



August 1995

Zündfolge

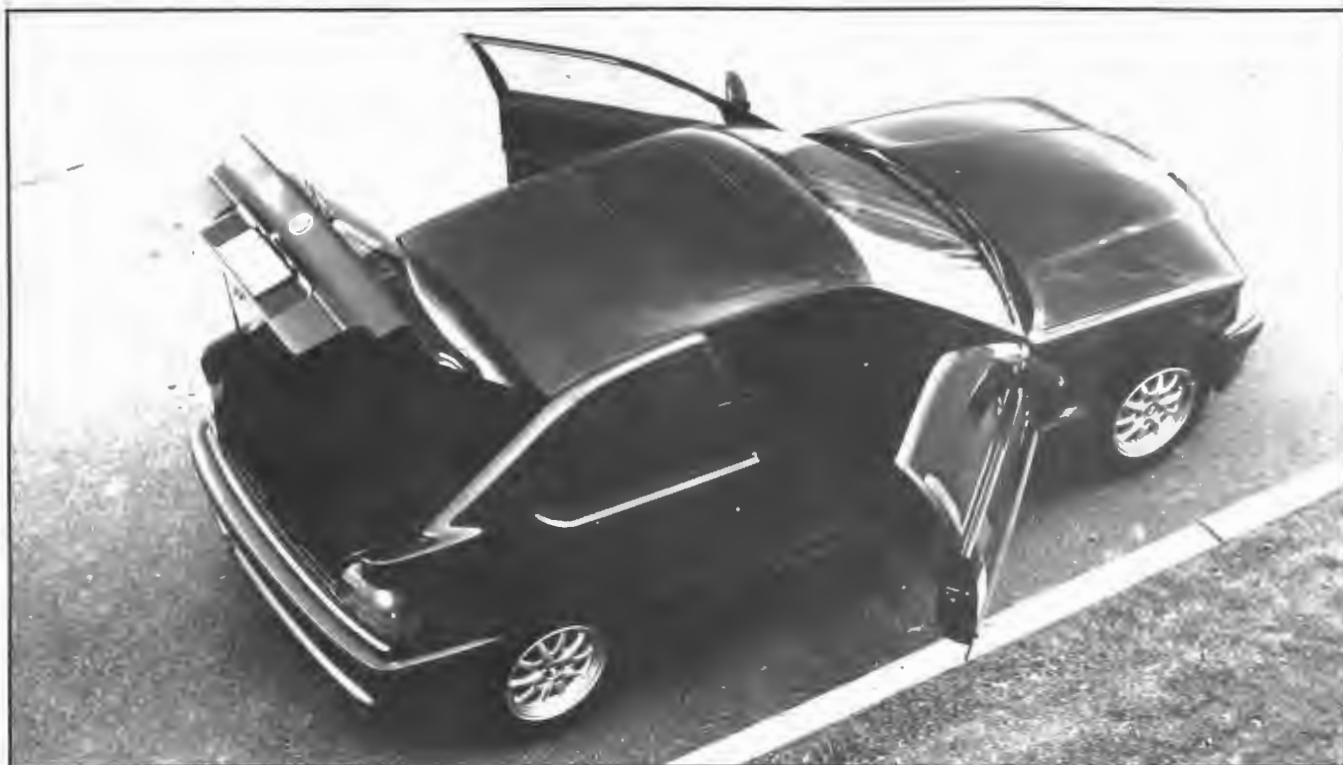


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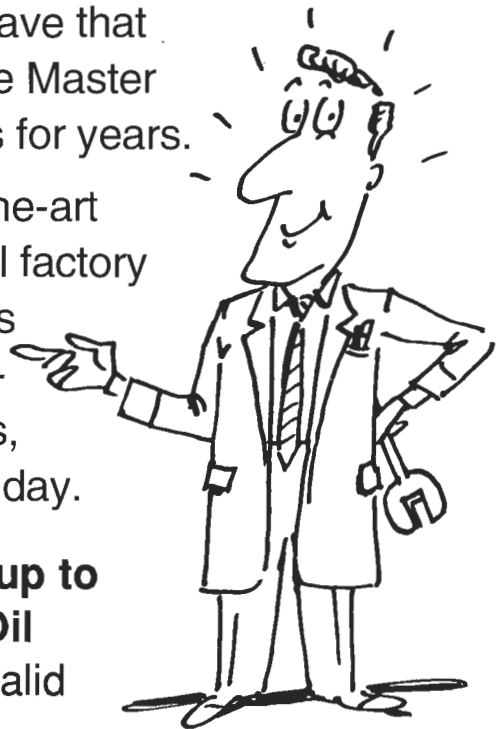
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Cover:
Daker yellow M3s
racing at Thunderhill.
More on page 15.

Zündfolge

Volume 25 Number 8 August 1995

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Boilerplate

This magazine is the monthly publication of the BMW ACA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

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Calendar

- August 19** Skagit Tour. Last call for this one day tour.
- August 26** Deadline for the September *Zündfolge*.
- September 2** Driving School at Bremerton. This is our last school of 1995. Be there!
- September 7** Board Meeting at the Mierz's residence.
- September 29** Lapping Day at Bremerton. One more chance at the track before winter sets in.

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



Skagit Tour

There's still time to register for the August 19 Skagit Tour if I receive your payment by August 15.

