



Zündfolge

December 1997

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



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Speak at Banquet**

**Fabulous Z07
Shows at Tokyo**

**First Photos of
New 3 Series**

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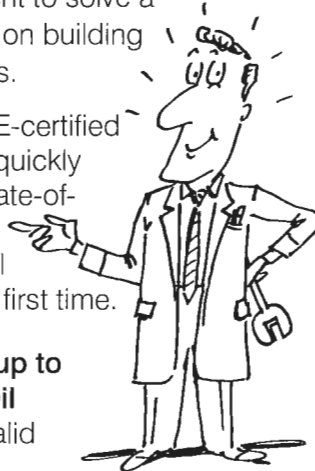
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Zündfolge

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Calendar

December

No Activities! Enjoy the holidays! Peace on Earth, goodwill to men (and women), and may we all continue to drive BMWs in 1998!

December 19 **friday**

Deadline for the January Zündfolge.

January 8 **thursday**

Board Meeting hosted by Greg Mierz.

January 24 **saturday**

Annual Banquet. Annual Banquet at the Harbor Club, with Pete Lovely as Guest Speaker.

February 7 **saturday**

Hockey Night at the Key Arena. The club visits the Seattle Thunderbirds as they face the Portland Winterhawks. The game starts at 7:05pm. Call Hugh Golden (253)859-5947 for tickets (\$18 ea).

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Please limit phone calls to these volunteers to between the hours of 9am and 9pm.

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Banquet Time!

BMW ACA Annual Banquet Saturday, January 24, 1998

The Harbor Club
801 Second Ave.
17th Floor Norton Building
Seattle
(206)623-3532

Schedule:

7:00pm: Silent Auction

8:00pm: Dinner

9:00pm: Speaker/Verbal Auction

It's annual banquet time again! I can't believe almost a year has passed since last year's sail out into Elliot Bay. Last years banquet was different from previous BMWACA banquets in format and location. The change in venue worked well, the cruise on the Spirit of Puget Sound was terrific; but general consensus among board members was that a guest speaker was missed.

Last year as banquet coordinator I decided that since I could not secure an appropriate speaker we would have no speaker at all. Well, this year the club was able to secure a great speaker. Pete Lovely will be the guest speaker at the 1998

BMW ACA banquet! I am excited and satisfied to have Mr. Lovely as our speaker. Personally, I can't wait to hear about Mr. Lovely's experience in decades of automobile racing. Pete Lovely has been involved with sports car racing in many varieties for over 40 years. He raced FI in the 1960s, when Americans racing in FI were very rare. Mr. Lovely also raced Ferrari Testarossas in the 1950s, and currently campaigns a gorgeous Ferrari Testarossa in local vintage races.

I have arranged for a nice dinner to complement our speaker. This year's banquet will be at the Harbor Club in downtown Seattle. We have had the annual banquet at the Harbor Club in the past and it has been a tremendous evening. This year's menu will be broader than in years past; the choices are:

- ❖ *Grilled Tenderloin of Beef with Cabernet Sauce*
- ❖ *Alder Smoked Salmon with Apple Cider Sauce*
- ❖ *Grilled Chicken Breast with Mushrooms, Port Wine Sauce*
- ❖ *Fettucine with Vegetables in a White Wine Sauce*

All entrées will be served with a chef's selection of seasonal vegetables

and an appropriate starch. In addition we'll enjoy a Caesar salad with garlic croutons and shredded Parmesan cheese, rolls and butter, and for dessert, almond chocolate mousse. There will be a no host cash bar for the evening. Parking will be paid for by the club on the ground floor of the Harbor Club's building. The garage is enclosed and secured.

The night's festivities will include a silent auction to begin the night at 7:00 sharp and a verbal auction after dinner. I am seeking donations from club members of goods or services for both auctions. Please contact me at (253) 859-5947 if you have a donation.

The cost for this evening will be based on your meal selection. I chose meals that offered not only a fine culinary sampling, but also a full range of pricing. The beef dinner is \$50, the salmon is \$45, the chicken is \$35, and the vegetarian is \$35 (tax and gratuity included). The club is picking up part of the cost for the dinners.

Please respond with a check payable to BMW ACA for the full amount of your dinners, and the enclosed registration form. It is imperative that you include your menu selections on the form. If you have any questions, please feel free to contact me at (253) 859-5947.

—Hugh Golden



BMW ACA Banquet Registration January 24, 1998 The Harbor Club, Seattle



Name(s) _____

Address _____

Phone No. Home () _____ Work () _____

Comments _____

Meal Choices (indicate number in box)

☐ Tenderloin of Beef \$50 ☐ Salmon \$45 Total Number of Dinners _____

☐ Grilled Chicken \$35 ☐ Fettucine \$35 Amount Enclosed \$ _____

Mail To: Hugh Golden 23610 51st Ave.S. Kent, WA 98032

Driving Directions to the Harbor Club located in the Norton Bldg: **From Northbound I-5:** exit at Seneca St. Go downhill on Seneca. Turn left on 1st Ave. Go 3 blocks south. **From Southbound I-5:** exit at Columbia St. Go downhill on Columbia. Turn right on 1st Ave. The Norton Building Garage is located on the east side of 1st Ave. between Marion & Columbia. Parking is prepaid by the club. Just tell the attendant you are with the BMW Club. Take the elevator to the 17th floor.

The Harbor Club
801 Second Ave.
17th Floor Norton Building
Seattle, Wa. 98104
(206)623-3532





Stalls

by Thomas B. Nast

The First Annual Stalls Year In Review, Fourth Edition

Truth Alert: Some of the following is actually true. However, since it is hard to tell which of these chestnuts has already been through the horse, please avoid citing any of the material below at cocktail parties, at least not without attribution to Bill Gates.

01-02-97 On the same day that GM throws out the Fleetwood tooling, Walt Disney closes the 'Pirates of the Caribbean' ride, ostensibly to remove certain politically incorrect behaviors by the animated pirates (viz, chasing women). The real reason, of course, is that GM has forced Disney to find a new source for barges to carry viewers.

01-03-97 The 6-cylinder Z3, already shipping, is officially released. This car is everything the 1.9 liter version hinted at; sedan production at the South Carolina plant is completely displaced by sports cars. To this columnist's eyes, BMW hit a home run; the MB SLK is misproportioned and synthetic-looking, and the Boxster is at its worst after passing you. Aggressive but well-balanced, the Z3 whets the appetite for the forthcoming Z8.

