***Club Members
Go Racing***

***Winter Prep
Meeting in October***

***The Story Behind
This Cover Photo***



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Cover:
See the whole
story on pages 10-11.

Zündfolge

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Boilerplate

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Calendar

September 30 Deadline for October *Zündfolge*.

October 6 Board Meeting at Paul Touby's home in Tacoma.

October 22 General Meeting hosted by Bradley's in Bellevue. Topics will include preparing your car for winter, paintless dent removal, and leather redyeing. See the article on page 3 for more information.

November ? General Meeting at Chinn's. Chinn's is a movie set and prop shop. You'll see the sets for Northern Exposure, Twin Peaks and more. We'll have further information, including a specific date, next month.

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

October General Meeting: Bradley's Detail and More

Our October general meeting will cover several topics related to keeping your BMW in great shape. Our host will be Bradley's Autowax and Detail in Bellevue. The date is October 22nd, Saturday. We'll get started at 9:30 and wrap it up about noon.

We'll start our Saturday morning with refreshments provided by Bradley's. Come and get acquainted before the program starts. As an added inducement, the first ten people to show up will receive a free hand wash and dry. Get there early!

Winter Prep

With winter coming on, about mid-October we'll all be concerned with getting through the rainy season and still having our cars look good. Brad Zefkeles, owner of Bradley's, will discuss preparation for winter. This will address both storing your car and preparing to drive it through the winter. Bradley and his staff will do a detailing demonstration of the right way to do it.

Dent Removal

The second part of the program will be a demo of paintless dent removal by the Dent Wizard. These guys get behind the dent or door ding and push it out. No repainting is required. It's a safe and cost effective way to remove minor dents and door dings. A "volunteer" from the group will be used for the demo.

Leather Redyeing

The final part of the program will be a demonstration of redyeing of leather BMW seats. The color can be matched to the original. With age, this is something almost every car with leather seats will need.

Bradley's is located at 13600 N.E. 16th St. in Bellevue, by Furney's Nursery. Come and see how to maintain your Bimmer. Oh, and by the way, Dick Brown's '79 528i that won the Best of Show award at this year's Concours was prepared by Bradley's.

— David Lightfoot

ENTERTAINMENT '95

Once again the Club will be selling the famous Entertainment Books to help raise funds. These books are a great way to save money on a wide variety of things. You can get discounts on dining in a range of restaurants from family fast-food types to fine, intimate dining for special occasions. There are also discounts on tickets for sporting events, movies, the zoo and other leisure time activities. There are travel discounts on lodging, airline tickets, car rentals, and more. The books can be useful tools for families on a budget, college students away from home, and business people looking for ways to reduce expenses. To reserve one of these books please call Bob or Barbara Paisley at 454-3486, between 5:00 and 9:30 P.M. weekdays. The supply of books is limited, so get your order in quickly.

— Bob Paisley

New Members

Member	Referred By	BMW's
Horton & Teri Colquitt	BMW Seattle	'83 528e
Leiter Hockett-Milton	BMW Northwest	'85 635CSi
Kjell Mattson	Arne Svendsen	'85 318i
John & Barbara Browne		'95 M3
Doug & Megan Barritt		'94 325is
Linus Toy	Dan Alvis	
Joel Norman	Lightfoot	'84 318is
David Clark		'87 325is
Ken Ahroni		
Stephen Lau & Michelle Hiew		318 is
Ken Williams	BMW Seattle	'77 630
Leeds Gulick		'95 M3
James & Matsue Kikuchi		'81 320is, '80 320i
Dr. Gene & Norma Wilskie		'95 M3
Doug Chin		'91 318i
Paul Gould	Autosport	'75 2002
Simone Jackson	Michael Tabak	'78 320i
Kris Vandenberg		'77 530i
George & Bethany Moore	BMW Seattle	'74 Bavaria
Bartlet Ho	Lightfoot	'95 M3
Jeffrey Wong	Lightfoot	'90 535i
Gina Andolfi	BMW Seattle	'94 318iC
Keith Clerihue		'74 3.0CS
Jeffrey & Diane Stites		
J. David Smith		'87 325iC



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Stalls

By Thomas B. Nast

The Race With Time

My R100/7 crossed 90,000 miles last week, and I have promised it retirement at 100K. All it will take is Love and Gunk (featuring Woody Allen) for a couple more years, and a tough fanny. When I hear the words "nice old bike," describing the BMW, I still look around; haven't quite adjusted to the thought that something made in 1978 is "old."

The cars BMW built then were mediocre to awful. The 530i with its thermal reactor and cracking heads; the Karmann-bodied 633i which you could hear rusting in the driveway at night; the 320i, with everything except good looks, an inspiring engine and sane gear ratios. But that era, 1976 - 1978, was a Golden Age for BMW two-wheelers. The bikes were great, the prices were not yet out of control, and sales were brisk.

Cheaper content (like Japanese switches, and plastic plastic everywhere), too-high prices, emission controls and over-engineering (for example, the ill-designed shock damper in what had been a very simple driveshaft), plus a bike market that fell on its lips leaving a slimy trail, caged the golden goose. Sales fell to a fraction of their former glory. Tens of thousands of us old-timers kept, and improved, their old rigs. Yes, we would like new bikes. No, we see nothing worth changing to.

BMW introduced the water-cooled in-line four (the "K" series) ten years ago (seems like five), which had a much lower labor content and thus could sell for about what the air-cooled twins cost. Some ("R" series) boxer owners bought them, and some of those even kept them, but many more of the K-series sales were conquest sales from Japanese bike owners. Although BMW thought that the K-series, having more of everything, would displace the twins in a few years, it never happened. The Ks lack looks, character and simplicity, and sound like mosquitoes on a hot date. The old boxers continue to be built to this day.

Rumors of a new boxer started swirling three or four years ago (and were reported in this column), and the product was introduced as the R1100 a bit over a year ago. Thanks to Hanson's Exclusive BMW (Medford, Oregon), I have delved into the engineering and have a little seat time. My next (and probably last) bike is in production at last! Well, almost.

First, the pudding. I rode on Oregon state highways, back roads and forest service roads (unpaved); a good cross-section. Somehow, I (barely) kept it in the double-digit speed range. Here are my observations.