Here's a good chance to visit the North Cascades, give you and your car a chance to stretch the legs and experience a little history of the Pacific Northwest. If you are undecided or need more information, give me a call. I have a pamphlet from Seattle City Light and I took the tour several years ago. To reserve a place, send your check, payable to BMW ACA indicating the

number of participants, to me at the following address:

Stephen Niver
2546 186th Ave. NE
Redmond, WA 98052

The tour lasts approximately three and one-half hours and starts at 3 pm. After the tour there is an all-you-can-eat meal of baked chicken or vegetarian spaghetti. The costs for the tour are as follows:

\$24.50 for adults (12 & over) w/meal;
\$17.50 w/out meal.
\$22.00 for seniors (62 & over) w/meal;
\$15.00 w/out meal.
\$12.50 for children (6-11) w/meal;
\$5.50 w/out meal.
Children five and under are free.

Driving Directions:

From Interstate 5 take Highway 20 heading east. You can reach Highway 20 from Exit 232 (about four miles north of Mt. Vernon) or Exit 208 through Darrington. Diablo is about 70 miles from Exit 232 on Highway 20 past Newhalem. Signs in Diablo will direct you to the Tour Center.

— Stephen Niver



Entertainment '96

Once again the Club will be selling the famous Entertainment Books to help raise funds. These books are great ways to save money on a wide variety of things. You can get discounts on dining in a range of restaurants from family fast food types to fine, intimate dining for special occasions. These are also discounts on tickets for sporting events, movies, the zoo and other leisure time activities. There are travel discounts on lodging, airline tickets, car rentals, and more. The books can be useful tools for families on a budget, college students away from home, and business people looking for ways to reduce expenses. To reserve one of these books please call Bob or Barbara Paisley at 454-3486, between 5:00 and 9:30 pm weekdays. The price for the books is unchanged from last year at \$40, a real bargain. The supply of books will be limited, so get your orders in early.

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Stalls

By Thomas B. Nast

Receding Airlines

You have probably always wondered what is done with left-over body parts at the hospital. I learned the answer to this at the high point (38,000') of a recent Northwest Airlines flight. They are served for dinner.

Dinner consists of either a dinner salad ("Sorry, we have run out of that") or something called "Chilly," which consists of used organs. I was hopeful that they were removed from cadavers, which would account for why they would be chilly, but when mine (it was, appropriately enough, spleen) was served luke-warm, I realized that it had only recently been removed. My neighbor (if you call a stranger temporarily joined to you at the hip, thigh, shoulder and arm a "neighbor") appeared to have been served a "chilly" bladder, and found it as appetizing as I found my spleen. So we made do with dinner rolls, which were just soft enough to make it through the metal detector. Unless you are very serious about recycling, I suggest you carry an organ donor's card before flying Northwest, to ensure you do not become an entree should an accident befall you.

It would be unfair to leave you with the impression that Northwest did not try to atone for this and a hundred other acts of indignity and incompetence. How many other airlines will wash your clothes for you? I prefer that the clothes first be removed from the suitcase and dried after washing, but you can't have everything. It's the thought that counts. Almost as thoughtful was sparing my party of five the rigors of carrying our luggage from the airport at our outbound destination. Northwest kindly carried the luggage for us, when it arrived. Which was the day following our arrival in New York. We were not even charged for housing the luggage in Detroit overnight.

Northwest Airlines has supported our local economy by hiring management out of the ranks of the Seattle Engineering Department. I know this, because

after our first flight arrived (early) at the Detroit "Hub" (a "hub" is an airport which has lost its bearings) there was no parking available. Instead of cruising for a space, the pilot was cleared to read "The Hot Zone" for half an hour. By the time he got the bird parked, the connecting flight was near departure.

Northwest has a long tradition of not holding connecting flights just because mismanagement has caused delay in arriving flights. The gate agents get downright surly when you show up just before departure, no matter what the cause. It is, after all, the passengers' fault for selecting travel agents who select connecting flights so close (within 12 hours) together. But I was to learn that the passengers' responsibilities go beyond this.

One of our party was handicapped, unable to walk. This was duly noted on the tickets purchased from the travel agent, and again was noted at the ticket counter's baggage check-in. You can imagine Northwest Airlines' surprise, then, when we appeared at the gate in need of a . . . wheelchair! (special narrow wheelchairs are needed on airplanes for the capillary they call an "aisle"). In Detroit, we were sourly excoriated for not advising the gate in advance that a chair was necessary. Now that's management! The airline's agents don't talk to each other, and the ticketing

computer's notation of special needs is not disseminated, so it is the passengers' duty to telepathically predict at which gate they will be deposited and fax ahead to some undisclosed number (whilst beelining due to the airline's parking problems). If I didn't know better, I would think Northwest Airlines was a federal agency.

Another highlight was my first ride on an Airbus A320. As this plane lifted off Detroit Metro, steam poured out all the ducts over the windows in the cabin for about a minute. It wasn't until later that I learned that this was the visual in-flight entertainment. It was certainly more entertaining than the in-flight audio, which consisted entirely of pitches to buy CBS recordings, interrupted by excerpts from the targeted discs.

BMW is doing something about all this, of course. It is (with Rolls Royce) building engines for the new Gulfstream V. Somehow, I don't think many of us will be able to scare up the \$50M purchase price, never mind the cost of operation. But even a week driving an Isetta trans-continent might be more pleasant than a flight on Northwest.



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Last Chance for Driving School—Start Your Engines

by Dan Alvis

If you were unfortunate enough to miss our last drivers' school, here is another chance. We have rented the Bremerton Raceway at the Bremerton International Airport for the 2nd of September. This will be the last drivers' school for the BMW ACA this year. The school is for club members and wannabe members who share an interest in improving their driving skills. Club members will be given priority. Any make of car is welcome.

What is a Drivers' School and Why Should I Attend? Our club drivers' school gives you the opportunity to drive your BMW the way it was meant to be driven! That is, on the edge and safe. This school is a learning experience which will teach you real life-saving driving techniques. This is NOT a racing school. The emphasis is on technique and smoothness. Speed will come with patience. Each student will have a trained instructor in their BMW at all times, until the instructor feels the student is ready to go solo.