01-07-97 GM releases the new Corvette, to rave reviews. It's fast, but it's no Z3.

02-18-97 Rumors continue to swirl that President Clinton has been selling nights in the Lincoln Bedroom for \$100K per.

02-23-97 Ford announces the Thunderbird will cease production, but that it will continue building Bedrooms.

03-07-97 Democratic contributors go on strike, displeased at Clinton's revealing that all they got for their donations is

sleeping in the back of a car. "They may think a Lincoln Bedroom is a big deal in Little Rock, but frankly I'd prefer a Motel 6," said a buyer over the influence on condition of anonymity. "For \$100K, Ambassador is the least I would have expected."

04-02-97 Chrysler, with a pre-production order for 15,000 cars in hand from the Democratic National Committee, announces it will resume production of the Ambassador Convertible. The DOT states, off the record, that there will be "no problem" resurrecting this thirty-year-old AMC model, because federal law only prohibits the "sale" of non-certified cars, and the DNC intends to "donate" them.

05-19-97 Ostrich General Janet Beano refuses to appoint an independent prosecutor to look into the Ambassador shipping scandal, fluting that "It's not unusual for Congress to leave loopholes in legislation big enough to drive a truck through, and these are only little two-doors."

07-12-97 BMW belatedly celebrates the end of apartheid in South Africa by releasing the R1200C Cruiser, a celebration of chrome that would make Big Daddy Garlitz proud. Everyone agrees that it's very well done, if you happen to like that sort of thing.

08-31-97 An elaborate self-experiment is conducted in Paris, France, involving an intoxicated driver, non-use of seatbelts, speeds thrice the legal limit and a pinch of road rage. The world is inexplicably shocked when the experimenters, among them a divorced British Princess named Diana, perish in the ensuing wreck. Their shock is expressed through the decimating of acres of flowers and refusing to buy tabloids for a week.

09-26-97 BMW recalls 410,000 cars, covering almost everything except V-12s sold here between 1992 and 1997. The factory issues instructions to dealers for installing a steel clip in the cruise control system, and inspecting each car for trademark violations.

10-08-97 Vickers formally puts Rolls Royce up for sale. BMW is interested, as is its erstwhile South American partner, Chrysler. VW also expresses interest, though many think it is just to make the acquisition more expensive for BMW, with which VW has delusions of competing.

10-09-97 BMW's erstwhile partner, Chrysler, gets shown \$262.5M worth of appreciation by a South Carolina jury. It seems that Chrysler installed substandard rear latches on its minivans for years, folks were ejected through the tailgate in crashes, and Chrysler was aware of the problem and covered it up. Oh, yes, also that it would not spend the extra 25 cents to make a stronger latch, destroyed its test films, and has officers better at prevarication than persuasion.

10-11-97 Nissan (Datsun) announced it will move Sentra production from Tennessee to Mexico. When asked if this was due to NAFTA, a spokesman-san said, "No, we move to Mexico because of transportation unreliability if we move production to Mauritania." A relieved President Clinton immediately resubmits 'fast-track' trade legislation.

10-18-97 Patrick Hart sponsors a wonderful club meeting at his private museum in Redmond. His collection emphasizes British iron; significantly, there are no Volkswagens.

10-24-97 Patrick Hart Properties receives a black eye in the local press when, in the course of preparing a new development, its bulldozer operator crushes a warren of abandoned rabbits.

10-28-97 BMW of Bellevue is bought by Republic Industries, which is chaired by Wayne Huizenga, owner of Blockbuster Video and last year's World Series winning Florida Marlins. Republic now owns about 200 dealerships in 17 states; Bellevue BMW had sales of \$35M last year.

11-05-97 The California Highway Patrol ends seven years of Kawasaki loyalty in favor of BMW's R1100. Although the oil-cooled boxer costs twice as much as the Japanese inline four, BMW's guarantee to buy them back at a prix fixe seals the deal. The Oregon State Police earlier reached the same decision.

11-06-97 Reeducation on the use of turn signals was administered on the West Seattle Freeway today, with a baseball bat. It is widely speculated that the driving instructor will be offered a left fielder's contract by the Seattle Mariners, as soon as he recovers from his gunshot wounds.

11-18-97 In an unusual move, the very federal government that regulates light bulbs and toilets has decided that consumers may grovel for installation of a switch to disable the airbags in their cars.

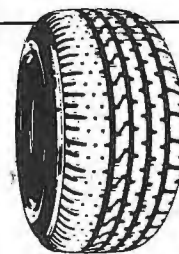
11-29-97 Wayne Huizenga, owner of BMW of Bellevue, announces that he has signed the Z8 to a \$100,000 contract, sent the 318i to the minor leagues and placed the 840i on unconditional waivers.

12-11-97 A memo from BMW to its erstwhile partner, Chrysler, leaks to the press. It suggests that Chrysler blame the tailgate

problems on poor repainting, and appeal to the Supreme Court.

12-28-97 VW's case against Hart is settled when Patrick agrees to twenty hours of 'species counseling' and installation of a Beetle in his collection.

12-30-97 According to AP, over half the buyers of new cars since November 18 have requested installation of a switch to disable the federal government, showing, in AP's words, "a complete misunderstanding of permissible modifications authorized by Department of Transportation, an agency charged with public safety." 🌀



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Evolution Fulfilled & A Dream Revealed

by David Lightfoot

New 3 Series

BMW has released the first official photos of the new 3 Series sedan. This new 3 Series will debut at the Geneva Show in March and will go on sale in Germany in May 1998. At that time, the 3 Series will consist of the four-door model of the new generation plus the coupe convertible, touring, and compact (ti) models of the current generation. The new 3 Series sedan will go on sale in North America in the fall of 1998 as a 1999 model.

Compared to its predecessor, the new 3 Series is slightly larger which further increases the comfort for the passengers. The design is evolutionary and is unmistakably a BMW. Most of the current engine offerings will be carried over to the new 3.