The engine pulls from about 1200 rpm past redline without missing a beat and with one negligible flat spot. It is deceptively powerful; it is too smooth and progressive to invite abuse, and its lack of noise masks its potential. In BMW tradition, an eye must be kept on the speedometer. The suspension is totally compliant, soaking up an amazing amount of irregularity without feeling at all sloppy during cornering. The brakes are more powerful than any I have experienced before on a bike; probably comparable to 325i brakes. The weight gain over the old boxer was less than 10%, but the mileage went up close to 20% and power is up over 30%. And best of all, it's almost good-looking. The K-series bikes are irretrievably ugly; with just a little attention to the fenders and some covers, the R1100 would achieve its aesthetic potential.

Only a few minor criticisms. Too much vibration in the handlebars. A clutch that was hard to get used to (not much throw between in and out and fairly dead feel), and the gearbox was stiff. Saddlebags a bit too small. A little more exhaust note would be appreciated. And no touring fairing available yet, which is why my next bike is almost in production.

Some of the new technology in the bike is borrowed from the cars. The cracked connecting rod and sintered-iron crankshaft are production techniques

borrowed from the automobiles. Bosch DME L-Jetronic, ABS II brakes and a 3-way catalyst are also familiar to four-wheelers.

The two most interesting technologies are the air/oil cooling and the front suspension. There are two oil circuits in the engine, one low-pressure and one high-pressure (and the sump capacity was doubled over the old boxer). The low-pressure side is used to cool the cylinder head. And it works! I worked this engine hard on a 90° day, and at the end of the run the heads were just a little too warm to rest a hand on. The old R100 would have been blisteringly hot.

The front suspension is better seen than described, but it is akin to a wishbone setup. Two ball joints replace the old steering head bearings, one at the (former) steering head and one on the wishbone, which swings from the engine case. A spring/shock assembly attaches to the wishbone and the frame, controlling the wishbone's movement. The fork tubes are attached to the clamp casting at the (former) steering head, and the sliders attach to the wishbone. Because the spring/shock functions have been removed from the forks, they are very light, free of play and require virtually no servicing. In fact, none of it will need routine servicing, and non-routine servicing will be a snap. Plus, the wheelbase doesn't change during acceleration and braking the way it used to. Altogether, an innovative and brilliantly executed design; BMW has again leap-frogged the industry.

Races are contests of speed; in other words, distance vs. time events. The contestants inevitably cease racing and finish, but time races on without them. I'm afraid time has finally run right past my trusty R100/7, and sometime in 1996 an R1100RT will take its place. My timeless motorcycle will have served me sixteen years; quite satisfactory, by any measure.



From Left to Right: Barbara Guinn, Greg Pardee, Nelson Nakasone

GREAT SERVICE STARTS AT THE TOP

Year after year customers continue to rave about the quality of service at Acura of Bellevue. When I purchased BMW of Bellevue in December of 1992, the same comments were not expressed by past or present customers. I am going to have a successful BMW franchise and that means my personal commitment to customer service. For that very reason, I have brought Greg Pardee and Nelson Nakasone to BMW of Bellevue. Because of their dedication to our service customers at Acura of Bellevue, we have won the prestigious Precision Team Award, Acura's highest industry award for customer service and satisfaction, for two consecutive years. These two gentlemen understand my commitment to Making Customers For Life. If you have not had a pleasant service experience at BMW of Bellevue, we want to be the first to know about it. We will do whatever it takes to ensure your complete satisfaction in the service of your BMW. We truly are dedicated to Making Customers For Life.

Barbara Guinn



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Club Members Go Racing

By Dan Alvis

Motorsports means many things to different people. To me it's road racing. I got interested in road racing the same way many people do: by attending a BMW Club driving school. From those first laps around the track, I knew that this was something I could get addicted to. After that first school came many more club events and finally I applied to a racing school to start my license process.

Club racing in this area can mean two different venues: SCCA and The International Conference of Sports Car Clubs, or Conference for short. Who gave me that push over the edge of sanity into the racing game was another BMW ACA member, Mike Helton. He gave me a copy of the video "Driving Fast" with Skip Barber and "Going Faster" with Mario Andretti. He introduced me to Terry Flanagan, also a club member, who had two BMW 2002 Race Cars for Improved Touring B or ITB. Mr. Flanagan rented these cars to folks like Mike Helton and then to me to get my novice races out of the way.

Being mechanically inclined myself, I first offered my services to Mr. Flanagan in the pits to get my feet wet and my hands greasy. This was a great education prior to starting to drive myself. The ITB cars are not far from stock and the modifications were of the type I have done before. The greatest lessons were watching a seasoned veteran of the track like Terry Flanagan drive that little car. The battles between the 2002 and the Volvos were of NASCAR excitement and when the car returned to the pit it often had a ding or dent to show for the effort. Terry's comment was always, "that's racin'."

So I finally stepped up to the plate and paid for my first novice race. I was nervous but confident at the same time. During one of the practice sessions the car lost most of its brakes, so I drove without depending on them much. Once I returned to the pits and explained the problem a quick examination showed a ruptured brake line and zero brake fluid in the reservoir. Terry just said, "Well Dan, brakes only slow you down." This was just the encouragement I needed to continue on, and I did. That same year (1989) I built my own car, a BMW 1600 to race in ITC.

ITC proved to be a great starting point for me for many reasons. First, Mario said, "If you want to learn to drive fast, drive a slow car." The 1600 was prepared much like the 2002 but about 30 horsepower less and only 100 pounds lighter. It would handle the corners with the same speed and aggressiveness as the 2002 but on the straights it was left wanting. Lap times at SIR were about 1.51 to 1.50 range where the 2002 was 1.46 to 1.49 for a competitive car. The second reason the 1600 was a great choice was it was indestructible. I went 18 races on one set of tires; the motor could rev up to 8000 rpms; and a 30-minute race it would use about three gallons of gas; all making the point that it was a cheap car to race. The third reason was the competition in ITC was not as tough as that in ITB. There were only five to seven cars in the Oregon and Northwest Regions. The last thing they expected was this rookie to come to the track and improve each time out. By the end of the season the rookie (me) won the ITC Championship.