Can I Hurt My Car or Myself?

Safety is the number one concern of the club drivers' school. That's why we have them. You are in control of your car. You can go as fast or as slow as you are comfortable. Your instructor will NOT push you beyond your abilities. Remember, your instructor is in the car with you. The club provides professional fire and paramedic safety workers at the track. All our schools are well planned and are very safe.

Yes, You Can Bring Your Own Car!

Proper preparation of your car is extremely important for your safety and that of everyone involved. Tires and brakes are the most stressed parts of your car. Your car will be required to pass a safety inspection before the event. Details on the car inspection will be given to you in ample time to prepare your car. You don't need a modified car, we want safe ones. It's up to the school officials to determine if the car you bring will be acceptable for this type of performance school. *Rental cars are welcome too.*

What Can I Expect! I've Never Even Broken the Speed Limit!! Well if you're in this group, then this school's for you. All students will be divided into groups based on their experience levels. Your instructor will guide you through the basics only after you have had several exercises in braking, car handling, and skid control training. All beginning students will attend classes, and will have ample track time.

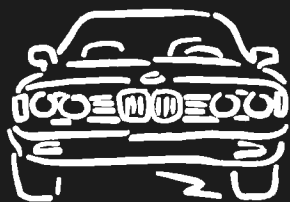
It's Great Fun. A Family Event. Bring the whole family and a picnic lunch. There will be a concession trailer

to serve the basic food groups. Bring sunscreen, lawn chairs and make it a day. The student driver will be very busy and will want all your support and enthusiasm. If you plan on bringing children, please be sure and also bring another adult to watch after them. You will be very busy. Please refrain from bringing pets.

Helpers Needed!!! We need help to conduct the school. If you are interested in helping at the track the day of the event please call immediately. It pays to help. If you help at any three of the eight events this year you get credit for one **Free Track Day**. We need safety persons, pit crews and general organizers. Come on and get involved. **It's Great Fun!**

How Much Does It Cost? For members of the club the cost is \$65 and for non-members it is \$90. If two people are sharing the same car it is \$100. If you wait till the day of the event it will cost \$25 more. After you send in your registration information, we will send you an info packet with a hand book and lots of useful stuff to help prepare you and your car.

How Do I Get There? From wherever you live, get on I-5 and drive north or south to Tacoma. Follow the signs for Bremerton and Highway 16 west, over the Tacoma Narrows bridge about 16 miles to the Port Orchard/Old Clifton Road exit located just past mile marker 26. Turn left at the stop sign at the bottom of the hill. Follow Old Clifton Road for about four miles and you will see a five-way intersection of Sunnyslope Road and Victory Drive. Go



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Name _____

Year & Model Car _____

Address _____

Phone No. Home () _____ Work () _____

Number of Previous Driving Events _____

Driving Level Novice, Level (I II III Instructor) Circle One

Number of Autocrosses _____

Want to be a Helper for this Event _____ yes or no

Signing up for Sept 2 _____ (\$65) Sept 29 _____ (\$65)

Two Drivers in One Car, Add \$35 _____

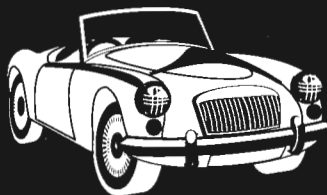
Total Amount Enclosed \$ _____

Driving Goals _____

Make checks payable to BMW ACA. Mail checks and application form to:
Dan Alvis, 8318 Northway S.W., Tacoma, WA 98498.

left then right so you pass just in front of the Texaco station, then straight. Keep straight for about another mile and you will come to the entrance to the track.

You never get off of Old Clifton Road.
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Dan A. Alvis

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1995 Concours At The "Lid"



Smashing Success

By Tom Williams



Two Isettas at this concours! Jim Jessup graciously allowed people to touch, pet and climb in his Isetta. People loved it! An Isetta seems irresistible to all ages.

Sometimes the best things happen as a result of adverse circumstances. After two years at the Columbia Winery in Woodinville, the Club's Concours d'Elegance was forced to find a new site. It took some time, but we were able to secure the Mercer Island city park site at the spot commonly known as the "Lid" over I-90. To merely say that this event was successful would not do justice to its organizers, Al and Bea Lancaster. A record number of cars participated, and spectators packed the site most of the day. Without doubt, this was the best concours ever, and Al and Bea's efforts in organizing the event made it all possible. Al literally spent the weekend at the site, and the attention to detail showed. Well done!

While Al and Bea put the show on, they had a lot of help from club members and others who did everything from judging to tallying scores to setting up a canopy to keep our guest musicians a bit cooler. Bea and her friend Renee did registration. She also worked on the tallying, and Lois Schack, Trish Williams, Gail Davidson, and Joan Rodgers all pitched in. Judges included Tom Nast, Doug Garvey, Gary Parr, T.J. Balzarini (also doubling as ace generator repairman), Greg Mierz, Ted Rodgers, Gail (again!) and Dan Alvis. Dave Lightfoot and Dan shared the MC duties. Al's friend John Hall did yeoman work on the event setup. And Lucetta Lightfoot,

her daughter Cara, and Cara's close friend Emily Bacon did a great job organizing the coloring contest for the kids.

The event was also successful in another way: we raised over \$800 in pledges for the BMW ACA "Race For Food." Mike Helton and his compatriots will be running three endurance races this year and are taking pledges (either on a per lap completed basis or a fixed amount), with the proceeds being donated to Northwest Harvest. As you may have heard, Northwest Harvest suffered a tremendous loss of food recently due to vandalism. A most worthy cause, certainly. If you want more information, please contact any board member or write Roger Wales at 2515 140th Place Southeast, Mill Creek 98012.