Z07 Design Study

At the Tokyo Motor Show in October, BMW unveiled a design study called the Z07. BMW claims to have long wanted to do a car that would show how the legendary 507, introduced in 1956, might have evolved had its development continued throughout several generations. The Z07 is the result of letting the designers do just that.

The design brief was done by chief designer Chris Bangle. The exterior is the work of Dutchman Adrian van Hooydonk. American David Carp did the interior. The project was coordinated by Danish-born Henrik Fisker. The entire project was a collaboration between BMW's Munich design studio and its American subsidiary, Designworks USA.

The entire prototype was done in three months.

The name Z07 is clearly a combination of the current nomenclature of the Z for sports cars and 07 comes from the 507. The styling is a masterful combination of retro cues from the 507 and thoroughly modern design. The Z07 was presented in both roadster and coupe forms, just as the 507 was offered both ways.

As with most show cars, not all the styling details will make it to the production version. The double bubble roof will probably not survive, nor will the complex curves in the rear glass. The production coupe is supposed to get a hatchback. The roadster won't keep the Jaguar D-Type-like speed hump behind the driver. And the steering wheel will have to accept an airbag. But most of the other details in the interior will make it to the production car.

The Z07 is a roadgoing concept car. BMW says that the decision whether to further develop the car to production standard has not yet been made. Don't believe it. This looks like a near production version of the coming Z8, which will replace the 8 Series within two years. This is further reinforced by the details BMW gave as to the Z07's mechanicals.



The engine is the V8 from the new M5, so expect 440 horsepower. BMW says they had to use a V8 since the 507 had a V8 engine. The gearbox is a six-speed sequential unit. The suspension for the Z07 is a new design but it is based on 5 and 7 Series components. The wheels

are purpose built of magnesium and measure 8 x 18 inches up front and 9 x 18 inches in the rear. The production car will probably get equally sized wheels front and rear. Tires are prototypes from Michelin.

The 'backbone' of the car is its aluminum space frame with structural panels. The outer skin is made largely of aluminum. The bumpers and inside panels at the rear are made of carbon fiber. The aluminum space frame would cause the Z8 to be built on its own production line. The tooling for a niche car such as the Z8 is good for only 5,000 cars. However, the tooling for a second production run is relatively cheap. During the second run, the styling could be altered while keeping the mechanical package unchanged. For instance, BMW is already talking about the second run of Z8s being a reborn 503. There may even be an entire string of modern retro BMWs, including an evolved 327/328.

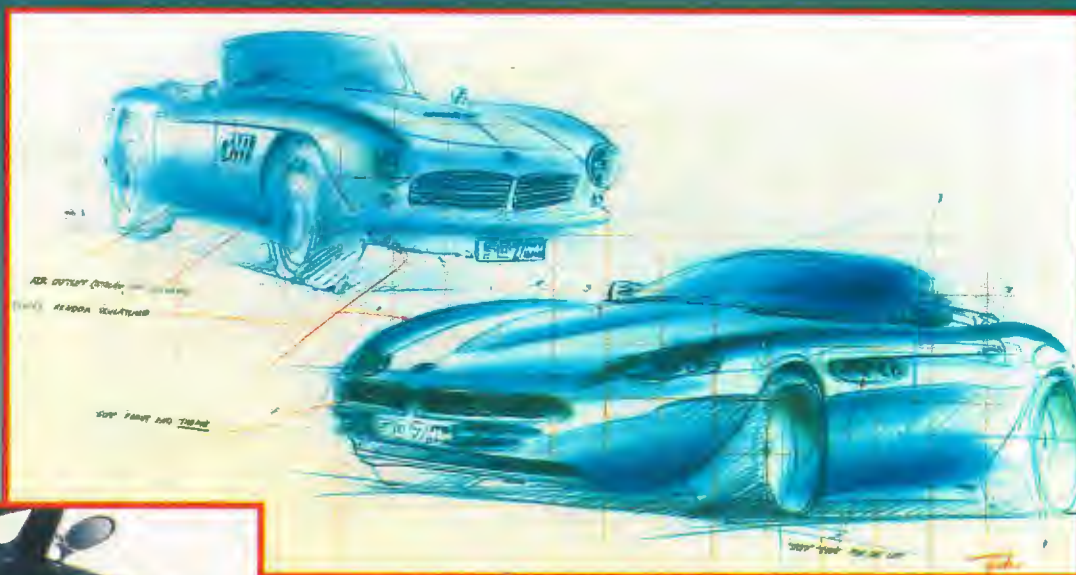
This type of car is based largely on emotion. And emotion is greatly influenced by styling. Beauty is in the eye of the beholder, of course, but everyone I've spoken to loves this car. No one seems to dislike it and no one is neutral. Everybody LOVES it! The unfortunate thing is that few of us will be able to afford one. The price is rumored to be in the neighborhood of \$95,000 to \$115,000. And my guess is they will be able to sell every one.

And although this is an emotional car, any BMW can't get by on emotion alone. Handling of the Z8 is supposed to be the best of any BMW ever due to the use of lightweight components. And with 440 horsepower in a car weighing less than 3,000 pounds, acceleration is excellent.

Excellent means 0 to 60 mph times of 4.2 seconds!

The 8 Series never lived up to its position as the BMW flagship. This new car looks perfectly capable of being up to the challenge. BMW, you've got a winner here. ●

BMW Designstudie Z07



1998
E46
3 Series



Stop It!!!

Part 5—The Final Word

by Wes Hill

The last part of this discussion on brake upgrades, is the topic of calipers and master cylinders. Back in October, I was talking about rotor upgrades. And with any rotor upgrade that changes the size of the rotor, the original calipers will no longer fit. That's not usually a problem with BMWs as there are lots of aftermarket products to fit your needs. What I want to touch on here though, is the information people don't always think about when bolting new parts on their car.

Recently, a club member purchased a VW Corrado. It's an OK car, quicker than I would have guessed, but it didn't exactly have confidence inspiring brakes. In fact, for being the same weight as an E30 325, its stopping distance seemed to be a fair amount longer. So he wanted better brakes. He called around and found crossed drilled rotors that were 1/2 inch larger in diameter. After a few more calls he found a gentleman that produced a spacer, enabling him to use Willwood 4-piston aluminum calipers. He now has: 1) larger rotors with the advantage of having more friction surface, 2) cross-drilled internally-vented rotors which aid both friction levels and recovery times, 3) larger calipers enabling the use of larger pads, producing more friction, 4) 4-piston calipers which produce even pressure and wear of the pads. (I haven't talked about this but multiple piston calipers produce higher pressure on the trailing edges of the brakes pads by use of larger diameter trailing pistons. This is done to overcome the effects of those "ball bearings" I talked about in October.) With these four "improvements" we had high hopes for truly violent stopping power. It didn't happen.

