



Zündfolge

September 1997

Official Publication of the BMW Automobile Club of America Puget Sound Region



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**Hood Canal Tour
September 20th**

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Be Sold To Chrysler?**

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Do the Nürburgring**

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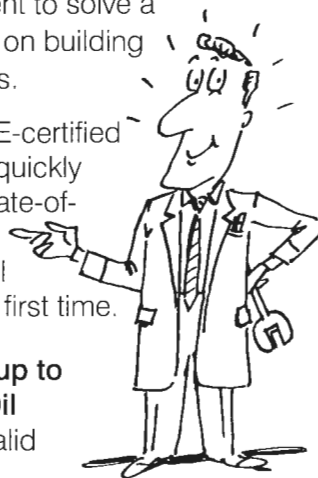
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Zündfolge

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Cover:
A view of the
Nürburgring
from the
passenger seat
of a 328i.

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September 20 **saturday**

Tour to Hood Canal. Another beautiful drive, wonderful roads and a stop at Victoria's restaurant in Union.

September 26 **friday**

Deadline for the October Zündfolge.

September 26 **friday**

Super Speedway 6:15 at the IMAX Theater at the Pacific Science Center. See this month's article on a planned BMW Club outing to catch the show together as a group!

October 2 **thursday**

Board Meeting hosted by Jacqueline Kahn. Starting time is 7:00.

October 18 **saturday**

General Meeting A visit to the office and car collection of Patrick Hart. Starting time is 10:00. See this month's article for driving directions.

November 2 **sunday**

Driving School at Bremerton Raceway. Our last track event of the year. See registration form on page 7.

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Tour #2

Interior Hood Canal, Seabeck to Tahuya, Then Let's Do Lunch

Every once in awhile you come across a road that combines scenery with that special blend of twistyness and remote location. That's what will be in store for participants in the fall tour to Hood Canal. The tour leaders have found a unique road that stretches from Seabeck (northwest of Bremerton) to Tahuya, which is on the tip of the interior of Hood Canal. Not so long ago these roads were gravel paved, back woods access to remote cabins. But we promise, no gravel! We'll also stop at 2 parks along the way.

The route has changed slightly from the original concept, but this promises to be a great drive. We will be routing through Belfair, down to Tahuya and back through Belfair, and then south on Hwy. 106 to our lunch stop at Victoria's.

We'll meet at the Park & Ride at 272nd and I-5 (see map, same as last time) at 9:00 and leave at 9:20. Please arrive a bit early for check in and food arrangements.

We'll also make a stop between Gig Harbor and Bremerton at the McDonald's on the north side of Hwy. 16 on Sedgewick Road (160). This would be a good place for those members in the Silverdale/Bremerton parts or Tacoma and south to join up. We should be arriving at around 10:15.

We plan on arriving at Victoria's around 1:30. Lunch will pre-arranged so that we can accommodate a large group of people. The total for lunch will be \$13.50 per person. This includes tax and gratuity, beverage (non-alcoholic), a

house salad and bread. All dishes also include fresh fruit. We would like to have selections made in advance off of the menu listed below. So that we can keep track of how many will attend, please call in advance and let us know you are coming. You don't have to sign up for lunch to drive, but you won't want to miss this great restaurant. It's not necessary to send a check in advance, you can pay at the park and ride, but it would make it easier on the tour leaders (hint hint). Make sure that your check is in the mail at least 4 days prior to the tour (made out to Brian Horne).

Menu Selections:

1) Pan Fried Oysters: Fresh Costal Washington Oysters coated in Cracker Crumbs and pan fried in the oven until deep golden brown and crispy.

2) Quiche Lorraine: Traditional baked Egg Pie with Bacon, Swiss Cheese, and Green Onions.

3) Fresh Basil, Tomato-Leek Coulis: Fresh Tomatoes, Leeks, Basil, Artichoke Hearts, Capers, and Parmesan Cheese in a very light Vegetable Broth with Penne Pasta.

4) Bacon Blue Cheese Burger: 1/3 pound burger grilled to order.

5) Chicken & Artichoke Linguine: Chicken, Artichoke Hearts and Mushrooms in a medium Cream Sauce.

6) Caesar Salad & Bowl of French Onion Soup: Hand tossed, homemade.

After lunch you can explore on your own or follow the tour leaders on a different route back to Hwy 16. We'll see you on the 20th! —Brian & Karen Horne

(253)850-3047

bhorne@interserv.com

Hood Canal Tour Info

Date: Sept. 20th, Saturday

Time: 9:00am meet at 272nd Park & Ride
Leave at 9:20

10:15 stop at McDonald's at Sedgewick Road (Hwy. 160) and Hwy 16.

Bring: \$13.50 per person for lunch (or send in advance). CB radio if you have one, cell phones, a full tank of gas.

Please call Brian, (253) 850-3047 so we can get a count in advance for Victoria's.

Patrick Hart Collection

On October 18th the club will be visiting the office and collection of Patrick Hart. Mr. Hart owns a real estate development and investment company. But his office reflects much wider interests. It includes petrified fish, five fireplaces and, most of all, his car collection.

The car collection includes a BMW M1 (seen at our concours), a BMW Formula 2 racer from 1948, a Sbarro 328, and a miniature BMW 328. The most predominate marque in the Hart collection is MG. Patrick Hart is a former racer and has collected cars for over 40 years.

The building has huge a wooden door modeled on the one used in an old Jaguar factory. Mr. Hart's personal office has hundreds of model cars and a 12-foot long skeleton of a 100-million-year-old fish. There are other fossils around the office too.

So, if you want to see some interesting cars in a unique work environment, join us on the 18th. We'll start at 10:00 and hand around until about noon. Mr. Hart will be our host and tell about his collection.

Driving Directions:

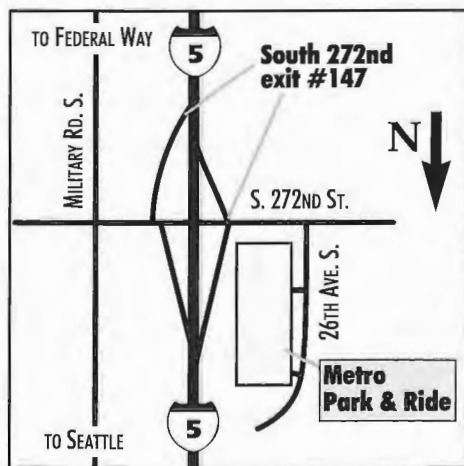
—From I-520, take the 148th north exit. Head north. Just north of the Azteca Restaurant, turn right into an office park. The address is 14850 NE 31st Circle in Redmond. We'll be in Building B.