A special thanks to Gail Davidson, who takes on the responsibility of updating the perpetual trophy for best of show that bears her late husband's name. It meant a lot to have not only her, but her daughter Whitney here as well. Those of us that knew Andy must have had a least an inkling that he was there in some special way at the event.

BMW Seattle and BMW Bellevue both brought new cars to the event. Park Place Motors entered a 7-series, and the new Cascade BMW Motorcycles in Kirkland displayed some of their wares. In addition, Dennis Noland of Exeter Garage in Seattle teamed with Meguiar's staff to

answer questions about car care and raffled off three sets of Meguiar's products to those attending. And one didn't lack for good food, either: Polverari Italian Sausage of Redmond catered the event most successfully.

However, the most important part of an event such as this is the participants, who spent countless hours working on their cars. The results are ours to enjoy, and we owe them all a great deal of thanks:

Early Series

Lubomir Dolack, 1971 2002ti
Marse Dolack, 2002tii
Steven Fisher, 1972 3.0cs
Joe Feldhaus, 1966 2000cs
Milo Johnstone, 1958 Isetta convertible
Jim and Suzette Jessup, 1958 Isetta
Terry Flanagan, 1971 2002
Keith Clerihue, 1973 3.0cs
Terry Forland, 1967 1600
Richard Pelman, 1971 2002
Ken and Ronalee Wear, 1972 2002tii

5-, 6-, and 7-series cars

Ralph Gordon, 1984 633csi
Carl and Tiffany Ledbetter, 1991 525i
Richard Durringer, 1988 M6
Marcus Schack, 1987 535i
Steve Melrose, 1984 633csi
Russell Poffenroth, 1988 M6
Rick Brown, 1985 M6
Dick Brown, 1979 528i
Mark Ehlinger, 1988 M6
David and Lucetta Lightfoot, 1988 M5
Sharon Silverstone, 1981 635csi
Jim Burnett, 1991 M5
Craig Lacoss, 1991 750iL
Guy Peters, 1983 533i

3-series

Jim and Julie Anderson, 1987 325i convertible
Tony Niolu, 1991 318is
John and Brigitte Nickerson, 1987 325is
Bryan Mazza, 1986 325es
Lance and Trish Tormey, 1992 325is
Michael Pollock, 1986 325es
Michael Akien, 318i
James Furlong, 325es
Andreas Gruenoe, M3

Vintage (Exhibit Only)

Nancy Martin, 1938 328 cabriolet
Steve and Annie Norman, 1957 503 coupe
Fritz Gechter, 1938 327 coupe



Steve and Annie Norman, owners of BMW Seattle, brought their new addition, a 503.

Now, the envelope please...

Early Series

1st Place: Milo Johnstone, 1958 Isetta
2nd Place: Steve Fisher, 1972 3.0cs
3rd Place: Terry Flanagan, 1971 2002

5-, 6-, and 7-series

1st Place: Marcus Schack, 1987 535i
2nd Place: Jim Burnett and Sharon Silverstone, 1991 M5
3rd Place: Steve Melrose, 1984 633csi

3-series

1st Place: Tony Niolu, 1991 318is
2nd Place: Jim Furlong, 325es
3rd Place: John and Brigitte Nickerson, 1987 325is

Spectators' Choice

Terry Flanagan, 1971 2002

Entrants' Choice

Steve Fisher, 1972 3.0cs

Best of Show

Marcus Schack, 1987 535i



More
Concours
Photos

The "race for food" drive raised over \$800.

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The winners enjoy their beautiful 25th anniversary trophies.



199 Concours June 30



Clean machine: stand twenty feet back and you can see yourself in the paint.



Cascade BMW, Kirkland's new BMW Motorcycle dealer, brought out a couple of Beamers.

95 d'Elegance , 1995

Nancy Martin's 328 is
always the star of the show.



Fritz Gechter's beautiful 327
coupe added to the vintage
contingent.



The big car class had fifteen cars.

A Club History

by David Lightfoot

This year marks the 25th anniversary of our club. To appreciate history of the Puget Sound Region of the BMW Automobile Club of America, one needs a little background on BMW clubs worldwide and in America.

Europe

BMW clubs have existed in Europe for decades. Each city or town has its own club. The oldest of all is the Dusseldorf club founded in 1927. Most of the European clubs include both car and motorcycle owners.

Almost all the European clubs are members of BMW Clubs Europa which, in turn, is a member of the International Council of BMW Clubs. Years ago there was something similar to the International Council, called the Verban, but it is long since defunct. The International Council has its office in the BMW headquarters building and receives factory support. There are BMW clubs from around the world represented on the International Council. These include our own BMW ACA.

America

BMW clubs in North America got started in November 1968 when Robert Mehrman and Michel Potheau met. They formed BMW Car Club of America in Boston in 1969.

Leif Anderberg was BMW CCA member number 154. Leif contacted BMW CCA about starting a CCA chapter in Los Angeles. He was told he

could start a chapter, but all the money would go to Boston, and LA members wouldn't get anything for their money.

Not finding this very attractive, Leif talked to Max Hoffman, the importer of BMWs. The BMW CCA and Hoffman were not on good terms and Max urged Leif to start his own club rather than join with BMW CCA. Hoffman also urged Leif to affiliate his club with BMW Clubs Europa and BMW AG. BMW CCA was not affiliated with the European clubs at this time. Hoffman even offered the services of his attorney to Leif to help form his club. Leif took him up on the offer and the BMW Automobile Club of America was formed in 1970.