The rookie season saw a few more bright lights before it was over. I had qualified fourth on the grid for the Pacific Coast Run-offs at Sears Point International Raceway in Sonoma, California. The electronic ignition kept me from finishing the race. At the

end of the year we had two endurance races and I teamed up with Mike Helton and drove the famous "Chicago Flyer" to a second place finish in the Six Hours of the Cascades at Portland International Raceway. We were edged out of first by a fully blown GT2 Porsche 914/6. The Flyer was a not quite stock ITB car. At the same time, in the team competition (a two car team with Terry Flanagan and Byron Sanborn in one ITB car and the Flyer), we placed first and won a surprising \$300 and case of oil and a nice piece of wood to commemorate the victory.

Well we weren't done yet. During the celebration party after the first Enduro, we discovered a second enduro was to be held at Sears Point in a few weeks. The drivers and crew agreed and we were set to take on the California crowd. The plan was to enter the race, drive down to Sonoma and kick butt. Simple. But nooo! The entry process was messed up and by the time we found out, the race was full. Well, Mike Helton does not take no for an answer. So we packed up the race car and went anyway. Knowing that we may not get on the track at all, eight people drove 15 hours for a race we may only get to watch. Once at the track Mike put his most persuasive element to work (Marylee) and we were told that we can get on a list of cars outside the grid. Which meant that as one car is knocked out of the race one car goes in. We were 18th on the list. We did get to practice but coming down to the race with only seconds to the green flag we were told that we could enter the track and pits and put the car at the end of the



Mike Helton and Dan Alvis at longest day of Nelson Ledges.

line. We started dead last and four hours later we were 3rd in class and 5th overall. We were beaten by a 700 horse power GT1 car and a Sports 2000. Mike summed up the event with his usual flair by saying, "Not Bad."

My only full year of racing to date was 1989. I still race occasionally but the military is still in charge of my calendar. (Not for long.) This year I have a 1976 2002 ITB car that has lots of potential but I have not realized it yet, making all of my competi-

tors very happy. I have had one 1st place, one 2nd place and three did not finishes. One of the DNFs was because of a collision with a Toyota and the other two were for broken floats in the carb. The pictures you see of the car on two wheels (see pages 10 and 11) was a little handling problem which I have been working on but it's not serious. But it is a great way to make the tires on the left side last longer.

Here's what other club members are doing in motorsports currently:



Mike Helton's new 325is ITS car.

MIKE HELTON — Mike is a very smooth driver and excellent instructor because of his calm demeanor. He started racing in 1988 renting a 2002 from Terry Flanagan. He was 3rd in points for ITB in SCCA and was 2nd in the Seattle Cup points in 1988. In 1989 he was 1st in the Seattle Cup and 2nd in Championship points for SCCA. Mike has set four track records at Portland in a non-BMW powered car and is now campaigning (with the help of Marylee) a newly built 325is for competition in ITS and RS. Mike's most recent race at PIR he placed 1st in RS (Radial Sedan). He is planning to run the two endurance races this year with Cindy Hahn of Portland and me if the government will allow it. I must mention that the 325is and the Chicago Flyer were both built by Mike's son-in-law, Andy of AKG in Zion, Illinois. Andy is one the best practical engineers I have ever met and is a nice guy at the same time.



Terry Flanagan's car - one of three.

TERRY FLANAGAN — Terry has been racing for many years. He started with a GT3 2002 which he was very successful with. He then moved to a GT3 VW Scirocco in which he was nearly killed when it collided broad side with a Corvette. Terry described the accident by saying, "the windscreen was 170 yards down the track and my sun glasses were next to it. I tried to hit

the fire system between the seats but hit something sticky which turned out to be the right front tire." After a break from road racing, Terry returned to SCCA and Conference with a little green 2002 that has been owned by at least five people in the Club. With Byron Sanborn as his wrench, Terry went for and won the ITB Championship and won the Pacific Coast Runoffs. Terry is highly touted as one of the best drivers on the West Coast. He is now racing a Porsche 944s ITS class. Terry says there is still some work to do but the car is almost right there in front where it should be. At the Runoffs last year, the car was all but totalled in the race. Terry currently is building a 2002 with an M3 driveline under the hood, and is planning to have his son Rian race next year.



The Blues Brothers, Starke Shelby and John Brosius, with their Tiger.

STARKE SHELBY & JOHN BROSIUS — Starke and John have been campaigning a Sunbeam Tiger in the Vintage racing circles. Their Tiger is one of the coolest and loudest cars you will see on a race track. They are now working on a second Tiger to make Team Tiger a reality.

STEVE TAYLOR — Steve is the license director of SCCA Northwest region and has been driving VW's for a long time. Steve runs in RS so he can put all the fun stuff under the hood and go fast. RS is a class in which you "run what you brung." Basically its one pound for every cc of displacement. So if you have a 2 liter motor your car must weigh 2000 lbs. You can run sidedraft carbs, cams, any type of piston, etc, etc, etc. Steve has also had class wins in the Enduro races and has driven in the 24 hours of Nelson Ledges.



Terry Forland started with club schools and now vintage races his 2002.

TERRY FORLAND — Terry is another vintage racer while at the same time working at a very reputable car restoration shop.

Terry drives a very quick BMW 2002. In his last race he started from the very back of the pack and worked his way up through over 30 cars to place in the top three (don't know where). Terry is also in the process of restoring for racing a 1966 BMW 1800 Tisa. I look forward to seeing Terry bring his car out to the SCCA races to run in RS.

GARY MICHAEL — Gary is a driver of a different color. He drives his 1974 2002 in SCCA Pro Rally circuit on the back roads of the northwest logging trails. Gary brought a tape to the video night at the Engine House #9 which showed the footage of some of his racing. People in the room were actually screaming "OUCH." That type of driving takes nerves of iron and the sex organs of a bull moose. Although Gary stays very modest about it all, he beat the M3 team which came out from the East Coast and was in the top 20 overall.

DAVID CULP — David is a new member of the BMW ACA but has his degree in racing Go Karts, Super Karts to be exact. David was the 1990 Junior National Champion. He has raced all over this country and Europe. He now drives an Alvis-built 1976 2002 and is planning on a season in SCCA ITB next year. Let's hope so. I let David drive my ITB car at the second Wednesday nighter. It was the first time in my life that I screamed in a car. He made the car do things I didn't know it could do in 3A and 3B. Best of luck to David and everyone else in the club that is out there turnin' and burnin'.