—David Lightfoot

Join Us For A Showing of Super Speedway!

On September 26th a bunch of club members are going to catch a showing of Super Speedway at the IMAX Theater. We've reserved a set of seats for BMW club members for the 6:15 showing. If you're interested in joining us please give me a call at (425) 481-9571 so that I can get a final head count by Monday of that week. You've probably heard us talk about this before but it is a terrific film. Hope to see you there!

—Jacqueline Kahn





Stalls

by Thomas B. Nast

Ultimate Baggage

The Ultimate Driving Machine is back. For the media unimpaired (and I absent myself from this halcyon host), the UDM has been missing in action for a while. Substituting for it has been the Ultimate Airbag Machine (made, as Ludwig Andreas von Feuerbach might say, in the marketing department's own image); the Ultimate ABS Platform; the Best Doorlocks on Wheels; the Nicest Stark Interior; the Best Car To Be In When Meeting Immovable Objects; and the Most Silicon Per Pound.

A distinct problem with these monikers is that, in one way or another, any marque (excepting Subaru, of course, which is the Pedestrians' Choice) can lay claim to them. Mercedes and Volvo have enough airbags to populate the entire legislature of North Dakota. GM has merged its dashboard division into Intel. Every maker is driving its cars into brick walls and living to tell about it.

The German phrase for what BMWs stood for was minted sometime in the late sixties or early seventies. "Aus Freude Am Fahren." "For the joy of driving," as translated by the same folks who brought you those incredible owner's manuals of the period, that had procedures for everything short of changing a rod bearing by the side of the autobahn. In the late seventies or early eighties, this was transinogrified by the marketing department into "The Ultimate Driving Machine," as arrogant as it is meaningless. At least we didn't have to share it with Volvo and GM. But like the delightful "Aus Freude Am Fahren," "The Ultimate Driving Machine" has become foreign to the targets of BMW's well-oiled (Mobil 1, if I'm not mistaken) marketing machine.

Now it came as a great shock to the marketing department that when it pandered BMWs as the Ultimate Airbag Machine, the folks who came by to kick the bumpers were looking for cars with really super airbags. And it is harder to shock executives who use penguins as car salesmen than you might think. The marketing department was surprised because everyone (except possibly President Clinton) knows that nobody pays any attention whatsoever to marketing, which is just a web of lies spun by professional liars. Undoubtedly it was in recognition of this public knowledge that "The Ultimate Driving Machine" was abandoned; after all, since the marketing department was espousing it, it must be false, so it could be tacitly asserted by its retraction.

Many former marketing department executives now work for the United States Post Office.

Current marketing department executives, at least the ones whose medication isn't working, have become alarmed that Americans no longer shout "Bayerische Motoren Werke" when asked what cars are "fun to drive." This, they feel, can be cured by resuscitating "The Ultimate Driving Machine," and with some platitudes such as, "Happiness is not around the corner. It is the corner." (Sounds a lot like a rewriting of the old saw, "The fun is getting there, not being there." Not all marketing executives have original thoughts.) Perhaps they are right. But perhaps they are shovelling \$800 per car down the loo.

Most (but by no means all) BMWs are drivers' machines. To call them ultimate is asking to be blindsided by Porsches, Corvettes, Ferraris, Z-cars and their progeny, even SHOs ("ultimate" can be subjective in application). Few people really

want or can afford ultimate driver's machines anyway; if they did, McLaren and Bugatti would still be building street cars. What people want are Ultimate Owner's Machines; cars that are fun to own as well as drive. This encompasses everything from the sales experience and the handling of warranty claims to parts availability and how often they are needed. Nobody questions how well BMWs drive, but the marketplace has clearly pronounced certain high-end Japanese brands to be leading in the Ultimate Owner's Machine category.

BMW has a lot of baggage to carry to the Ultimate Owner's Machine sleepover. Some of it is old baggage, predating the existence of AIL (Acura, Infiniti & Lexus), which fairly or not, gets compared with new baggage. Some of it is filled with sand.

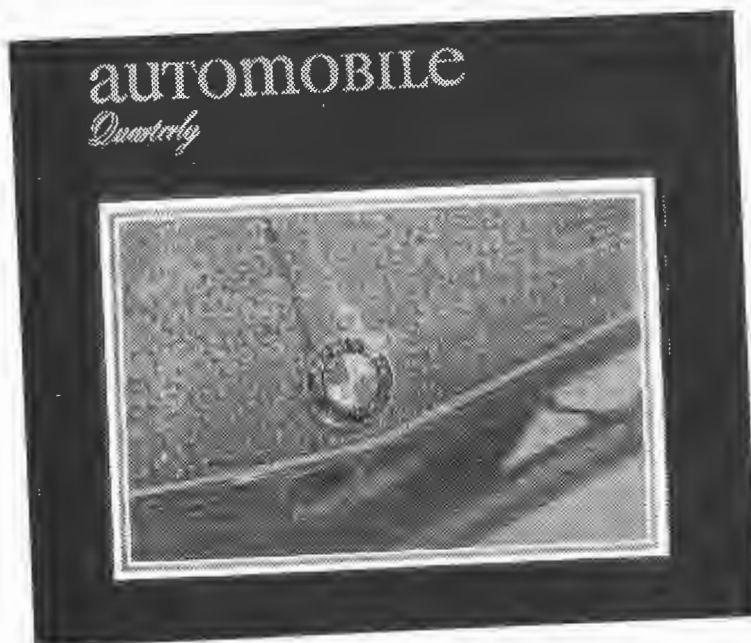
Which is really too bad. But it isn't something the marketing department can credibly hide beneath an "Ultimate Driving Machine" blanket.

Unless Paul Allen is put in charge of it, of course? ☐



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—David Lightfoot, *Zündfolge* Editor



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...from your Driving Events Committee

First off, I'd like to thank you for bearing with me through last month's article. It was a pretty dull read, but I felt it necessary to cover what the braking system does before I covered anything on how to improve it. That's what I'd like to talk about this month.