Puget Sound Area

And while the BMW CCA and BMW ACA were in their formative years, BMW enthusiasm was strong in the Puget Sound area, too. A small group of BMW owners held an organizational meeting on June 4, 1970 at Lum's Restaurant in Bellevue. Events were planned and our club was born. It was known as the BMW Enthusiasts of Puget Sound or BEPS.

In 1972 Leif Anderberg visited with some of the officers of BEPS. The Puget Sound group decided to become the Puget Sound Region of the BMW Automobile Club of America. There were several other BMW ACA clubs at one time, but only three remain. They are ours, LA and Portland. In 1972, the

Puget Sound club also adopted the same logo as used by the LA club. Over the years the logo has changed. The various versions are presented below.

The formation of all these BMW marque clubs around the same era was no coincidence. The 2002 was the car which generated the fervent loyalty which in turn bred these enthusiast clubs.

Over the past twenty-five years, BMWs have changed a lot and so have the owners and the club. In the early years, the club members were a small

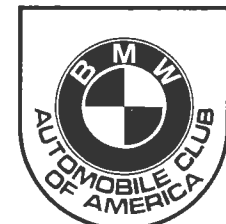


Adopted in 1972 when we became part of BMW ACA.



Modified with a shield shape.

PUGET SOUND CHAPTER



With the chapter name added.



Our current logo.

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- Participation in high performance driving schools
- Credit union membership, and more . . .



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Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

BMW Year _____ Model _____ Color _____ Lic. # _____

group of friends. Membership was only two to three dozen. Club activities were mostly social.

The club grew slowly through the 1970s. By 1975, membership was about 125. Growth accelerated in the 1980s with the increased popularity of BMW automobiles. While membership was about 200 in 1980, by 1986 it was almost 700. Since then, membership has dropped and then risen again. Currently we have about 650 members and are enjoying healthy growth.

While the 1980s were good for membership growth, we true enthusiasts of the marque had to endure the stigma of driving the Yuppie Mobile. Fortunately, BMW seems to have shed that image in subsequent years.

With a much bigger club, one certainly can't know everyone any longer. That doesn't mean the club is any less friendly, just different. And, of course, not everyone owns a 2002 any longer. Now, club members include those trying to keep an old car together with baling wire and the lucky person with the \$100,000 850CSi.

Which I think is terrific. Diversity! We come from all walks of life and have varying economic means, but we share a love for BMW automobiles.

And what sets BMWs apart? The efficiency and fine engineering are part of it. The conservative styling combined with great performance is very appealing. But mostly, I think it's the fact that BMWs are *drivers'* cars; they are for those who love driving in an enthusiastic manner. The company's motto used to be "For the Joy of Driving," and that says it well. Sports cars are for enthusiasts too, but a BMW lets you have sports car performance in a practical package. And that's what sets our cars apart.

The Future

What will come in the club's second twenty-five years? A number of things, I hope. First, more diversity as BMW's history grows longer and richer. Second, more size, which I think is a virtue since it allows the club to do more for the members. And third, with cars like the new 318ti and the Z3 roadster, I expect we will get more enthusiasts (good) and more younger people (also good). Enthusiasm and youth are two ingredients for ensuring this organization stays vital.

I look forward to owning and enjoying BMWs for many years to come. I hope most of you reading this feel the same way. Now let's go find a winding back road and *drive*.

NEW MEMBERS

<u>Member</u>	<u>Referred By</u>	<u>BMW's</u>
Hannelore Kelm	BMW Seattle	'88 528e
Karl Koester	Terry Flanagan	'79 323i
Chris Krischel Sollars	Gorzad Markoucic	'87 325i
Tom Goos		'88 M3
Rich Santoro		'90 325ix
Frank & Joyce Orendorff	Gary Michael	'91 535i
Michael Ruth		'74 Bavaria
Sheri Aoyama		'94 325ic
John McDermott	Roger Wales	
Chris & Audrey Lange		'87 325is
		'87 535is
Garth Bernard	BMW Seattle	'94 530i
Jill & Craig Talbert	Zundfolge ad	'88 M5
Bill & Janice Lindeman		'88 M6
Dr. Phil Moreau		'85 323i
Mark Standish	Dan Patzer	'79 633CSi
		'81 320i
		'79 320i
Frederick Meloan	Internet	'89 525iA
Herb & Janette Kiekenapp	BMW Seattle	'95 318Ti
Curtis & Michelle Hamilton		'89 735i
James & Rebecca DeVaney	BMW Seattle	'93 525i

VINES

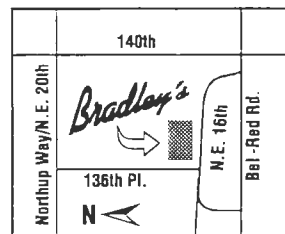
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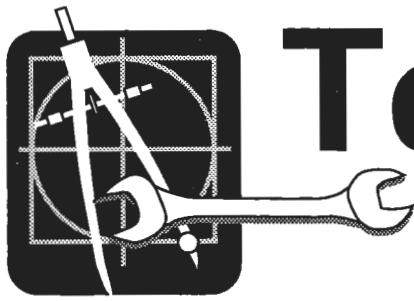
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Technik

edited by Greg Mierz

Another month is upon us and here I go again at trying to keep you, the readers, informed. This month it's going to be brake tips and Motronic codes and a short word about emissions and older BMWs.

Checking Engine Codes

You can do a quick check on the health of your engine by following the procedure described below and reading the flashes of the "Check Engine" light on your instrument cluster. Hopefully it will flash once for about two seconds and then flash the code 1444. Check it out.

Early systems ('pre 89)-Early systems (Motronic 1.1 only, I think) flash the codes automatically. If the check engine light comes on, leave the key in the On position, but don't start the car. The check engine light will begin to flash the code after about 3 seconds. Each flash is separated by about 1 second. There aren't many codes on this system.