BYRON SANBORN — Byron is a long-term club member who has raced cars and motorcycles for many years. But he's been so busy, he hasn't raced his Sports 2000 since the 1993 Rose Cup. He's been busy caring for Bruce McCaw's collection of vintage racers. When Bruce gets tired, Byron will drive the cars.



President Gary Parr in a Russell Formula Ford.

GARY PARR — Gary is not only our mild mannered president of the Club, but he also races open wheel cars, Formula Mazda and Formula Fords in the Russell series. Gary has had some top 5 finishes in the Russell Graduate races and plans to do more of the same on his way to Formula 1. This year he might try to race in an Enduro as well.

TED RODGERS — Ted has been racing since 1966 in an Austin-Healey Sprite in which he won the H improved Production class championship in 1968. Since then he has raced a Lotus Elan and now a Porsche 356 Spider in the vintage classes. Ted said he really doesn't win that much but he's not out there to win. He is out there to have fun with man's favorite toy . . . his car. Well put. Ted's wife Joan, a very good driver herself, has done many autocross events and is an instructor for the Club events. I look forward to seeing them both each time I go to the track.



Ted Rodgers relaxes after racing his Porsche.



Byron Sanborn cares for, and occasionally races, Bruce McCaw's cars, including this Can-Am McLaren.

They've participated in vintage races at SIR, PIR, Elkhart Lake and Laguna Seca this year. The race cars include an ex-Graham Hill BRM V-12, an ex-Niki Lauda Ferrari F1 car, a Porsche 917, a Gulf Mirage, a Mercedes Gullwing, a McLaren Can-Am car, and so on. Nice work if you can get it.

I know this list of folks doesn't include everybody. Sorry I was unable to reach you for your story.

My best advice to anyone who wants to try racing, remember: find someone who is doing it and let them help you, they will. And it takes money, time and patience just to get to the track. After that . . . well, that's another story.

INTRO TO COMPETITION CARS

Introduction to Competition Cars is a course offered by Renton Tech which might be of interest to anyone planning to upgrade suspension or otherwise "improve" his or her BMW. Following is a course description: "This course will describe in a structured manner the theory, design, and construction of high performance automobiles, including competition cars of various categories (except drag racers). Focus will be on a 'total system approach' emphasizing handling characteristics. Information will be given that is not generally available. Guest speakers and a field trip are planned." The class will be held on Tuesday and Thursdays 9/27 - 11/17 from 6 to 9 pm. Fifteen students are required, or it will not be taught this quarter. The fee is \$150. Talk to the instructor Joe Riedi at 228-0650.

— Michael Helton

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↑ Dan entered the turn a bit out of shape and with the right side tires fully weighted. When he hit the FIA curbing with the left side tires, it bounced the car up in the air.

1. KIDS, DON'T TRY THIS AT
2. PARK YOUR CAR, SIR?
3. NEW TECHNIQUE MINIMIZ
4. BUT OFFICER, I ONLY HAD
5. NICE CAR CONTROL, BUT



Dan Alvis, Hero Driver

This remarkable sequence of photographs was taken in the Festival Curves at Portland International Raceway. Our own Dan Alvis, Club Vice President, is at the wheel of his 2002 Improved Touring race car.

Dan is a career military officer in the Special Forces, stationed at Fort Lewis. Dan's work always sends him to any place with trouble; garden spots like Somalia and Korea recently.

But, evidently, the Special Forces don't provide Dan with enough excitement. That's why he races. I believe he got enough excitement on this particular day in Portland.

Dan says he was pretty busy while these photos were taken, but can recall the sound of the crowd cheering from the grandstands.

— David Lightfoot

Photo Info

Credit must be given to Doug Berger of PhotoSport No. 1. Every car that came through the presence of mind to have provided his theatrics. Doug

Color prints of these photos in the size you'd like, from Doug Berger, 503-784-2957 and 503-295-1503. Identification numbers are, in sequence, #94-562-15a, and #94-562-16a.

FEATURE: CHOOSE YOUR OWN HEADLINE

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TWO BEERS

YOUR LINE'S A LITTLE ODD

6. AND FOR MY NEXT TRICK . . .

7. HONEST DAD, THEY TAUGHT US THIS IN DRIVERS' ED

8. IS THIS OVERSTEER OR UNDERSTEER?

9. CAR NOT HANDLING QUITE RIGHT YET?

10. (FILL IN YOUR OWN)



← The next photo shows the car well upon its side. Dan looks like he's trying out for the Joey Chitwood Stunt Driving School. Remember, the center of gravity is quite low in a car and the car is fairly balanced at this point. Notice how close the mirror is to the track surface. Also note that Dan has the wheels turned to the right, trying to save it.

↓ And save it he did. The last photo shows the car starting to come back down to a very hard landing — only the exhaust manifold broke. The left side tires were in the air for about 45 feet, Dan estimates.

to the photographer, Doug
northwest. Doug was shoot-
rough this corner, but had
step firing when Dan pro-
's a professional.

photos are available, in any
g. His phone numbers are
2-7238. The photo identi-
sequence, #94-562-14a, #94-
a.

— David Lightfoot



Andy's Excellent Adventure

By Dan Alvis



Andy leads the pack out of a corner.

Andy Kueblbeck, a long time member of the club, frequent flyer around SIR and PIR driving schools and track days, has finally stepped up to the plate and joined the racing scene. Andy started as most do with a club drivers' school and Wednesday Nighters. He then went to the Portland events and became a regular at the track events. Andy estimates that he has over 10,000 miles of track time logged onto his 1988 M3. Andy said "I didn't want to be 50 years old before I finally tried racing for real. After you go around the track so many times you just naturally wonder what it would be like with an equally prepared car trying to pass anywhere on the track. Going bumper to bumper into a corner looks great on ESPN but I want to try it for myself!"

And try he did, and often, but found the road to racing unlike a bed of roses. First the license. In SCCA you must attend two of their schools to get a license. The cost: \$225 per school. That does not include your travel expenses or the cost of the race car. However, in the International Conference of Sports Car Clubs, you only need one school (theirs). At that point you will race in three novice races with nothing but novices on the track (that's scary). After the third race, assuming you don't hurt yourself or others, you will progress to an area license and qualify to compete for points in Conference or SCCA.

Andy tried to go the SCCA route but the Northwest Region cancelled both schools leaving Andy with only one option . . . Conference.