Back in July I started this discussion with a story of a 540i that 'ran out of brakes' at one of our lapping days at SIR. In essence, what was a comfortable stop in the morning became a nightmare for me, as a passenger, in the afternoon. The reasons were three fold: first the student's ability and confidence improved greatly throughout the day, enough so that in the afternoon his entrance speed on to the main straight was much higher than in the morning. This translated to higher speeds at the end of the straight and for his heavy car every few extra mph was a tremendous amount of extra Kinetic energy that needed to be shed. Secondly, with his higher ability level, he had pushed his car harder through the whole previous lap and all of the relative brake components were much hotter than they had been in the morning. Finally, with the afternoon sun it had gotten very warm out, and with that the ability for the air to cool the brakes as we went down the straight diminished greatly. In a nut shell, the brakes started hotter, didn't cool down as much, and we needed more. Not a good combination, but with a few careful upgrades we could actually overcome these problems.

Let's start with brake pads as they are probably the simplest upgrade to make. Stock or O.E.M. (Original Equipment Manufacturer) pads are generally an organic and asbestos material, designed to give reasonable stopping power with long life, low dust, low noise level, and consistent friction levels when both warm and cold. A single step up in pads would be semi-metallic pads. The friction coefficient of these pads is substantially higher

and we found in Jacqueline's 325is stopping distances were greatly reduced. Brake fade from dust and gas was virtually eliminated and the cost is only marginally higher than OEM pads. The downside of the semi-metallic is the noise (they're a little squeaky) and the amount of dust produced. With some of those stock BMW wheels this can be a real headache. We also found that first thing in the morning, they didn't stop very well (until the pads were warm) and required a fair amount of leg force. Our brake test mule was an automatic and with the cold idle a little high it took a while for the brakes to inspire confidence. Once warm however, they literally took feet off of our stops at the track and we found no unusual wear on the rotors.

If you're in need of even faster stops, the next step would be carbon-fiber pads. These types of pads are available for most makes and if not available, most companies can take your old backing plates and apply their material to them. The upside of these pads are their increased friction over even the semi-metallic materials and their apparent improvement in the amount of dust produced and noise levels when driving around town. We were warned of poor cold temperature stops, like the semi-metallics, but haven't found that to be the case. The true downside of carbon pads is their cost—OUCH! But for me, every brand we've tried is worth every penny if stopping is your thing. Two final points, first make sure if you're buying carbon-fiber pads that they have the ceramic backing between the pad material and backing plate. The friction created by these pads is so high that the temperature of the brake components sky rockets and the ceramic is a necessary buffer to slow the heat transfer to the caliper and to the brake fluid. Without it the brake fluid would boil with every hard stop. Secondly, most manufactures offer both a

Stop It!!!

part 3

by Wes Hill

street-comp version and a competition only pad. I highly recommend the street version (although I'm sure in a laboratory the competition pads are better). We've noticed little if any added braking capabilities with the competition pads and the competition pads are terribly hard on rotors when cold. In a racing or lapping day situation they operate in a continuously hot environment and don't seem to wear much different than the street versions. However, when driving around town, (where they were generally cool all the time) one of our test cars literally ground a quarter of an inch off of the front rotors in less than 800 miles. At night when the brakes are applied cold they produced quite a sparkler show but this alone could not justify three sets of rotors between every oil change.

Assuming now that you've stepped up and bought new pads we should talk about the next upgrade to your car. Brake cooling. In daily driving this isn't important because hard stops aren't usually done back to back. But at the track or on your favorite canyon road, especially on hot days, this becomes critical. With any of these higher friction pads mentioned above, the brake components get much hotter and much quicker. The trick then is to get as much air to pass around the brakes so as to cool them as much as possible. This is done through air ducting. Most of the newer BMW models come with some sort of ducting and although probably engineered as much to give the cars a sportier appearance as anything, they do provide some level of added cooling. We've gone to the effort of blocking ducts and there was a noticeable decline of brake recovery from stop to stop. If your car already has factory ducting I recommend looking into making additional ducting through the use of defroster vent hose material that takes air from the factory ducts and dumps that air into the back-

Driving Events Calendar

ing plate of the rotors. This material can be purchased from any auto parts store and with a little engineering and some pocket change you can truly improve the braking capabilities of your car. On older models, or models with fog lights but no ducts, there are kits available that can be adapted to fit almost any car and if you're planning on at least two track events per year, it's worth the effort (especially if you've upgraded another brake component). On some of the older cars such as Bavarias and 2002s, I've seen after-market front spoilers without vents. These types of spoilers, although eliminating air from rolling underneath the car and causing lift, also cut off all of the air from reaching the brakes. If you're going to put on an after-market spoiler make sure it has some sort of slot or hole allowing air through in front of the tires or you will be sadly surprised if you have to slow the car three or four turns in row.

As I'm running out of space, we'll tackle rotor/caliper issues next month. These type of upgrades, generally, need to be thoroughly thought through and usually get much deeper in the pocket, however there is room for tremendous gains in stopping power for your car if you're willing to take the plunge. See you next month. ☺

Note: Please see the 'Letter To Wes' on page 13 regarding last month's article.

September

26th

Alfa Romeo Club Lapping Day at Bremerton Raceway. Contact Dan Alvis at (253) 582-0803 for more information and registration.

October

4th

BMW ACA Portland Chapter - Oktoberfest High Performance Drivers' School at Portland International Raceway. Contact Doug Buchner at (503) 282-0486 or Norm Reini at (503) 288-1407 for more information and registration.

24th, 25th, 26th

Professional Sports Car Racing (formerly IMSA) at Laguna Seca

Raceway. See the BMW powered McLaren's & other exotics Call 1 800 327-SECA or www.laguna-seca.com.

26th

Alfa Romeo Club -Time trials at PIR. Contact Dan Maloney 503 245-2784

November

1st

Alfa Romeo Club Lapping Day at Bremerton Raceway. Contact Dan Alvis at (253) 582-0803 for more information and registration.

2nd

BMW ACA High Performance Driver's School at Bremerton Raceway. Details forthcoming in future Zündfolge issues.

November Driving School

by Jacqueline Kahn

Our second and final High Performance Driving School for the year is at Bremerton Raceway on Sunday, November 2nd. We encourage all those folks who missed our first school and/or who have been wanting to come out and see what our events are all about, to join us. Remember, you don't need a BMW to attend our schools! You just need enthusiasm and the desire to learn more about

you and your car's abilities. Those of you who attended our school earlier this year or those who haven't been out in a while, we hope to see you as well

The day will begin with a series of drill stations. Each station is designed to focus on a specific car control skill. Instructors will be available to ride with you to coach you at each drill station. Throughout the day you will learn the limits of your car and how to keep your car within those limits.