Here are some of the reasons why. The Willwood calipers were a two piece cast aluminum caliper that bolt together. When the driver stands on the brakes, the fluid pressure inside the calipers forces them to

flex or spread. If the calipers are spreading instead of the pads pushing harder on the rotor surface, they can't produce more friction (heat). All two piece calipers flex. If you don't believe me, call me and we'll go inspect some "Big Red" Brembos on a Porsche Turbo. These are probably the fanciest calipers on a production car—and they flex. It's not the flexing that is the problem though, it's the amount of brake fluid used in a caliper that's spreading. Your leg moves an inch down, the caliper spreads, and your leg needs to move another inch to overcome that effect and try to push on the pads. The end result is a very mushy pedal. The Corrado owner has tried to overcome some of this with a premium (i.e., more expensive) Willwood caliper with a "bridgebolt." This feature is basically a third bolt holding the halves of the caliper together, offset from the other two bolts, providing some leverage to keep the caliper from spreading. Its helps and it is how the big Brembos are built. If you're buying aftermarket calipers for anything more than looks, make sure they have this feature.

Something else we've done to conserve brake fluid is the addition of stainless steel braided brake lines. Basically, this steel braiding is wrapped around rubber brake lines and it prevents swelling. Obviously if the brake lines are swelling, (and they do, especially when your brake system is getting hot) even more fluid is not being used to produce pad friction. Under hard braking in this Corrado we could tell a difference.

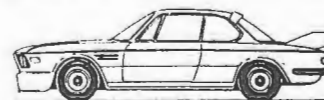
The last problem to overcome with the addition of large calipers is volume. If you upgrade your M3 calipers, you'll discover the amount of pedal travel has increased. In our Corrado project, the new calipers on a bench hold twice as much brake fluid as the factory ones. This translates to twice as much fluid required when stopping and twice the pedal travel. When you add to

this the flexing of the calipers, you get the feeling that you've spent a lot of money on a car that stops worse than before you started. In fact, in this VW, the pedal actually goes to the floor. You can see now why I said two months ago that these type of upgrades need to be thought out.

These problems can be overcome however. The purchase of a new master cylinder with a larger diameter piston pushes more fluid with every inch of leg travel. It will fill even a large set of calipers and will more than cover a little flexing. The Corrado's going to get one off of a large Audi. What will work for your car? Ask around! There are over 800 members in this club, someone's going to know what might work for your particular application.

Well, that about does it on brakes. Over the last four or five months I've covered just about every consideration for brake upgrades. If you've had the patience to read it all, hopefully you've gained a better understanding of your brakes and what you can do to stop your car at the track. As always, if you have any questions call or write. Best wishes for the holidays and we'll see you next year at the track!!" 🍷

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BMW's 1998 Model Lineup

by David Lightfoot

In 1996, BMW set a new sales record for North America with 105,761 BMW cars sold. Sales for 1997 have been well ahead of the 1996 levels and will establish a new record. To continue this trend, BMW offers 17 different models for 1998.

3 Series

The E36 3 Series sedan is in its last year. For 1999, we'll be seeing the new 3 sedan. Still, the 3 Series is the standard by which all others in this class are judged. The least expensive 3s are the 318ti and the 318i sedan. These are the only 3 Series cars offered in North America with four cylinder engines. The entry level coupe is now the 323is and the lowest priced convertible is the 323i. Both these 323 models come with 2.5-liter six cylinder motors. They offer terrific value. In fact, the 323is coupe is only \$1,000 more than last year's 318is coupe. The engine bore on the 2.5-liter models is the same as the 2.8-liter models. The strokes are 84 mm vs. 75 mm. Check out the price differential in the sidebar and you may find you can live without that 9 mm.

The 328i continues in sedan, coupe (328is) and convertible form. The convertible is also offered as the 328i Luxury Convertible with leather on virtually every interior surface. It's very nice, albeit a bit pricey. With the 328 Convertibles you do get more than just the bigger engine. They come standard with BMW's Rollover Protection System and a fully automatic power top.

Also continuing are the M3s. The M3 Sedan is merely, in the words of AutoWeek, "Still the best sedan in the world for (barely) less than \$40,000." The M3 Coupe was called by Car & Driver, "The Best Handling Car in the World." Period. At any price.

All 3 Series cars come standard with a 5-speed manual transmission. A 4-speed automatic is optional, except in the M cars. The M3 sedan can be had with a 5-speed manual. The M3 coupe can only be had with a manual. No wimps allowed

here. We should see the M3 Convertible in the Spring or early Summer.

Z3

At the end of October, Z3 production at Spartanburg passed the 100,000 mark. About 70% of the production has been exported. There are now over 30,000 Z3s on the roads of North America. The Z3 continues with two models: the Z3 1.9 with four cylinder engine and the Z3 2.8 with the straight six cylinder motor.

There were changes made in Z3 production starting in January 1997. The bodies of all Z3s were prepared for dealer installation of twin rollover bars. These bars are standard on 1998 Z3s. Gas struts have been added to the softtop linkage, making it much easier to raise or lower the top. The windshield (A) pillars on Z3s, which were previously matte black, are now finished in body color.

A power top is now an option or is included in the premium package. And, finally, a removable hardtop (made of fiberglass) is now available as a dealer installer option. New for 1997 are optional sport seats with more prominent side bolsters.

The best news about the Z3 is that despite improvements, the price is unchanged for 1998. Before the end of the model year, the M roadster should arrive. This third model in the Z3 lineup will have the fabulous M3 motor. The dealers are taking orders now.

5 Series

The all new 5 Series debuted in 1997, so there aren't many changes to this model line. Soon after introduction, front-seat side-impact airbags were added as standard equipment. Now, the new Head Protection System also becomes standard.

Rear-seat side-impact airbags become available as an option.