The next obstacle was a car. You must have a race car to go racing, right? Right. So without the budget or the time to build his own car, Andy was again faced with some choices: buy a ready-to-race car or rent a race car from someone who has a spare. There are many racer types out there who rent rides in competitive cars from Formula Fords, GT



Andy after the weather turned ugly.

cars, Improved Touring Sedans, to NASCAR. Andy did his shopping and found Improved Touring to be the most economical choice. Here again there were many choices. Well, being a BMW kind of guy, and knowing that the car to beat in ITB is the BMW 2002, Andy contacted me about his options. At that time I had two ITB cars. Neither was ready for the track. One had a motor with a very nice hole in the side from the six hour endurance race it did not endure, and the other one had only a driving seat and suspension on board. I asked if he wanted to buy or rent one. He said rent.

I thought of the many guys I know around the nation who share their cars to keep costs down and share all the expenses and labor. One example of this situation is John Brewer and Gordon Jones of the Portland region. They have been sharing a car for many years now and have the fastest BMW in the area. Both have won championships in the same car the same year.

Andy and I put our heads together and decided to share one car and split the costs. Now this is not the normal rental situation. For those of you who are interested in going racing, the average rent-a-ride IT car goes for about \$500 to \$800 per weekend. Some come with hidden costs such as tires, in addition to the rental fee. There are others, but if you are thinking of doing this yourself, talk to someone who is in the loop before you jump in.

Well, the big day finally came. Andy's first Novice race was at the Portland International Raceway. With much anticipation, we left Tacoma about 5:00 am. After arriving and registering, the car was teched, Andy attended about five various mandatory meetings (a good reason to not try this alone) and he then went out on the track for his first practice. Andy was a bit nervous, but I was like a father of the Queen on Prom Night. There were about 450 other Novice drivers out at the same time. As expected everyone went slow at first. Andy came in afterward and said, "Boy there are lots of cars out there." There were no real problems with the car so we went to the pits, bled the brakes and waited for the next session. (Brakes are bled after every session.) In the next practice Andy was faster and very consistent. Consistency is more important than speed when you are first starting out, because you can be taught to go faster. It is more difficult to teach or develop consistency. Feeling much relief after this run (no dents or dings), we looked over the lap times and talked about the way the car was handling. I made some minor adjustments and Andy was ready for the race. Or so we thought.

Just as all the cars were lining up for pre-grid, the clouds turned ugly and it started to sprinkle. Andy said, "great, just what I need". I stated that driving in the rain would be a great learning experience for him. He said, "I can live

without that experience right this minute, thank you!". As the car went out for the pace lap the rain picked up and as the green flag dropped it was raining harder. At one point it was an absolute DOWN POUR! Andy's girl friend Lori Anne and I watched and laughed as the cars all slipped and slid all over the track. At one point the leaders of the race all came into the pits because they could not see out of their windshields. By the end of the 30 minute race there were only 12 cars still circling the track.

And yes, one of them was Andy in the white 2002 with Motorsports stripes. Lori Anne laughed and said, "I know Andy is just freaking out in that car, I can just tell."

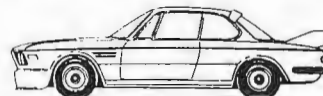
The lap times for Andy when the track was dry were in the 1.30 to 1.29 range. When it began to rain the times dropped to about 3.10. At one point it looked as if the cars had snow plows on the front and were pushing walls of water around the track.

When the race was over I was

convinced that Andy had indeed won the race but the officials said they would need a week to sort it all out. When Lori Anne and I met Andy in the pit he was a sight to behold. He looked as if he had seen a ghost. His hair was straight up and he was shaking his head saying, "That just took five years off my life! But it was FUN FUN FUN!!!" Well that really says it all for most of us who race. We do it for the fun of it, period.



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The Family That Owns BMW

In 1959, BMW was on the verge of bankruptcy. The newly introduced upmarket 501 sedan was a showroom disaster, motorcycle sales were dangerously slow, and the aero engine business was forbidden territory since Germany had lost the Second World War. The banks were about to throw in the towel, and Mercedes-Benz had poised the checkbook.

Then Herbert Quandt entered the scene. The rich industrialist, a man of the highest entrepreneurial caliber, was impressed by the workers' determination to fend off the hostile takeover bid from Stuttgart. Further encouraged by the support of BMW's dealers and by a sneak preview of the upcoming rear-engined BMW 700 sedan, the taciturn and suspicious capitalist launched a surprise attack and bought the majority share in the Bavarian Motor Works.

The exact percentage of the Quandts' interest in BMW has never been revealed. Analysts believe it is at least 60 percent and could be as much as 80 percent, including indirect holdings through the Gesellschaft für Automobilwerke and various banks and insurance companies. About twenty percent of BMW is in the hands of U.S. and English investment funds and other individual stockholders. Although he never actively ran the company, Quandt always steered BMW from the back seat in his function as supervisory and then advisory board member. A lover of racehorses, fast cars, and speedboats, he was a legendary figure who master-minded all key decisions between 1959 and his death in 1983 at the age of seventy-three. Suffering from cataracts and thus forced to wear dark glasses at all times, the late Herbert Quandt was particularly interested in car design. Although he was almost completely blind, the old man insisted on signing off new models like the first-generation 7-series by actually approving their shapes. He also made sure that the kidney remained an undisputed BMW trademark.

In the course of their careers, Herbert Quandt and his half-brother Harald (who later died in a plane crash) built up an industrial combine that includes renowned German steel, battery, and food corporations. Instead of personally pulling the strings, Herbert established the Quandt Holding Company with

headquarters in Bad Homburg, near Frankfurt. Although he was approached in the course of time by numerous bidders who were keen to buy BMW, the self-willed *grand seigneur* flatly refused all offers, claiming that only a fool would sell the best cow in the stable. After his demise, Herbert's third wife, Johanna, who had also been his secretary, confidante, and reader, took the reins. Together with her daughter Susanne (who recently married a BMW engineer and with him some useful inside expertise), she is continuing the conservative acquisition policy of her late husband, relying more than ever on the family's long-standing ally Eberhard v. Kuenheim, who still holds a pivotal position as the chairman of the BMW supervisory board.