The objective of the school is to make you a safer and more confident driver. You'll have a blast and have a whole new appreciation for your BMW! If you've ever been curious why they call these "The Ultimate Driving Machines" -spend a day with us and find out what German engineering is all about! It doesn't matter if you're in a 318, 525, or M3, you'll have fun and it's not hard on your car at all (with the possible exception of a little tire wear!). If you are unsure whether this type of event is for you, don't be shy, give me a call (or call Wes and give him a chance to talk you in to it!).

To pre-register please fill out the attached Registration Form and mail it to Jacqueline Kahn at 8034 NE 178th Lane, Bothell, WA 98011 no later than October 27th or call me with any questions you may have (425) 481-9571. ☺

Driver's School Registration Form

Name _____ Mem.# _____

Address _____

Year & Model Car _____

Phone No. Home () _____ Work () _____

Number of Previous Track Events _____

Driving Level: (Novice, I, II, III, Instructor) CIRCLE ONE

Cost of School \$65, Two Drivers in One Car, Add \$35

Non-members, add \$25, which will be applied toward a BMW membership.

Total Amount Enclosed \$ _____ Please make checks payable to BMW ACA

Driving Goals _____



The Nürburgring School

or "Where The Hell Am I?"

by Ray Kirkland

It is called the green hell and I must confess that I cannot find much to fault with this descriptive name.

I have been thinking of a title for this article but the ones that come to mind are either too trite or too true or both at the same time. Stealing from a couple old songs, Lets try "I fought the ring and the ring won" or "If you have never played in the Ring you have never played at all."

Skip forward to June 5th

I tend to enjoy wandering around strange places with no definite goals and I also do not acclimate to new time zones quickly so I flew into Munich a few days early.

I will not get into an account of my personal travels around Munich except for two museums I visited. The second day in town I spent nearly seven hours in the Deutsches Museum and could have spent another seven. It is one of the largest industrial museums in the world. Cars,

Included in the collection is one of three Wendler-bodied 328s ever made. It is said to have added 20mph to the top end but is not one quite as nice looking as the original. There are also many fine pre and post war racing cars. I figure that were my wife to have been with me she would have probably sued for divorce after about two and a half patient hours. It was that good! Really.

Saturday the Americans all started arriving and the planned activities included dinners and introductions. Then on Sunday we took a bus and boat trip together to see older towns and other truly wonderful sights that almost everyone in the group could have cared less about. Did I mention that the cultural cool was nearly nil? This trip was about cars and driving, not statues and history.

We Get Our Bimmers

On Monday we picked up the new 328s at the BMW offices, signed our

releases, and all headed in the general direction of the track some 350 miles away. In that we had two days to get to the track, the routes were many and fun. Some went to Alpina, others to Hockenheim, and still others headed towards

Stuttgart for the

Mercedes Museum and/or the Porsche factory. One of our group had made previous arrangements to go on the factory tour at Porsche so after we found out that we did not have enough time to visit the Benz museum and Porsche both, we opted for Porsche.

This was an enjoyable morning with a good tour marred only by the fact they would not let us in the final assembly area because the new 996 had not been released to the public yet. When it was pointed out to the guide a 996 passed our group on its way to the test track, the guide said in true German style, that we did not really see that. Fearing jackbooted company guards we humbly agreed and passed on to marvel at the leather hide matching area and fine sewing techniques used on the interiors.

After lunch was concluded, we decided to continue breaking in our new cars with some gentle runs upwards to 245 kph (approximately 150mph) through traffic headed to the "ring." I had volunteered to drive another person's car up so that I could get used to the handling and shifting of the track cars rather than share with my driving partner. (Have you ever tried to pry Hugh Golden out from behind the wheel of a fast car? I can assure you that it is not a task for the faint hearted.) Instead of getting assigned one of the track cars I got one of the officials' cars, a 328 diesel automatic with the stock suspension. It become obvious fairly quickly that pouting and complaining was not going to get me a track car so I resigned myself to the silver stinkpot.

The Track

We arrived at the Dorint hotel, tossed our luggage, laid off the diesel and headed for the start/finish line to learn first hand about the track. The Dorint, though a bit expensive, is located on the F1 track and is only a block from the start/finish of the big track. Every thing about the hotel is about racing: formula car above the bar, steering wheels for door pull, lobby full of racing carts, every floor had an auto in the foyer. Ours had a much decayed Trabant. I still am wondering what they were telling us?

The average track in the US has between nine and 13 turns and is one and a half to two miles long. Of the, say, eleven corners there will be a couple that will take serious effort to master the line on and then you can start teaching yourself to brake and turn in later and you will start carrying more speed through them. Even more important, you will be able to visualize the track after a few runs and as



The Wendler-bodied 328.

planes, boats, bicycles, motorcycles, windmills, water wheels, steam, diesel, piston, turbine. Name it and it is there. Probably the whole history of it is there. If you have any pretenses to being a gear head, this place is heaven.

you drive it. (One to two minutes a lap depending on your talent and vehicle.) You will be teaching yourself what works for you and your car as you hone your skills.

Not so with the ring. There are 144 corners, it is nearly 14 miles long, and has elevation changes of about a thousand feet. A good driver can blow off about 90 to 100 corners because you can see the line and travel accordingly. But for the rest of the corners, if you come in at the wrong speed or on the wrong line, you are going to have a little more excitement than you had planned. These corners are connected to other corners and have names of about fifteen syllables in a foreign language. This combination proved to be my downfall.

School Time

The driving is broken up into groups. The track was closed off and divided into eleven sections. We would spend about three hours in each section learning it. Each group had about 12 cars including the instructor's and a coach's car. Each car would have two drivers that alternated.

First, we would slowly follow the instructor through the section. Then we would back track and stop and talk about the section. Then we would split the group in two, with half following the instructor and the other half following the coach at speed. The object being to keep the line of the leader and pass it on to the following car. Each pass we would rotate the cars so that the person that just followed the lead would go to the end. Also we would change drivers at this time. The person that was riding could ride with his partner or could jump in with the coach/instructor and have them show/tell first hand how they were driving that particular section.

An example of a section is the famous big carousel. In fourth gear you come down a grade, staying left, brake just past the dirt driveway, pick up third and start turning in to the right. Then follow the road around, start up slight grade touching the right side. Then the road does a series of uphill squiggles but just drive straight,

touching on each shoulder as you go. You are driving to and sighting on a tall tree. As you crest the hill, touch the brakes to settle the suspension and dive down into a steeply banked 180 degree turn. You must place your left wheel on the bottom with the center of the car over the crest and drop into it. You are accelerating in third gear and it is rough. You must concentrate on keeping your car down in the corner. If you pop out of it, at the speed you are traveling you will be launched. I was told that you could clear the Armco and I tend to believe it. I popped out of it at the very end and losing the banking caused me to skid the width of the track before reeling it in. We would then pass on to the next section and repeat the process.