For 1998, there are two engines available: the 528i has the familiar 2.8-liter straight six and the 540i has the 4.4-liter V8.

As in 1997, the 540i can be had in the "standard" model with 5-speed automatic transmission, standard suspension settings and 16 inch wheels and tires. The sport model 540i includes a 6-speed manual transmission, sport suspension, 17 inch wheels and tires, and Shadowline exterior trim. For 1998, the sports package can be had with a automatic-transmission car. You can even get the sport package in the 528i with either automatic or manual transmission.

BMW's third generation Dynamic Stability Control, DSC III, is available on the 540i with automatic transmission. DSC III employs a variety of sensors, plus sophisticated new electronic logic, to help stabilize the vehicle under critical cornering and accident-avoidance circumstances. DSC III is the latest evolution of the system that integrates the ABS and All Season Traction Systems.

7 Series

The 1998 7 Series models were introduced in mid-1997. For 1998, three models within the 7 Series are offered. The 740i employs the 4.4-liter V8 and the standard wheelbase. The 740iL is the long wheelbase version. And the 750iL is the flagship, using the 5.4-liter V12 and the long wheelbase. Like the 5 Series, the 7 Series gets the new Head Protection System as standard equipment. Rear side-impact airbags are available as an option. And, like the 5 Series, the 7 gets the new generation DSC III system.

All 1998 model BMWs include scheduled maintenance for three years or 36,000 miles. The 750iL includes full maintenance for four years or 50,000 miles. Color photos of all 1998 model BMWs can be found in the centerfold. 



1998 USA MODEL LINEUP



318ti



318i



323is



Z3 2.8



323ic

1998 Base Prices

318ti	\$21,960
318i	\$26,720
323is	\$29,270
323iC	\$35,270
328i	\$33,670
328is	\$33,770
328iC	\$42,070
M3 Coupe	\$40,270



M3 coupe



328i



328iC



528i



328is



540i Sport



540i



Z3 1.9



740i



740iL



M3 sedan

1998 Base Prices

M3 Sedan	\$40,270
Z3 1.9	\$29,995
Z3 2.8	\$36,470
528i	\$39,470
540iAuto	\$51,070
540i Manual	\$53,870
740i	\$62,070
740iL	\$66,070
750iL	\$92,100



750iL



Technik

edited by Greg Mierz

Stop That Squealing

This month I've edited an article on brake noise from the internet that deals with squeal and how to try and eliminate it. I believe that it is accurate and I've personally done the "sanding" thing with success and agree with the ideas to eliminate the squeal noise.

Brake squeal is probably one of the most common and frustrating problems that a car owner must face. Assuming the friction components are in acceptable condition and operating properly, squeal noise doesn't affect braking operation at all. To most owners, any perceptible brake system noise is cause for major concern. Even though you may be convinced that the noise is nothing to worry about, you can take the appropriate measures to eliminate the noise.

Brake squeal (again, providing the pads and rotors are in good condition and the noise is not being created by pad wear indicators or badly worn pads/rotors) is simply the result of pad or rotor vibration that occurs when the pads meet the rotor surfaces. Too many owners are quick to blame a specific set of pads for a squealing problem. In some cases, a vehicle with freshly-installed pads of one brand may have a squealing noise. After installing a different-branded set of pads, the noise may disappear, resulting in quick blame on the initial brand. The result: the owner assumes the first brand is substandard, while the second brand is superior.

In the vast majority of cases the "blamed" pads are unjustly accused. One aspect of pad design that we need to understand is that not all pads are created equal. Just as tire engineers may create one tire with excellent wet traction capabilities, that same tire may only offer mediocre tread life. That doesn't mean it's

a bad tire. It only means that the design priority for that tire was to achieve the best wet traction possible. To gain performance in one parameter, the tire engineer may have been forced to lose a bit in another design parameter.

Similarly, a certain set of pads may excel in some areas while seeming deficient in others. For example, one set of pads may have been designed to offer incredible fade resistance, but may be noisy and may provide lousy cold braking performance. Another set may be very quiet, but may provide a relatively short pad life under heavy-duty use. You probably know that there's no such thing as perfect tire that does everything well on every vehicle. By the same token, there's no such thing as a perfect brake pad that does everything at 100% efficiency on every vehicle. As is the case in so many areas of design engineering, if you want to gain in one performance area, you may have to compromise in another area. The best approach is to use the type of pad that provides the best performance for the application at hand. If noise is created, work at eliminating the vibration-caused noise through one of the methods

described in this article. In other words, don't be too quick to blame the pad for the noise problem.

Eliminating Squeal

In order to dampen brake system vibration, you have several options to consider: chemical insulating compound on pad backs, shim insulators between pad backs and the caliper, and high-temperature grease on caliper pins.

Application of anti-squeal compound on the backside of the pad backing plate can serve to prevent pad vibration, although some owners consider this "damper in a tube" a temporary measure at best. If this compound is used, it's critical to allow sufficient curing time before the brake system is used. All too often, installers apply this compound, install the pads, and immediately send the vehicle out of the shop. If the compound is not thoroughly dry and cured, it will simply squeeze out from behind the backing plate on the first brake application, rendering it useless. Apply a heavy bead on the backing plate, and allow it to completely dry before pad installation. This forms an elastic cushion that absorbs pad vibration.

Insulating shims (a vastly preferable solution to anti-squeal compound) install on the backside of the pads, between pad and caliper. Shims provide a permanent vibration damper. Shims are available for a variety of models. If their use is recommended, install them! One aspect that's often overlooked and one that can easily

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contribute to brake noise, involves the caliper pins or sliding surfaces. If these metal-to-metal friction surfaces are dry, they can temporarily bind and chatter during operation, resulting in a squealing noise. Clean and lubricate the slides and pins with a high-temperature silicon grease. Naturally, exercise care when applying the grease to prevent contamination of the rotor and pads.