Despite the recent recession, BMW is a healthy and highly profitable company. In 1993, the worldwide BMW Group reported sales of \$17 billion and earned more than \$300 million. In the past twenty-five years, the Bavarian company built seven new plants and financed all

its investments—including the Rover purchase—out of cash flow. The company's stock capital of \$539 million will be increased by a new stock offering, announced in late March, of \$299 million; the proceeds are intended to help pay future R&D costs. The next major strategic moves are the consolidation of the Rover deal, the countdown for the new U.S. plant in Spartanburg, and the expansion of the Wackersdorf plant, where BMW plans to build a revolutionary aluminum space-frame car. Herbert Quandt can no longer influence the course of events, but there is little doubt that he would be pleased with the performance of his pet company, today one of the most respected and successful of the world car industry.

— *Automobile*



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...from the editors **formation**

Tax Breaks Extended

BMW AG originally planned to invest between \$250 million and \$300 million in its U.S. plant. That investment is now approaching \$1 billion. As a result, BMW is asking to expand the special arrangements under which it will pay county fees in lieu of property taxes. Spartanburg County recently increased the investment level before property taxes would be paid from \$600 million to \$800 million. In nearby Greenville County, BMW also plans to invest the minimum \$85 million needed to qualify for the tax break.

The increased amounts are due to BMW investing in more capacity at the Greer plant, including areas such as the paint shop, and the company's decision to own much of the tooling that suppliers will use to make parts. (*Associated Press*)

▶▶▶ BMW will launch a small range of compressed natural gas powered cars in Europe next year. The cars will be dual-fuel, allowing the driver to switch between CNG or gasoline with the flick of a switch. BMW will offer versions of the 525i, 318i and 316i Compact with the additional tanks in their trunks, except for the Compact, which loses its rear seat to the CNG tank. The CNG option will run an extra \$3,000. The cars will suffer a modest (10-12%) power drop when running on CNG. (*AutoWeek*)

ART CAR EXHIBIT

IF YOU ARE TRAVELING TO WASHINGTON, D.C. ANY TIME BETWEEN SEPTEMBER 15TH AND NOVEMBER 13TH, CONSIDER A VISIT TO THE NATIONAL MUSEUM OF WOMEN IN THE ARTS. THE MUSEUM WILL BE FEATURING AN EXHIBITION OF WORKS BY SOUTH AFRICAN TRIBAL MURALIST, ESTHER MAHLAUGU. INCLUDED IS ONE OF THE FAMOUS BMW ART CARS, A 525i, PAINTED BY MAHLAUGU IN THE TRADITIONAL WALL PAINTING STYLE. MAHLAUGU IS THE ONLY WOMAN TO HAVE PAINTED AN ART CAR.

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*** BMW has added a third variant to its highly acclaimed M3 lineup: a four-door model that possesses all the performance characteristics of the coupe. The four-door is sprung slightly softer than the coupe. Only 500 M3 sedans will be built in the first year. No official word on the car coming to North America, but it's likely to arrive in late '95 as a '96 model. So, does that make the M5 obsolete? Hardly. Work is underway on a 4.5-liter V8-powered M5 with 400 hp. That ought to do it. (*AutoWeek*)



▶▶▶ BMW has big plans for the M "brand within a brand" in North America. Currently, we have our own version of the M3. Four-door and convertible versions of the car are expected soon. Later, there may be M-versions of every series BMW builds.

There will definitely be an M-version of the new roadster to be built in South Carolina. Of course, if the R:1 label sticks (*Car & Driver* now says the name is Z3), the M-version would logically be called the MR-1. Scary, isn't it?

Also in the planning stages is a race series for the roadster. This would be a one-model series of road races, probably as support to a bigger race series. Think of 20, 30, or 40 BMW roadsters roaring around, with the only differences being paint color!

Germany's *Manager Magazine* conducts an annual survey on the image and public profile of more than 2000 companies operating in Germany. In 1993, Mercedes-Benz was number one. This year, M-B has dropped to 26th. First was BMW, followed by Deutsche Bank and Coca-Cola. (*Road & Track*)



3-SERIES FACTORY RACERS

BMW will build a run of 50 very special 3-series cars this winter. The cars will be along the lines of the Porsche Club Sport: no insulation, no radio, carbon-fiber interior components, rock-hard suspension and 20% more horsepower. The cars should enable a buyer to be immediately competitive in the IMSA Firehawk Race Series.

MINI-VIPER

BMW WILL INTRODUCE THE R1 ROADSTER WITH A 150 HP FOUR-CYLINDER ENGINE. A YEAR LATER, A SIX-CYLINDER MOTOR WITH ABOUT 240 HP WILL BE AN OPTION. THAT INFO HAS BEEN PUBLISHED BEFORE. HERE'S WHAT'S NEW: BMW HAS PLANS FOR A 300 HP VERSION OF THE R1! THAT'S 300 HP IN A CAR UNDER 2400 POUNDS. YOU DO THE MATH. WHETHER THIS LITTLE BOMB WILL EVER GET THE NOD FROM THE CONSERVATIVE BOARD OF DIRECTORS ISN'T KNOWN. BUT SHOULD IT HAPPEN, LOOK FOR THE QUICKEST BMW EVER. DON'T ASK US HOW WE KNOW, BUT YOU READ IT HERE FIRST.

M3 Autobox and Cabriolet

Not only will the M3 be available as a four-door, but an automatic transmission will be available. Purists will cringe, but the realities of city traffic make a clutch impractical in many areas. BMW NA has recognized this and will import the five-speed automatic M3. We are promised that the car's character will not be compromised.

The M3 convertible is on sale in Europe. It's been assumed that it would be a simple matter to combine the U.S. convertible and U.S. M3. Not so. The M3 sits lower than the standard 3-series. When the front-crash test is done, the pendulum rides up over the hood and wipes out the convertible's top. BMW says they'll fix it, but it'll take some time.

Return of the ti

BMW NA has confirmed that the 318 Compact will go on sale in the U.S. in January 1995. Currently undergoing EPA testing is a version of the Compact badged as the 318ti. The four-cylinder engine has been up-graded to yield 156 hp. The best news: a list price under \$19,000.