Howard Thomas was the instructor for our group. He is a retired pilot that has aw-shucks down to a science. The man was so smooth that you felt you were on a Sunday drive when you were riding with him.

Our coach, Dan Tackett, many years younger, drove a much more solid line



Waiting to go out.

and passed more driving information along. He felt faster but my guess would be that smooth would win on this long track.

Towards the end of the school I was able to recognize most of the critical corners. I also had a fair idea of the line but I was doomed to dangerous mediocrity because I did not know where they were on the track or what order they were in. I spent a lot of time on the track asking myself, or even more embarrassing, my driving partner, Hugh, "Where the Hell am I?"

May I be the first to mention that not

knowing where you are is not conducive to fast, clean consistent and safe laps. It also tends to make your driving partner a little nervous. Picture, if you will: you are sitting in the right seat traveling well over a 100 mph coming into a downhill right hand sweeper that you know closes up around a blind corner. The person with the wheel in front of him says, with his foot still full on the gas, "Where the hell am I?" As anyone that has instructed before knows, the right front seat travels about 30 mph faster than the driver's seat. And you hear the driver asking where the road is going. This is not the most comforting of situations. If I remember the correct answer always started something like "lift, dammit, lift."

Gee, I was only asking a simple question, you don't have to get so excited.

Also because many of the corners are blind (did I mention fast) I tended to early apex. I would be at the point where my heart and head told me to turn in and the corner would keep going. And often as not it would close up a bit (or a lot) and then you had to start making sideways screeching noises with lots of steering corrections to keep the windshield facing sort of down the track. This maneuver looks good on late night B-movie car chases but is not conducive to fast and or safe runs.

The Northwest Contingent

There were four of us from the Northwest area. Jim Walker and Hugh Golden had been to the school before and Mike Reischel and I had not. Different experience, styles and results. Mike ended up with a third place trophy, with Hugh and Mike very close. Way down in the middle of the pack I resided. My graded lap was actually one of my best runs of the week and the reason for that was that I turned the speed down about 10% and tried to smooth things out some. But, it seems that you still should know where you are on the track to maintain a line. The fact that I drive a fairly stiff and quite tossable 02 and having my driving partners telling me what was coming up are the only reasons I was able to complete the week without any agriculture (off road) experiences.

continued on page 12...



Driving



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*OK Ray lift, Ray... lift
Ray...RAAAYYYY!!!*



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*Setting up an
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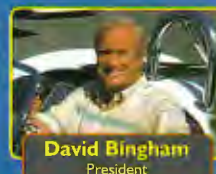
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*The U.S. contingent.
Kneeling second from left,
Hugh Golden, standing directly
behind Hugh, Ray Kirkland.*



Posing on the high bank.



Hans and Franz lay odds on driver #163.

Nürburgring

One of the judges, talking to his cronies in the pub on the last day described my run through the section he graded as follows. "I heard him coming fast, was watching for his entrance and all of a sudden it looked like he came out of the woods. He was that far off the line! I have no idea how he did the next thing but he kicked it sideways drifted the width of the track in the middle of the corner and then tossed it the other direction, nailed the exit and was gone. Though surprised, amazed and entertained he only gave me the points for the exit and out of seven possible I got three. I think I remember Hugh saying something at that time that sounded like "lift, mumble, mumble, lift."

The Bad News

Now for the bad news. BMW loaned the Americans 36 new 328s with the M-technic sport suspensions and we returned only 24 of them to the factory unscathed. Eight of them were damaged beyond repair and another four were bent enough to need major repairs. I do not know how well this bodes for further Nürburgring driving schools where Americans are allowed to use new BMWs to compete.

When asked to make recommendations for future schools, I suggested that the cars supplied be 318s with tighter suspension. I also recommend that a deposit be put down for the use of the car. Bring it back alive and you get your deposit back. Bend it and pay for your sins. Two of the eight cars that went back to Munich on a truck were wrecked off the track, one of them on the drive up and another coming back from dinner the second night. Both drivers were completely innocent of any misdeeds (just ask them) and were more concerned about getting another car to drive than about the one wrecked. The ugly American syndrome was alive and well.

Though I spent three more days in Munich, my travels were by foot, bicycle and train. The next day I went to the BMW museum. Though the three hours spent there would not be considered wasted, it really is not up to the standards of the other marques, or the independents either. It traces the history from the Dixie with displays, video loops and the like but runs out of steam around the early '80s. Some of the cars like the 02 turbo are

about as aesthetic as my track car. They had a movie about traveling from the past to the future and had a smaller snip-pet of a 328. The rest of the time I was thinking, what's the point?

Do it Again?

Do I feel that the school was worth it? The cost of the school, the airfare, the hotels, the \$4 a gallon gas?

I have ordered videos of the track taken at speed, I have located the maps of the track sections on the internet. And I am reviewing my handouts. I do not feel I did well and I am not excusing myself for it being my first time. If the Americans get invited back, I will be there. I will know the track better and will work on smooth rather than fast.

I got back in town on a Tuesday and



Not the way to pit in.

that Thursday and again Saturday headed to SIR with my 02. I needed a confidence builder that I got driving my own car on a track that I was not lost on.

This time the words ringing in my ears were not "lift" but were my wife's saying "You're going to the track again, haven't you had enough of that?"

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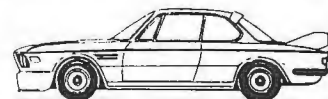


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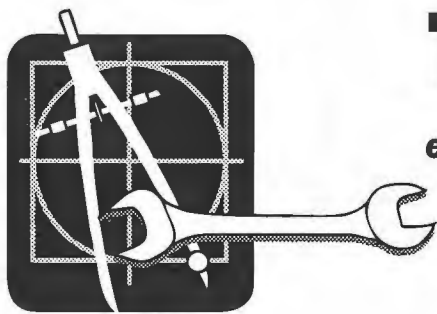
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Technik

edited by Greg Mierz

Mechanically Challenged

There are many of us who tinker with our cars. Tinkering has been my main claim to fame over the years. I don't own much of anything that doesn't have my personal stamp of some type of improvement, especially my cars. My 2002 has seen more changes than left field for the Mariners. The wife's Dodge van had its garbage Mikuni carb replaced with a Weber 32/36 that required quite the fabrication (but it passes the emissions testing better than stock) and a Rabbit diesel with steering wheel and alloy wheels. This mechanical aptitude comes in handy around the house, fixing a flat tire so the wife can go shopping (groceries are nice to have) and replacing my father's broken Toyota pickup motor.