Sanding the Rotors

That's right, sanding. A common source of brake squeal is due to the vibrations that are generated when the pads make contact with a rotor surface that is not smooth. I know what you're thinking—if the rotor has just been resurfaced, it must be smooth. However, most brake lathes machine-finish the rotor surfaces with a cutting bit that leaves a series of peaks and valleys. A nicely machined swirl finish may look great, but this surface finish can contribute to minuscule pad chatter. Once the chatter starts, a continuing resonance is created (a tiny series of vibrations that build to a harmonic pitch). Once the rotor has been resurfaced on the lathe, sand the surface with 120 to 150-grit sandpaper (you can use a flat sanding block or a DA sander). Perform the sanding while the rotor turns on the lathe to assure a uniform sanding, in the effort to avoid isolated pressure spots. Don't try to achieve a "swirl" pattern, or any distinct pattern, for that matter. As the rotor turns on the lathe, with cutting bit disengaged, apply the sandpaper from the outer circumference of the disc towards the center. Continue this until the distinct machined finish that was created by the cutting bit is no longer identifiable (about 60 seconds per disc side).

This sanding action serves to smooth the rotor surface, eliminating the severe differences between the machined peaks and valleys. "Noise" typically is generated by a series of vibrations. That applies to the human voice, records, and brake rotors. In other words, if you want the brakes to hush, you have to eliminate the vibrations that are created during the pad-to-rotor contact.

Cleaning the Rotor

Most of us love to use spray cans of brake cleaning solvent. It cleans quickly and cuts through nasty grime with ease. And while it certainly has its place as part of any brake job, it probably isn't the best way to perfectly clean the rotor surface after machining and sanding, a thin film of microscopic dust and grit may remain in the tiny valleys on the rotor surface. To assure a clean rotor after sanding, try washing the rotor in a mixture of detergent and hot water. This will do a great job of cleaning the rotor surface. A thin film of fine grit can cause a chatter or

squealing problem, so cleaning should be taken very seriously. The detergent and hot water will cut through the fine embedded layer of grit that might remain otherwise. In addition to serving as one of the steps toward reducing or eliminating brake noise, detergent washing can also improve the performance of the brake system. In fact, brake manufacturer tests have shown a gain of as much as 8% in braking torque with sanded and detergent-washed rotors. 



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Holiday Gift Guide

Last Minute Ideas for That Special BMWer

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Video History



The Story Of The BMW. Details the evolution of the company and highlights many classics like the Dixi and the 3200CS. A must have for the enthusiast library. \$22.95 from BMP Design 800-254-4143.

Shift Knob



For that touch of class, this AC Schnitzer burlwood knob replaces the existing, complete with underside button release. \$139.95 Available from Bavarian Autosport 800-535-2002.

...Or M3 Livery



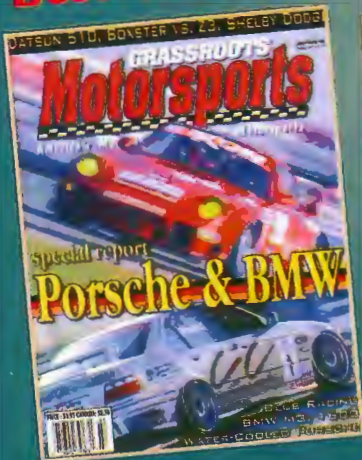
For your favorite M3 nut, these accessories will leave no doubt as to their favorite car. Leather fob \$17, open logo with horseshoe ring \$15, money clip \$20, lapel pin \$8. Available from your BMW retailer.

...And More Mouse Pads



Your BMW Retailer also has mouse pads that will inspire you to point and click at high speed. Non-skid flexible foam in full color. \$8.00 ea. Z3 Roadster 99 00 0 000 673, 3 Series convertible 99 00 0 000 674. Mouse not included.

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Give a membership to the BMW ACA! Convert that neighbor or brother-in-law that keeps forgetting to sign up. They'll get a year's worth of Zündfolge and see you having a great time. Only \$25 payable to BMW ACA. Call any board member for a sign-up card, or see the November issue page 19.

December Issue

Our cover shot was photographed (and enhanced) by our talented member, Brian Horne. Mallory Cummins, the little blond girl, is the daughter of new members Scott and Kathleen Cummins. The guy in the red suit you know. Thanks to BMW Seattle owner Steve Norman for the use of their facility and the red 318ti.

We've got the most color in this issue we've ever had. No, we won't have this much every issue. But we had the coincidence of two things this month. First, due to an excess of funds, the Board told me to go spend more money on what our members want: more good stuff about BMWs. Second, we had an abundance of good BMW stuff this month. This issue has the first photos of the new 3 Series, the fabulous Z07 show car from Tokyo, the full '98 line-up, a holiday gift guide of BMW goodies, and photos from the new James Bond movie. All in color! Happy reading and happy holidays!

—David Lightfoot

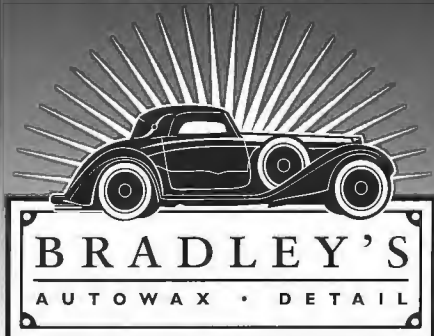


BMW ACA PUGET SOUND REGION New Members



Member	Referred By	BMWs
Bob Long	Request	'74 2002
Jason Pettyjohn	Hugh Golden	'97 740iL
Jay & Suzanne Stallard	Internet	'90 325i
Bradley Henshaw		'76 2002, '71 2002
W. Alan Jorgensen	Request	
Adrian Crabtree	Request	320i M3
Michael Heys	Kevin York	'83 320i
Reed Nicholson	BMW Northwest	'97 M3
George Cano, Jr.	BMW Seattle	'88 325iC
Jeri & Douglas Smith	Kevin York	'90 535i
Teil Lee	BMW Seattle	'97 M3
James B. Nelson	Zündfolge	'91 M5
Dianna & Peter Garland		'88 M5, '88 M6
Naoto Nakayama	Ray Kirkland	'96 M3
Michelle That	Drivers' School	'87 325i
Mark Sandstrom	Drivers' School	
Peter Ryce	Drivers' School	
Andrew Rosenberg	Drivers' School	'97 Z3
Wilfred Paul	Drivers' School	
Susin Frisby	Drivers' School	

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Letter To The Editor

Dear David,

Upon reading your article about the Frankfurt Motor Show (November), you have made a serious error in your write-up of the R 1200 C. You likened a Harley-Davidson to being "like a new 1959 Cadillac." That is an insult to a fine American machine.