1 flash Air Flow sensor malfunction
2 flashes Oxygen sensor malfunction
3 flashes Coolant Temp. malfunction
4 flashes Throttle switch malfunction
More details on these early systems can be found in the Bentley manuals. (Note: to reset this system, rapidly start the engine five times.)

Later systems. Motronic 1.x ('89-91)-The fault codes for these systems will appear on the check engine light when you turn the ignition key to the On position (but don't start it), then: fully depress the accelerator pedal, then fully release it. Repeat the depress, release cycle five times fairly quickly, but not too fast, it should be completed in a few seconds. What you are doing here is clicking the wide open throttle switch then the idle switch each five times. This signals the Motronic unit to send the fault codes by flashing the Check Engine light. You should see the light flash once then it will start flashing the four codes. If there are no faults, you should see the

1444 code (2444 if you have a 12 cylinder). The codes appear as a series of flashes for each digit. The flashes indicating one digit are about 1 second apart, the next digit appears after a two second interval. The rest of the fault codes appear in the accompanying table.

The most recent systems. Motronic 3.x- The fault codes appear in the same way as for the Motronic 1.x systems listed above, but it is much trickier to get them to appear. The timing with which you turn the key then depress and release the accelerator pedal is much more critical. You have to press and release the pedal five times, rhythmically, but much faster than for the earlier system. It usually takes a few tries to get it right.

This table lists all the fault codes we could find. The faults listed are for all different models and some are not

applicable to all models.

For 12 cylinder models, there are additional codes for the second Motronic unit. These codes are the same as below, but the first digit (1) is replaced by 2.

This was originally contributed by a Gordon Haines, Denver BMW CCA and was downloaded from the BMW WWW Home page address(<http://cbsgil.bu.cdu/bmw/bmw.html>). This WWW page has some nifty stuff, check it out.

Brakes

Brakes are one of those things that we must not take for granted. Here are a couple of thoughts for you. **Never** put non-major brand brake pads on your Bimmer. Even if you never take it out to the track, stay away from off-name or regular auto part store brands. They can fail. I've read about people putting on a "major part store" brand and having the pads work ok at the track, but later the pad material comes off. I can fully believe it, because I've seen it on my wife's old Ford Escort with Schuck's pads. I went to bed them in as I would pads for the 2002Ti, getting them warm then stopping reasonably hard then cooling them off slowly. Well the next day the wife came home from work and presto, no right front pad material, it just came off, some glue they used. It could

The Motronic Fault Codes

Malfunctioning systems	Fault Code	Malfunctioning systems	Fault Code
No failure	1444	Ignition Secondary Monitor	1247
DME Control unit	1211	Fuel Injector 1 (or group 1)	1251
Air Mass/Volume sensor	1215	Fuel Injector 2 (or group 2)	1252
Throttle Potentiometer	1216	Fuel Injector 3	1253
Output Stage group 1	1218	Fuel Injector 4	1254
Output Stage group 2	1219	Fuel Injector 5	1255
EGO(02) Sensor 1	1221	Fuel Injector 6	1256
EGO(02) Sensor 2	1212	Fuel Injector 7	1257
Lamda Control 1	1222	Fuel Injector 8	1258
Lamda Control 2	1213	Fuel Pump Relay Control	1261
Coolant Temp Sensor	1223	Idle Speed Actuator	1262
Intake Air Temp Sensor	1224	Purge Valve	1263
Knock Sensor 1	1225	EGO Heater	1264
Knock Sensor 2	1226	Fault Lamp (check engine)	1265
Knock Sensor 3	1227	VANOS	1266
Knock Sensor 4	1228	Air Pump Relay Control	1267
Batt. voltage/DME relay	1231	Ignition Coil 1	1271
Throttle Idle Switch	1232	Ignition Coil 2	1272
Throttle WOT Switch	1233	Ignition Coil 3	1273
Speedometer A Signal	1234	Ignition Coil 4	1274
A/C Compressor Cut Off	1237	Ignition Coil 5	1275
A/C Compressor	1242	Ignition Coil 6	1276
Crankshaft Pulse Sensor	1243	Ignition Coil 7	1277
Camshaft Sensor	1244	Ignition Coil 8	1278
Intervention AEGS	1245	Control Unit Memory Supply	1281
Knock Control Test Pulse	1286	Fuel Control Output Stage	1283

have been ugly. So stick to major brands that other club members have successfully used.

Second, those models of BMW that use a single piston type caliper, and have what are called "guide pins", can suffer a problem that may be diagnosed as "warped rotors". What is happening is pedal pulsation under braking that could be warped rotors but may be uneven friction on the guide pins. The pins are protected by rubber boots. The remedy that should be tried first before more costly measures is to lube the pins. Some type of aerosol lube would work, but I wouldn't suggest WD-40, get some real lube, duralube spray or some teflon based lube, lube just the pins, don't get it on the rotors or pads. Hey, if that doesn't do it, it may be your rotors but at least you've eliminated a big repair bill if it works.

Emission Testing

One final note of interest, emission testing. I've been happy to be able to get my 2002Ti through emissions for many years now, but I've always gone to the trouble of retiming the motor to early-US emission standards, using brand new plugs with a wider gap and checking my

idle mixture on the 45DCOE Webers very closely. This year, I just went through without all the preparatory steps to see how clean it ran without adjustments. It got through fine without the hassle; its CO% was a little higher without the retarded timing, but otherwise OK. Higher output older motors are not always "dirtier" than stock, and can be setup to pass pre-1974 standards reasonably well if things are kept somewhat sensible in regards to cams and head porting.