My latest mechanical challenge was assisting my brother Paul in replacing the engine in our father's truck. Rather than rebuild the engine ourselves, which would have required many hours of driving around for parts and machine work, we bought a long block (block and head assembled), and swapped the other parts onto the new engine. Those things are intake/exhaust manifolds and such. Having an engine stand and engine hoist in my garage made the work possible. Paul used a good DIY (Do It Yourself) approach to the disassembly in placing the bolts from each area (like intake and exhaust) into separate containers to make it a lot easier to find the right bolts when it came time to reassemble.

One thing I always ask someone who asks about attempting some project on their car is their confidence in following it


through. The worst a DIY can do is attempt something that is beyond their level of skill. If you aren't sure you can do it, think it over twice and ask questions of someone who has done the task themselves. Of course, having the tools to do the job is very important.

Previously I wrote about the uselessness of such oil additives as Slick 50. Well my dear father didn't read my article and used it on his already fairly high mileage engine. When I pulled the pan off there was more crud than I can ever remember seeing before. Although it is just my opinion, a lot of that was Teflon crud left behind.. So sue me Slick 50.

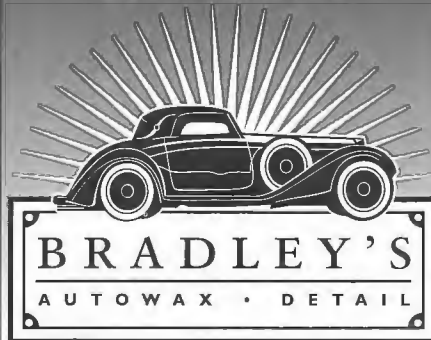
We installed the motor, reconnected all the goodies, including a lot of vacuum lines for emissions stuff, and went to start it up. A good rule of thumb is to double check yourself when connecting things up and tightening things up. If it is getting late be especially careful that you don't start on complicated items. Quit and start again another day if possible. There is a great satisfaction to start up a new engine and have everything run just right. My father was present when we fired it up and the gleam in his eye was real nice. The smooth idle and quiet sounds were worth a couple of high five hand slaps between Paul and myself.

I've been around this wonderful club of ours for a LONG time and have instructed many a driver in the finer points of driving a BMW around the track. That is no challenge compared to teaching your daughter the right way to drive. My daughter, Michelle, realizes that her father has many autocrosses and track days under his belt and holds her to a higher expected standard of driving. I try

real hard to get the point across of the serious nature of driving. It's so dangerous out there in traffic. I feel safer at the track at high speed than going to work. I love to tell her that she steered a good line around a bend and showed good judgment. Trying to explain the physics of handling a car is a real challenge to not turn them off when you really want them to understand the concepts of weight transfer and such.

See you next month, I'll try and find some good BMW info for you. 

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◆ Letters ◆

A Letter To Wes

You have probably had many comments on the calculations in the Stop It!!! Article in the August *Zündfolge*. Wes got the energy right for the 540i doing 100 mph (about 1,270,000 ft. lbs.) and also got the correct value for 50 mph (about 317,500), i.e. one quarter of that for 100 mph. However, he should have given the value for 100 to 50 mph braking as the difference of these values (about 952,500 ft. lbs.). This then gives a 396 degree Fahrenheit temperature rise. It all gives one even greater respect for our brakes!

I am sorry I have not managed to get to any Club events for a while—I seem to be spending too much time in 777s commuting to Europe...

—Cheers, Colin Daly

M Coupe Fan

I enjoy reading *Zündfolge* and applaud the active BMW ACA here in the Puget Sound area. The club administration does a good job.

I also want to put a check in the other column in regard to the M Coupe. I think the Coupe looks great! It seems to be a logical and elegant evolution of both the 1800ES and the MGB GT. Wagon-styled sport vehicles are an interesting segment that will probably be more in vogue as time goes by. The roofline of the M Coupe somewhat resembles a new Civic, which has been adopted as the car of choice by a zillion kids. And, as much as it pains me to say it, those cars look real good with proper stance and wheels. One of the most memorable vehicles I saw while in Peiting (southwest of Munich) two years ago was a local dealership shop car, a radically lowered 5 Series wagon with 17 inch wheels, accented in body color. Unique and beautiful.

I guess the point of this litany is to encourage some open mindedness on everyone's part. New and dramatic designs often take some time to grow on us. I hope the styling of the M Coupe will become popular, here and now and as a BMW, not as a Mazda or Toyota knock off ten years from now.

Thanks for allowing me to air my opinions, and thanks again for the good work you do with the Club.

—Bill Walter

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BMW AG and Chrysler Corporation will locate their joint venture engine plant in Campo Largo, Brazil, adjacent to the site of a proposed Chrysler truck plant. The new 1.4 and 1.6-liter engines from the plant will be used in small cars from Chrysler and BMW's Rover subsidiary. The \$500 million joint venture will result in 400,000 engines per year, with each partner getting half. Construction of the plant will begin before the end of 1997. (Automotive Engineering)

BMW for Sale?

Car Magazine reports that strong rumors have begun to circulate in Germany that the Quandt family, which owns about two-thirds of BMW's stock, is preparing to sell the company. High placed sources indicate that negotiations are under way, and Chrysler and Toyota are the front runners. The price is said to be about \$11 to \$12 billion. Both Chrysler and Toyota have sufficient cash reserves to pay the asking price up front.

The Quandt family wants to sell its holdings because they see trouble ahead in the car business. Additionally, the jet engine joint venture with Rolls-Royce is losing lots of money. Rover has also been losing money hand over fist. Any sign that the company was up for sale might weaken the value of BMW's shares, so the negotiations are being held in extreme secrecy.

Chrysler seems to be the front runner. They already have a relationship with BMW with the engine plant in Brazil. Chrysler executives have been visiting Rover plants. One interpretation of this is that

BMW may sell off Rover cars. They haven't been able to come up with a credible solution to Rover's lack of identity, and Chrysler needs European capacity to build one or more of its successful cars in Europe. The other scenario is that Chrysler is conducting due diligence on BMW's UK subsidiary.