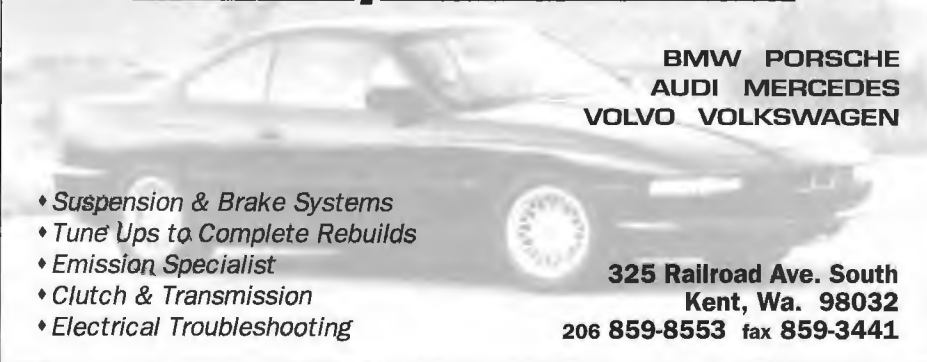
I've been riding motorcycles pretty much non-stop since 1968. I respect your judgment on BMWs as I've only had one for four years. But motorcycles, I don't think so.

While cruising today on my Electra-Glide in the El Nino air of November here in Seattle, I was aware that to compare my Harley to a 1959 Cadillac is a real put-down. Any fool can see a 1956 Cadillac much better fits the bill. :)

Yours,

Norm Hardy '79 320i (and getting newer every month)

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Motorcycles at the Guggenheim

BMW produced its first motorcycle in 1923. Thus, 1998 marks the 75th year of BMW bikes. To celebrate, BMW is sponsoring an exhibit at the Guggenheim Museum in New York entitled "The Art of the Motorcycle." The exhibition will open June 28, and run through September 12, 1998. The motorcycle will be presented from many different perspectives, including historical, technical, social and cultural. An international survey of motorcycle history will include bikes from the late 1800s through the present. "The Art of the Motorcycle" will celebrate this machine as a cultural icon of the modern age. Amongst other BMW motorcycles included in the exhibit will be the R32, BMW's first, which debuted at the Paris Motor Show in 1923.

(BMW NA Press Release)



Spartanburg Expansion

The Spartanburg plant continues to be expanded. BMW will inject another \$200 million. Expansion will allow for production of the Z3, M Coupe and the forthcoming all-wheel-drive vehicle.

Z3 News

Last month we mentioned the special run of yellow Z3 2.8s which are now available. A more recent edition is the Christmas roadster, which is a Z3 2.8 in red with black leather and red piping on the seats. It's available now, before Christmas. In Europe, BMW M GmbH now offers series of 50 Z3 roadsters, named "Z3 Launch" in five new colors: Atlantis metallic, Orinoco metallic, Dakar yellow, sundown metallic, and Fiji green. Look for more special Z3 packages.

The M roadster should start US deliveries in March. The dealers are taking orders now. The M coupe will also be available in 1998, but in very limited numbers.

Elviswagen Revisited

The BMW 507 once owned by Elvis Presley, #B6070192, supposedly sold at the Rick Cole auction at Monterey in August. The price was \$291,500 including commission. That's high for a 507, but then it was owned by The King. But it seems the deal has fallen apart and the car is unsold. (AutoWeek)

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McLaren F1s in the USA

Road & Track had a road test of a US legal McLaren F1 in its December issue. R&T claims that there are five F1s in the US with a sixth on the way. The cars were federalized by Ameritech, a company that did a lot of private importing in the 1980's gray market era. The road test produced some remarkable results. The top speed of 231 mph was the highest ever and the 0 to 60 mph time of 3.4 seconds was the quickest ever. The horsepower from the BMW engine of 627 was the most ever, too. The price of a McLaren F1 in the US is \$1,131,120. Unfortunately, the car has the worst air conditioning in the world and overheats in traffic. One would expect better from a car with this kind of price.

SUPER TOURING IN THE USA BITES THE DUST

The sputtering Super Touring US series was put on hiatus with the following announcement on October 29th from the Super Touring Offices in Tampa, Florida:

"The introduction of Super Touring racing into North America in 1996 was viewed as a minimum initial three year program. While the growth and development of the Championship did not meet all initial expectations and was hindered by external circumstances outside the direct control of the Championship, there was much optimism for the third year in 1998. At least one new manufacturer was expected to announce their participation within the next few weeks and several other new programs were under discussion or negotiation."

"The recent announcement, however, of the withdrawal of Chrysler's participation has affected the position and perceived strength of the Championship to a degree that is, at this time, considered irreparable.

Rather than provide potentially unrealistic expectations for the Championship's teams, sponsors, event promoters and others, it has been very regrettably decided that the 1998 Super Touring program will not take place. A comprehensive evaluation of the feasibility of continuing the Championship in 1999 will be undertaken."

Andy Evans' number is...

Rolls-Royce Still For Sale

Vickers, parent company of Rolls-Royce, still hasn't chosen a buyer for their car company. Mercedes may have put some urgency in the decision by unveiling their Mayback concept car at Tokyo. The Mayback is two feet longer than an S-class and will be built in very limited numbers for buyers willing to part with half a mil. Clearly, the Mayback is Mercedes' answer if BMW acquires Rolls-Royce. Although BMW is the most obvious buyer for RR, the price seems to be a sticking point. Vickers says Rolls-Royce is worth about \$650 million, while BMW thinks it's worth about half that. Let's get an agreement guys and get this deal done.

Factory Racing

BMW racing engine guru, Paul Rosche, says that BMW developed a 3.5-liter engine in the early 1990s that could have been used for either Formula 1 or DTM racing. And despite the decision to go Formula 1 racing with Williams in 2000, BMW will stick to the original plan to produce a long-distance sports car racer for 1998. Touring car plans for 1998 are not yet finalized.

Berger to Williams?