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About the Cover

This month's stunning cover comes by way of our friend, Pat deWitt, in Sacramento. Pat's husband, Clint, is driving the lead M3 with sponsorship by Cunningham BMW in El Cajon. The rear car is sponsored and maintained by Brecht BMW in Escondido. Both Brecht and Cunningham have been active in BMW racing for many years.

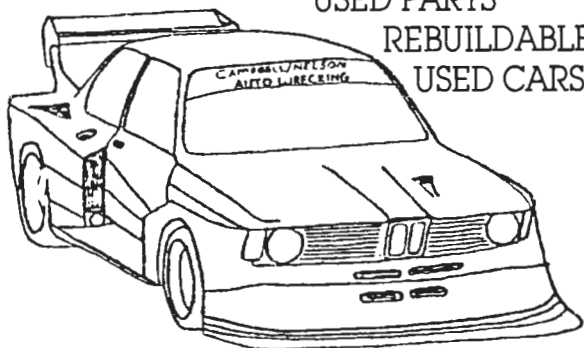
If you guessed, like I did, that the photo was taken at the top of the Corkscrew at Laguna Seca, you'd be wrong. It was taken at the new Thunderhill track in Willows, California.

The photographer was John Blakemore. If that name sounds familiar, John was a Formula 1 photographer for many years. He has written books on how to photograph racing cars. He's back in California "recharging his batteries." And taking some great photos.

— David Lightfoot

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...from the editors **formation**

Spartanburg Teething Troubles

In marked contrast to previous reports, *Car* relates that BMW's transition to US production is not going at all well. The British magazine details a number of problems afflicting the Spartanburg, SC facility, including management-labor conflicts, production problems, parts supply and quality difficulties, and poor quality of machine work. Instead of 500 cars per day, the factory is currently producing only 30. The upshot is that the 1995 target of 33,000 vehicles has been cut to 15,000 by BMW head Bernd Pischetsrieder, and insiders say that even that target appears optimistic.

Much seems to stem from BMW's active recruitment of employees from Honda's Ohio factory. The company has discovered that the production methods used by Honda are not compatible with its own. For example, Hondas are assembled with no margin for error, while BMW allows for a small amount of correction on the line. However, when something goes wrong at Spartanburg, the whole line shuts down while one or two people work on the problem. BMW has now sent a troubleshooter from Munich. He has found a deep division between the German management and the former Honda staffers.

There are other problems as well. Parts are not being delivered at the proper time or in the correct amount. To make matters worse, many American-sourced items are substandard quality. Finally, a number of large-scale machining jobs are being done poorly. It now appears that next year's production target of 95,000 vehicles may not be met.

New Euro M3

BMW is upgrading the European M3. The car will debut at the Frankfurt show in September and then go on sale. The new M3 will use a 3.2-liter inline six producing 320 hp. The upgrade was needed since the new 328i has performance that rivals the current M3. The new M3 motor develops over 100 hp per liter and has a wider torque band due to a refined camshaft control system. The engine is matched with the six-speed manual transmission with revised ratios to improve acceleration. An automatic sequential transmission, based on BMW's Steptronic system, is about 18 months away. Expect 0-60 mph times of 5.4 seconds.

But, Ossifer!

BMW CEO Bernd Pischetsrieder's wrecking of a McLaren F1 is still being investigated by police. But, police indicate that they believe the vehicle was traveling about 170 mph when it left the road. Still, that's 63 mph below the car's top speed.



Beep!

Is a Bimmer Jeep a Beep? In any case, BMW has awarded a contract to a Michigan company that makes all-wheel-drive transfer cases and transmissions. New Venture Gear is working with BMW on a vehicle along the lines of a Jeep Grand Cherokee. The SUV will be built in Spartanburg. (*Roundel*)

The budding North America Touring Car Championship will be sponsored by SCCA. The series will begin in 1996. The schedule is in the process of being finalized. BMW participates in national touring car championships around the world with the 3-series. (*AutoWeek*)

Hollywood and NY
BMW's the choice for many stars.
Unfortunately, stars aren't always in
sterling situations. Hugh Grant's well
publicized indiscretion with a Sunset
Boulevard prostitute took place in
Grant's white BMW. And rapper Queen
Latifah drove her bodyguard to a NYC
emergency room in her 7-series after
the bodyguard was shot.

What? What?

Mercedes-Benz is supposed to offer its small and stylish "Swatchmobile" in North America, according to *Road & Track*. In Europe the line will be called "Smart." If they use the same name in the U.S., can we look forward to Phil Smart Smart?

■ ■ ■ A recurring pattern is being detected on '95 M3s that are being raced. It seems that there is not a lot of feel between the shifter gates. The result is a lot of missed shifts, especially when the car is going downhill. A number of racers have blown up engines when downshifting from fifth and mistakenly hit second gear rather than fourth.

A BMW-engined McLaren will race in IMSA. March One Racing plans to enter the Harrod's-sponsored McLaren F1 GTR, that finished third at LeMans, in an IMSA race before the end of the year. The car will likely race at the September 9th race at Texas World Speedway. This will be the first appearance of the McLaren F1 in North America. (*AutoWeek*)

Dynamic Stability Control

With the 1995 750iL and 850Ci models, BMW becomes the first manufacturer to offer in the U.S. a new system which enhances active driving safety: Dynamic Stability Control. DSC is integrated into BMW's All Season Traction. Via four wheel-speed sensors, AST senses wheelspin and, by automatically adjusting engine power and selectively applying the left and right rear brakes, helps the drive wheels maintain traction. On the two new BMW V-12 models, the Dynamic Stability Control electronic logic is fully integrated into the AST microprocessor; it utilizes the same wheel-speed sensors utilized by AST and the also standard antilock braking system (ABS).