Whether the Quandt's sell off BMW in its entirety, sell only Rover cars, or sell nothing remains to be seen. It should be interesting to watch what develops.

No 323ti

A BMW NA spokesman says that the 323ti will not be sold in the US. He says the car has not been designed to meet US requirements. That will make the only ti model in this country the 318ti. (AutoWeek)

Billionaire Bill and BMW

Microsoft chairman Bill Gates topped the Fortune list of the world's top billionaires. That's no surprise to locals. But rounding out the top ten, was the Quandt family who owns over half of BMW and has a net worth of \$11.7 billion.

Spartanburg News

BMW has big plans for Spartanburg. Besides Z3 production, which is exclusive to Spartanburg, the M Coupe will also be built there. It now appears certain that BMW's new all-wheel-drive vehicle will also be built at Spartanburg. And there are still other models to come. The plant is currently being expanded to accommodate production of the new models.

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BMW Gets Closer to Rolls-Royce...

The question remains, how long can Rolls-Royce remain an independent car maker? The new Rolls and Bentley are said to be disappointing. These cars are the result of the joint venture with BMW. The new Bentley is said to suffer from poor performance from its twin-turbocharged BMW V8, but that's partly due to the car's 4400 pound weight. The Bentley is also said to have odd retro styling, which could hurt sales. The new Rolls sedan is supposed to be much better. The styling is better and the performance is said to be excellent due to the BMW V12 that is used. Both the Bentley and the Rolls dip into the BMW parts bin extensively. BMW bits include the rear suspension,

from the 7 Series, the brakes and ABS, the air conditioning and the modern electronics. Lord knows Rolls could use a little help in modernizing their cars.

If the new models fail to sell well, how long can Rolls hold out? It's anybody's guess, but Rolls' parent hasn't been any help. The stately British marque won't give up without a fight. Since 1990, they have halved their labor force and organized the survivors into Japanese-style teams. Workers and management now wear identical uniforms. By lowering its costs, Rolls has lowered its break-even point to 1350 sales. Last year the company made a small profit with sales of 1744 cars.

But the small workforce means only one engine specialist remains on the company payroll, and he works in Munich. Engine problems with the new cars are being dealt with by transmission experts. BMW seems to be poised to take over RR when the time comes. Sources in Germany expect BMW to make an announcement at the 1998 Frankfurt Auto Show of at least a partial takeover of the firm. Sounds like it can't come too soon. (Car)

...And Closer Still

BMW, as part of the engine supply deal, negotiated a first right of refusal should Rolls ever be put up for sale. But the impatient Bavarians aren't going to wait for that. Car & Driver reports that BMW may buy Vickers, the parent company of Rolls. Vickers make tanks and other military equipment. Another subsidiary of Vickers is Cosworth, the well known racing engine maker. Cosworth currently makes Formula 1 motors. This would be handy for BMW's reentry as a Formula 1 engine supplier to Williams in 2000.



New M5

The new M5 has what it takes to beat its predecessor. In fact, it will be BMW's fastest production car ever. The motor is a 4.8-liter V8. Double

VANOS with variable inlet and exhaust timing make for impressive power. Other engine modifications include aluminum and magnesium components for reduced reciprocating forces and friction losses. The result is 400 horsepower and 370 pounds feet of torque. The new M5 reaches 60 mph in 5.2 seconds. Read that again. Five point two seconds. That's supercar territory. It is further reinforced by a quarter mile time under 13 seconds. At the Nürburgring, the new M5 lapped in 8:05, which is 15 seconds faster than the 321 horsepower Euro M3. As expected, the M5 gets upgraded brakes, steering, suspension and other goodies. (AutoWeek)

Star Appeal

BMW may be planning to steal some of the spotlight from Mercedes at this month's Frankfurt Auto Show. Mercedes will be introducing their Smart city car. BMW will be briefly revealing the next generation Rover Mini, due in 2000. The car won't be shown in the sheetmetal. It will appear in a video showing BMW's ideas for personal mobility. Another unusual vehicle to be shown is a radical new scooter called the CI. BMW has shown several CI concepts in the past and this appears to be the latest. It's a hybrid between a motorcycle and car. The two wheeled vehicle has a roll bar, canopy, car-like seating including seatbelts and airbags. (AutoWeek)

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Automobile Quarterly

Automobile Quarterly is a unique automotive publication. It is a periodical, four times a year. But it is hardcover and accepts no advertising. The production levels are very high. It's really a high quality automotive book series.

Occasionally, AQ publishes an issue that features only one marque. The latest AQ, Volume 4, Number 4 features BMW exclusively. It is a gem and you should get a copy for yourself. And then buy a copy for every friend who loves BMWs. It is available at most BMW dealerships for \$20.

Although there are many fine books on BMW, most are on a particular model or interest. The last comprehensive history of BMW was published in 1980. This issue of Automobile Quarterly can't pretend to be a comprehensive history in only 112 pages, but it is a very good overview of the company's history.

The various stories start with the company's very beginnings and continue up through 1997. There are also chapters on the motorcycles and the BMW Art Cars. It's all here.

Here's the specific chapters and their authors:

BMW's Beginnings

Stuart W. Wells

Motorcars and Materiel

Karla A. Rosenbusch

BMW On Two Wheels

D. Randy Riggs

Postwar Recovery

Karl Ludvigsen

Building a New Class

Ken Gross

Road To Excellence

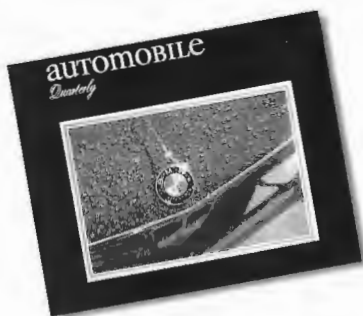
Matt Stone

BMW Renaissance

John Matras

BMW Art Cars

Gordon Cruickshank



The issue includes a forward from BMW Chairman Bernd Pischetsrieder and a "coda" about BMW Mobile Tradition by Jonathan Stein, Automobile Quarterly's Publishing Director. The cover features a specially commissioned painting by William Motta. There's even four logos pressed into the back cover: BMW's familiar roundel and three of its predecessor companies.

All in all, it's a beautiful piece and something any BMW enthusiast should have in their library. If your favorite dealer doesn't have it, it can be ordered directly from Automobile Quarterly by calling 1-800-523-0236.