One rumor in the Formula One paddock is that Gerhard Berger may join the Williams-BMW effort. Berger, 37, was the last person to win an F1 race in a BMW-powered car ('86 Mexican Grand Prix). He is believed to be considering becoming a test driver and adviser to the Williams-BMW partnership, possibly spearheading a Le Mans effort for the company. (F1 Racing)

F1 to be Pricey

BMW will be Williams' engine supplier in Formula 1 starting in 2000. BMW expects to spend about \$150 million per year on the effort. (Car & Driver)

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estimate by
10-20%





BMW Not for Sale

BMW Chairman Bernd Pischetrieder has denied reports that the Quandt family is interested in selling BMW. BMW may still be interested in selling its underperforming Rover subsidiary. Chrysler is the likely buyer if that comes to pass.

Oregon Chooses BMW

The Oregon State Patrol has chosen the BMW R1100RT as their vehicle of choice. It replaces the aged Kawasakis used by many US police departments. The BMW is faster, has better brakes and needs less service than the Japanese bike.

Top Five Reasons for a Z8

AutoWeek had the top five reasons that BMW should produce the Z07 show car:

- 1) Everyone thinks the concept is drop-dead gorgeous,
- 2) The time has never been more right,
- 3) The mechanicals, including the silky V8 and aluminum space-frame chassis, are proven,
- 4) BMW should have a Ferrari-level roadster to befit its status, and
- 5) Considering that BMW built only 252 of the 507s, the successor is assured of breaking the sales record.

C1 Price Set

The little C1 urban personal commuter that debuted at Frankfurt will go on sale in Europe in 2000. The price will be less than \$6,000. The single-cylinder four-stroke engine will be mated to a belt-driven continuously variable automatic transmission. The C1 can reach 62 mph and gets 64 mpg. The aluminum space-frame has a built-in roll bar. Standard equipment includes safety belts and ABS is optional. An airbag may be made available. Options include a CD player, a heated seat, a navigation system, and a cell phone. (Automobile)

BMW MINIVAN

NO, THERE ARE NO NEW RUMORS THAT BMW IS CONSIDERING BUILDING A MINIVAN. OVER THE LAST TEN YEARS, BMW HAS CONSIDERED BUILDING A MINIVAN, BUT HAS ALWAYS DECIDED NOT TO DO IT. NOW COME WORD THAT MERCEDES WILL BUILD A STANDARD-SIZE MINIVAN AT ITS ALABAMA PLANT, BASED ON THE E-CLASS. CAN A BMW ANSWER BE FAR BEHIND?

C1 Contract Let

The C1 motorcycle/urban commuter vehicle will be built by Bertone, who won the contract. The C1 will go on sale in Europe in 2000. In Germany, C1 riders will be able to go without a helmet due to the structural roof and double safety belts. Production volume is projected to be 12,000 to 15,000 per year.



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Stephen Spenser,
The Seattle Times

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Tomorrow Never Dies



The BMW arsenal is tripled for 'Tomorrow.'



007 demonstrates that handcuffs are no impediment to a quick spin on the Cruiser.



The bad guys choose a Land Rover, hmmm...



The 750 complete with remote control. Don't ask your salesperson for this option.

In this sequence of photos, the 750 is launched from the top of a building into the storefront of an Avis Rental office. Note the camera men scrambling to get out of the way in the upper left hand corner.



Bond is back. And he's filled his stable with BMWs this time. The latest Bond movie opens December 19th. Pierce Brosnan stars as 007 in *Tomorrow Never Dies*. Bond now has a Z3 roadster (carried over from 1995's *GoldenEye*), an R 1200 cruiser motorcycle, and a 750iL sedan. The 750iL, in Aspen silver, is the official company car for Bond this time around. Bond's 750 has a few features you can't order from the local dealer: a remote control driving system, rocket launchers (these could be very handy in traffic-ed.), and a cable cutting device under the roundel on the hood of the car.

Bond's babe of choice is Michelle Yeoh. At one point in the movie, Bond and babe jointly pilot the bike, while handcuffed together. Bond operates the throttle while seated behind Ms. Yeoh, who is operating the clutch. At one point, the babe turns completely around on the moving motorcycle to come face-to-face with her co-star (sounds intriguing-ed). The 750 is also featured in the chase scene, as are Range Rovers from BMW's subsidiary. Thanks to some of the 750's special safety equipment, as modified by Q, Bond gets away. This probably does not surprise you.

BMW will have a full marketing blitzkrieg to accompany the new movie. Or, in BMW-speak, "BMW will utilize the 'Tomorrow Never Dies' platform as the basis for print and television advertising, as well as an interactive program on the BMW website. BMW has also developed Bond-themed promotional materials that will be used in BMW automobile and motorcycle retail centers across the United States."

(BMW Press Releases)



Classified Marketplace

Cars For Sale

1994 325is 2-door coupe. Black/black leather, 5-speed, traction control, Sports package with heated seats/mirrors, on-board computer (OBC), carbon fiber interior kit, six disc CD changer with MB Quart speaker upgrade, Jim Conforti ECU chip, M3 exhaust, flawless condition, no dents/dings. One meticulous owner, non-smoker, all records. Oil changed every 3,000 miles (Mobil 1), Redline tranny and diff fluid, ATE Superblue brake fluid, 49,XXX miles. \$27,690. Call Jim days 425-348-2603, evenings 206-542-5237 or e-mail: jmmillet@intermec.com.

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1974 2002ti Sahara tan with tan interior. Looks and runs great. More than \$4,400 in repairs and restoration in the last year including new timing belt, new exhaust and manifold, new alternator, new radiator, new window seals and weather-stripping, new trim pieces. Kept garaged and detailed. \$4,900 OBO. Call Dave Klein (weekdays) 1-888-285-2594 or (home) 206-839-4801



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Cars Wanted

1990-1991 325i with low miles in great condition. Prefer a 4-door, not red. Please call Jay anytime 206-726-1314.

Parts For Sale

Wheels and Tires. Four '97 Z3 1.9 16 X & wheels with Michelin Pilot MXM 255/50 ZR16 tires. 8,000 miles on tires. \$1,000 for the set. Wind Deflector Z3 "old style," will help install. \$200. Contact Karl Seeger 425-868-2027.

Parts to give away '81 320i bent right side and right front suspension. Lots of still good pieces. Just haul it away. Mick Nance 253-925-8875.

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.

Car Trailer Low bed, single axle, steel with ramps. Suitable for race car or smaller road car. \$500 OBO. Randall Rehr 206-782-8951.

Parts Wanted

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