BMW/Rover in China

BMW has sketched out a plan for a plant in southern China. The plant would build a combination of Rover cars and Land Rover Defenders. The Chinese government requires any new-car factory to produce at least 100,000 vehicles. BMW doesn't believe any current BMW could be sold in that volume in China. If the plan comes off, production could begin in 1996. (AutoWeek)

☐ Later this year, BMW will introduce a sporty 318ti Compact and, for Europe only, a diesel 318tds. The 318ti will probably come to the U.S. It uses the same engine as the 318iS. (AutoWeek)

➡➡➡ As mentioned in the technology article in the August *Zundfolge*, BMW has developed a latent heat reservoir to retain waste heat otherwise lost. *Complete Car* reports that the new 5-series, due next year, will be the first car in the world equipped with such a device. BMW scientists say the reservoir, using a secret material, will be able to store heat over a winter weekend with temperatures down to -20 C and still throw out warm air at 40 C on Monday morning as soon as the engine is started. The stored heat will both warm the engine so that it operates more efficiently and provide hot air to the passenger cabin.

BMW has developed a lightweight four-cylinder engine. An aluminum crankcase and revisions to the valve gear, intake system and exhaust manifold save 70 pounds over the current engine. Performance and fuel economy are both improved. (AutoWeek)

Rover/Honda News

The new MG sports car, which has gone by the code name PR3, has been officially designated the MGD, following tradition. Rover's shelved plans for a cross between an off-roader and a people-carrier has been resurrected by BMW. Called the Pathfinder (at least in Europe), it sufficiently impressed BMW brass to get development funding.

The Rover and Honda collaboration is now set to continue. Evidently, Honda got over some of its anger when it realized that it receives royalties on 150 licensing agreements from Rover, which would have ended. (Car)

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BMW The South Carolina built roadster will have a base price of about \$24,000. Latest rumored name is Z3. The engine will be the four-cylinder with either 1.8-liters or 2.0-liters. The debut will be mid-1995.

A year later, a six-cylinder roadster will be introduced to compete with the Mercedes SLK and the Porsche Boxster. The 24-valve in-line six will be used, with the displacement increased to 2.8-liters. A 0-60 time of 7.0 seconds is expected. The bigger engined car will also get a power folding top developed by ASC. This upmarket roadster is expected to start in the mid \$30,000 range.

An M-version of the roadster is in the planning stages with the 240-hp M3 motor stuffed in the little convertible. *(Car & Driver)*

►►► Before the end of 1994, the new 750i will make its European debut. The V12 will now displace 5.4 liters and deliver 326 hp and 361 lb. ft. The engine will also power a heavily revised 850Ci. *(AutoWeek)*

The shape of the new 7-series was altered at a very late stage in its development. During testing, engineers noticed that, on the road, the car looked too insubstantial. Worried that buyers might perceive the car as having less stature than the Mercedes S-class, BMW widened the car a couple of inches. *(Car)*

The German auto industry seems to be making a cooperative effort to save Porsche. BMW has already won the contract to make the body panels for the Boxster. It has been announced that many of the mechanical components will come from BMW, Mercedes-Benz and Opel, often working with one another. *(Auto Motor und Sport)*

MORE ROVER NEWS

ROVER officials ARE delighted SO FAR WITH THE BMW RELATIONSHIP AND HAVE DECIDED TO MARKET FUTURE PRODUCTS UNDER FOUR BRAND NAMES. LAND ROVER will be FOR SPORT/UTILITY vehicles, PASSENGER CARS will COME FROM ROVER, THE MG NAMEPLATE will BE USED ON FUN, INEXPENSIVE SPORTS CARS AND THE AUSTIN-HEALEY NAME will BE REVIVED FOR HIGHER-END, LARGER SPORTS CARS. *(AutoWeek)*

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Toyota Tacoma

According to *AutoWeek*, Toyota's compact pickup will be renamed the Tacoma next year. (We are not making this up.) Stay tuned for the Ford Fife and Chevy Steilacoom. Montvale has denied rumors of a new model called the BMW Bremerton. (We are making this up.)

Ed Arnold Racing has selected FISKE USA to supply high performance race wheels for the team's factory-backed BMW M5 currently competing in the IMSA Bridgestone Supercar series.

FISKE USA is located in Des Moines, WA. FISKE wheels utilize state-of-the-art aerospace materials and construction: CNC spun aluminum rim halves fastened to centers machined from forged aluminum. In addition to race wheels, FISKE manufacturers and markets to owners of high performance street vehicles, including BMWs. Widths range from 7.5 to 14 inches; diameters come in 16- and 17-inch.

FISKE USA can be reached at (206) 248-1820.

◆◆◆ The BMW 540i, equipped with excellent Bridgestone Blizzak winter tires and a traction control system that modulates both engine torque and braking, proved good enough to make four-wheel drive nearly obsolete. Even on surfaces of part ice and part dry, the BMW pulls strongly with no side sliding. (*Automobile*)

Poop Happens

Phillip BAYER of Fair Oaks, VA, thought rain was falling through the sunroof of his '88 BMW. But the stench proved otherwise. A passing jet let loose with the caca right into Bayer's Bimmer, covering his sport coat with brown splotches and leaving spots all over the car's leather interior and shiny black paint. (*AutoWeek*)

►►► The BMW 540i, equipped with excellent Bridgestone Blizzak winter tires and a traction control system that modulates both engine torque and braking, proved good enough to make four-wheel drive nearly obsolete. Even on surfaces of part ice and part dry, the BMW pulls strongly with no side sliding. (*Automobile*)



Car & Driver had a recent comparison test of sedans around \$32,000. The 3-series sedan came out on top. Here's how the cars were ranked:

1. BMW 325i
2. Mazda Millenia S
3. Lexus ES 300
4. Volvo 850 Turbo
5. Chrysler LHS
6. Oldsmobile Aurora
7. Mercedes-Benz C220

C & D summed up, "Taut packaging, great engine and chassis, and all-world sportiness, class and quality. BMW's 325i remains undefeated."

►►► The Compact is not quite available in Europe, but already the tuners are at it. Hamann Motorsports will stuff a bored-out, six-cylinder, 2.8-liter motor into your hatchback. With 252 hp, your little Bimmer should be good for 158 mph. A body kit is available as are larger wheels and tires. The 8 x 17 rims fit without modification but the 10 x 18 rims require fender flares.