James Bond Goes Soft

BMW is said to have inked a deal with the producers of the next

James Bond movie, Tomorrow Never Dies, for Bond to drive a new 7 Series in the movie. BMW paid a reported 17 million pounds for the rights to replace Bond's Z3. (Car)

Safety Featured in New 7

The new 1998 7

Series is arriving at a

BMW dealer as you read this. The '98 7 features, as standard equipment, BMW's Head Protection System. HPS (yes, they call it that) consists of a side airbag and an inflatable tubular structure (ITS) to protect the occupant's head. The HPS is available for both front seat occupants. Rear side-impact airbags are available as an option on the '98 7 Series. The new 7 is said to offer the highest level of all-around occupant protection in side impacts of any car in the world.

Another 1998 option is break-resistant security glass on all versions of the 7. Also in 1998, the 7 gets a new generation of the BMW Cellular Phone System. This system offers greater security and new capabilities such as phone mail and banking by phone. BMW's GPS-based navigation system continues as an option.

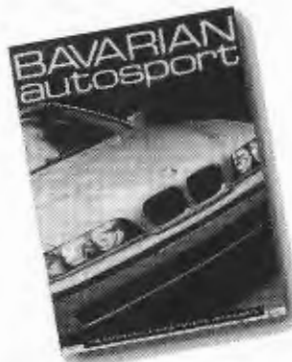
For 1998, BMW offers three versions of the 7 Series: the 740i, 740iL and 750iL. In 1996, 7 Series sales accounted for 17,173 sales out of 105,761 total sales in the US. This was the highest total ever in the US. Through May of 1997, 7 Series sales are 27% ahead of 1996.

Strategic Vision, a research firm that studies the decisions and experiences of consumers with products and services, awarded the 7 Series the 1997 Total Quality Award. The 7 not only won its category, Luxury Car, but scored the highest number of points in the study's history.

(BMW NA Press Release)



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BMW Sport Ute

The new BMW Sports Utility vehicle gets closer. BMW insists its off-road marque is Land Rover. But don't believe it. This cross between a wagon and a traditional sports ute will be based on the 5 Series and wear a BMW badge. It may be built at the Spartanburg plant. (Car & Driver)

New Roadster Based on M5

The new M5 will donate its underpinnings for a new roadster. Sort of a big brother to the Z3-based M Roadster, this 400 horsepower monster will debut early in the next decade. The new M5 was supposed to be unveiled at the Frankfurt show in September, but development difficulties have delayed the plans. It seems the 400 horsepower have led to transmission problems. (Autocar)



New 3 Series

At the Detroit Auto Show in January 1998, BMW is expected to unveil the new 3 Series sedan. The styling looks very similar to the 5 Series. The interior materials will be of higher quality than the current car. Side air bags and the Inflatable

Tubular Structure (to protect the occupants' heads) are optional. The styling of the coupe will differ from

the sedan more than in the current E36. The coupe will debut in early 1999, as will the 318ti version. In 2000 the convertible will appear. The only four cylinder model will be the ti. All others will be available as a 323, with 2.5-liter motor, 328, with 2.8-liter motor and 204 horsepower, and M3. The new M3s will get more power in order to maintain the gap between the M cars and the 328 models. (Automobile)

Fat Guy Penalty

Bill Auberlen's BMW M3 has been running so well in the Exxon Supreme GT series' GTS-3 class that officials have added a 240-pound weight penalty to slow him down. "Since I drive a four-door, I wanted to add the 240 pounds in the form of a really fat passenger in the back, sort of like one of those sidcar monkeys in motorcycle racing." (AutoWeek)

M Coupe

The M Coupe is supposed to debut this month (September '97) at the Frankfurt show. The US version of the coupe will get the American M3 motor. Sales will begin next fall as a 1999 model. BMW expects to sell 10,000 M Coupes a year worldwide. That compares with about 40,000 Z3 roadsters a year.

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1992 735iL Silver/silver. Immaculate, locally bought, owner, serviced. None nicer, like new at 80,000 miles. \$25,000. Call Tom at 425-277-4548.

1987 325 two door, 5 speed. Bronzit beige. All records, very nice and well maintained. 148,000 miles. \$5,500. Jerry 772-0873 eve.

1985 635CSi White with blue leather, sunroof, automatic, 111,000 miles, immaculate condition. \$9,750. Call John at 425-557-9529.

1972 Bavaria Blown head gasket, otherwise sound. \$500. Steve at 253-931-1158.

1971 1600 For parts or possible restoration. Charles Holley. 206-932-1055.

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Parts For Sale

Z3 Accessories: Sold my car and no longer have use for one top-of-the-line car cover (genuine BMW) and nose mask—very little use. Originally \$250 for both, sell for \$125 firm. 206-232-6754.

Front spoiler with fog lights for 325is. Jerry 772-0843.

Factory wheels double spoke 16 X 7, standard on '97 328iS (E36) with Sport package. PN 85329409823. List price \$471 each. Includes four Continental Sport Contact tires, size 225-50ZR-16. Only 10,000 miles, excellent condition, no curb rash. \$1,200 or best offer. Mark Conrad 253-839-0883.

1988 M3 Parts: Borla muffler, \$425 (\$560 new), spring for coil-over setups, from \$40 to \$60 each, Sony tape deck, new, \$200, E30 M3 strut housing with hub, 2 years old \$1,400 (new \$2,700), M3 Evolution 2 intake cam gear and program chip for set up \$700 (new \$1,000), four snow tires with wheels, Pirellis, 175/70R14 just like new (used one week) \$350. Please call Laurie at 206-525-2353. Call from 6 to 8 pm.

Wheels 14 inch, fit 318 or 2002. Two P195/60 R14 and two P185/60 R14, 95% left. \$325. Douglas 206-632-2512.

1981 733, silver with no engine, transmission or interior. \$250. 1978 320 with title and no engine, transmission or interior for \$250. Douglas 206-632-2512.

2002 Garage Sale (continued) I still have a lot of parts left (nearly all used) including fenders, doors, all glass pieces, hood, trunk lid, misc engine, interior and trim parts, headlight buckets and tail lights (all round), Bilstein sport strut inserts (6 months old) and rear shocks, etc., etc. Everything must go. Call Mike at 425-392-7684.

6 Series Stuff: Car cover and bag, black factory floor mats and bra. All unused/as new in original boxes. The car cover and mats should fit any 635CSi, 633CSi, although the bra is for 1988/9 (with large spoiler). \$200 OBO for all three or will consider selling individually. Call Bob at 206-324-4812.

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