Not to be outdone, AC Schnitzer has its own version of the Compact. It's called the S3 3.0, indicating the 3.0-liter engine fitted. Schnitzer claims 240 hp, 0 to 62 mph in 5.9 seconds, and a 154 mph top speed. Schnitzer also offers a body kit and huge wheels. (*BMW Car*)

An Italian driver accused in Germany of dangerous driving had a spiritual excuse. He told a court, "I wanted to know. So I let go of the steering wheel and asked, 'God, can you drive?'" But, interjected the Italian's lawyer, "the good Lord failed his driving test." (*The Seattle Times*)

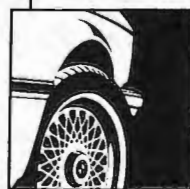


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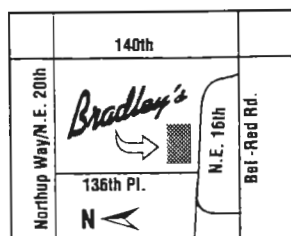
The '94 BMW 8-series and 540i have been recalled because the remote control can close the power windows and sunroof from farther away—twenty feet—than allowed by law. If you close a window on the body part of a passenger at that distance, you presumably wouldn't hear the screams of protest. Dealers will remove that remote function. (*Automobile*)

DE TOMASO (FORMER BUILDER OF PANTERAS, MANGUSTAS, ETC.) IS NOW A FULLY INDEPENDENT CAR COMPANY. THE MARQUE IS BEING RUN BY SANTIAGO DE TOMASO, SON OF FOUNDER ALEJANDO. THE COMPANY'S NEW GUARA BARCETTA AND COUPE WILL USE THE BMW 4.0-LITER V8. (*SPORTS CAR INTERNATIONAL*)

BMW-tuner Alpina has stuffed the 4-liter V8 into the 3-series to create the Alpina B8 4.0. With 313 hp, this little bomb has only 10 pounds for each horsepower. Also fitted is Alpina's Shift-Tronic electronic clutch system, fitted to a Getrag 6-speed gear box. The driver manually shifts gears but the clutch is actuated by electronics and hydraulics. (*Sports Car International*)



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➤➤➤ There's a new magazine being published called *BMW Car*. It is independent of any club. The magazine is from England and reflects a rather strong British point of view. However, there is still plenty of interest to us yanks. *BMW Car* is a monthly, it is full color, and about 100 pages. It is available in the U.S. on a subscription basis for \$59 per year. If you're interested, call EWA at 800-392-4454 to place your order.

WITH AUTOMOBILE AIRBAGS NOW WIDESPREAD, REAL WORLD EXPERIENCE IS BEGINNING TO ACCUMULATE. A NUMBER OF STUDIES HAVE SHOWN A SURPRISING NUMBER OF INJURIES FROM THE AIRBAGS THEMSELVES.

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Cars For Sale

1991 M3 Brill red/black, 25,800 miles. Clean, tight and in flawless condition. Dinan chip and exhaust cam sprocket. \$2500 in stereo and alarm. Garaged, tabs and warranty through summer '95. Great car but buying second home. Need truck! \$25,000. Tracy 285-3559.

1984 633CSi. Silver with red leather interior, 98K, AT, excellent condition, well maintained with complete records, \$8,000. 367-1442.

1976 2002 Race Car. ITB legal and fast. All adjustable and lots of spares and parts car, \$6000. Dan 206-582-0803.

1976 2002 Alpine white/beige. 116,000 miles, 45,000 on current engine. Minor rust. \$2200. Paul Schafer, 325-1418.

1975 2002. Straight body, no rust, repainted, sun roof, needs engine. Perfect for rebuilding. \$850. Carl 547-7572 or 266-6503.

1974 Bavaria 3.0S White exterior, navy blue leather interior. 165,000

highway miles. New automatic transmission, struts, shocks, Pirelli tires, brakes, master cylinder, Weber carbs, distributor, fan clutch, fuel pump, battery, heater core, blower motor, plug wires, lights, switches, etc., etc. Beautiful condition, last year for the Bavaria, a true classic. \$5000 OBO. Ask for Alex 232-3766.

1972 2002ii. No rust, no injection, new suspension and engine. Must sell \$2000. Dan 206-582-0803.

1962 700 Tilux. Great body, complete with spares. Motor is out but working \$1400. Dan 206-582-0803.

Parts For Sale

25 year collection must be reduced in magnitude. Mag wheels 13" 14" 16", some with tires. 2002 and Bavaria parts by the ton (motors, trans 4 & 5 spd!), shocks, drivelines, etc). 320i lowering package, doors, dash, rear disk brakes(!) 3.3 euro crank/pistons. 4 & 6 cyl hot cams & Webers. Bill 206-824-8242 5 to 9 pm.

Stress Bars for 2002. Driver seats for the track and street custom made, air dams for 2002 and 320i,

new 2 liter motor balanced and blue printed, 9.3:1 pistons, 292 cam, ported head 140 BHP \$1500 with accessories. Dan 206-582-0803.

Hardtop for 3-series Convertible (1st generation). Glass rear window with defroster, storage frame included. \$1500. Mark Johnson 285-2684.

Wanted

3.0CSi information on suitable carburetors for conversion. Fax to Naoto 827-7360.

BMW Mag-style wheels for 2002. These are 5 x 13 H2 or 6 x 13 H2, 4-hole (100 mm) wheels that were optional for 2002's and were common on 2002 Touring's and Turbo's. They are a five-spoke design that looks like the wheels on a 3.0CS, or a dish style. BMW part #'s 36 11 1 107 915; 36 11 1 114 231; 36 11 1 112 755; or part #36 11 1 112 514. Call or write, Bill Proud, 4120 S. 243 Pl., Kent, WA 98032. 206-824-8242.

Anyone interested in an engine rebuilding clinic? Please call Dan Alvis at 206-582-0803. I'm thinking of a two or three month clinic meeting every other week. Let me know what you think.

Deadline for the October issue is Sept. 26

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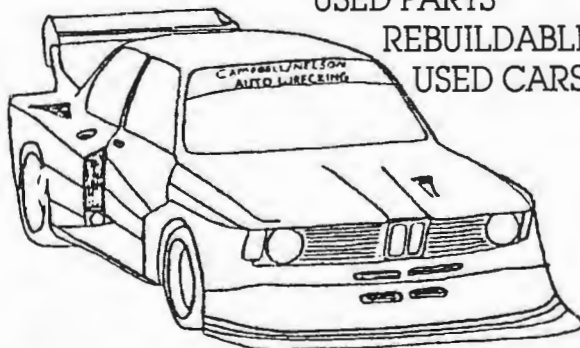
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