Dynamic Stability Control takes an important new step, putting the wheel-speed sensors to use to recognize conditions that can destabilize a vehicle in curves or corners, and (like traction control) influencing the engine and brakes to help stabilize it. To detect such potentially unstable cornering situations, DSC measures differences in rotational speed between the two *front* wheels. DSC also adds a sensor for steering angle, utilizes an existing one for vehicle speed, and introduces its own control elements into the overall ABS/AST/DSC system.

In stable cornering under normal road conditions, for any particular steering angle and speed there is a specific difference in rotational speed between the two front wheels that results primarily from the fact that the outside wheel must rotate faster than the inside one (because in any given corner, it must travel farther). If the vehicle under or oversteers, this difference will vary from what it would normally be. The DSC logic is programmed with the *normal* wheel-speed difference for any combination of steering angle and vehicle speed. In measuring the *actual* difference at any instant (it makes this measurement every 20 milliseconds, or 50 times per second), DSC recognizes any deviation from the stable condition.

If the vehicle begins to *understeer* the difference in left/right front wheel speed decreases. If the vehicle begins to *oversteer* (tends to turn in sharper, calling for less steering angle), this difference increases. In response to either situation, the system executes fundamentally the same sequence as during traction control:

- First, reduces the engine's throttle opening
- Second, retards the engine's ignition timing
- Simultaneously, applies the rear brakes selectively until control is achieved.

Dynamic Stability Control is yet another technologically advanced BMW system, introduced to help the driver maintain control under challenging conditions. It was developed at BMW's Research and Engineering Center in Munich, Germany, and is now in its second stage of evolution after successful introduction of the first stage in the European 850Ci model. (BMW NA Press Release)

V8 Problems? It May Be Your Fuel, Says Car Magazine

In its August issue, the prestigious British monthly *Car* says that US gasoline is "not compatible" with BMW's 3.0 and 4.0 liter V8 engines. The 2.8 liter six is also said to be similarly affected.

The culprit is apparently US gasoline's high sulfur content. Over time, the sulfur dissolves the nickel silicate coating on the cylinder walls, leading to "engine seizure." The problem is particularly acute during cold starts, when a greater than normal percentage of the fuel is unburned.

BMW is attacking this situation in several different ways. The Digital Motor Electronics unit (main engine computer) is modified to reduce the amount of fuel used during cold start cycles. Second, a new thermostat is fitted to shorten the warmup time. In cases of severe damage, replacement of the short block is the only remedy. According to one source in a local dealer's service department, these repairs should be covered under the new car warranty.

As a permanent solution to the problem, *Car* says that BMW plans to incorporate sleeved cylinders in future V8 production. Unfortunately, this process will not work in the 2.8 liter six, which does not have enough mass in the block to accommodate sleeves. BMW continues to look for a solution.

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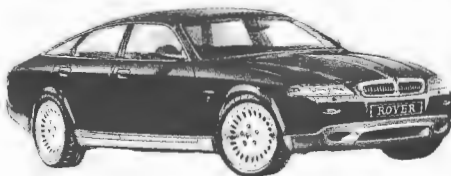
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BMW boss Bernd Pischetsreider continues with his big plans for Rover. The new MGF has debuted, a new Austin-Healey is planned, and Riley is to be reintroduced. The Riley will be based on the Rover 800, currently a rebodied Acura Legend. The plan is to move the Riley upmarket to compete directly with Jaguar. Rover doesn't plan to re-enter the U.S. market until after 2000. (Road & Track)



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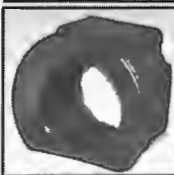
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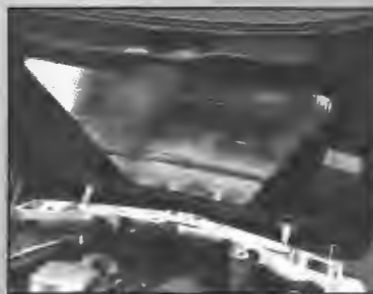
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All Z NewsDat Fitz

BMW has big plans for the Z3. The hope is to build 30,000 a year in the Spartanburg plant. With that kind of volume, price will be important. Target price for the U.S., the biggest expected market, is \$25,000.

The Z3 is based on the 318ti (hatchback) platform. The old rear suspension is used (from the E30 3-series, not the current E36 car). Initially, engines will be an eight-valve four and a sixteen-valve four. The eight-valve engine is from the European 318i; it produces 113 hp. The engine we get in North America in our 318i is the sixteen-valve DOHC version. It will be the optional motor for the Z3 and puts out 138 hp. Later, the 2.8-liter six will become a Z3 option.

Transmission options will be a five-speed manual and a four-speed automatic from GM. Later, a five-speed autobox from ZF will be an option. Handling of the Z3 is supposed to be "go-kart like." The weight is about the same as the 318ti, but the suspension on the Z3 is firmer. Also, the track is wider and 16-inch alloy wheels are used.

Initially, the folding top will be manual. Later, a power version will be offered. An M-version is likely. Other options will include a wide range of interior and exterior colors, exterior chrome, aero kits and on and on. (*Car & Driver*)



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1984 518. Single owner, dealer

maintained in Stuttgart, Germany and Seattle, WA. Five speed, excellent condition, red w/black interior. 92,000 miles on original engine. Asking \$6,000 or serious offer. Call (206) 661-5632.

1983 528e. 5-speed, white with blue leather interior. PW, PDL, PW, power sunroof, 4-door, good engine and transmission, new tires. Fittipaldi rims. Straight body, front end damage. \$1500 obo or will part out car. Call 246-8135.

1977 320i. Topaz brown (coppertone) with tan interior. Four speed, lowered, Bilstein shocks and springs, strut brace, 15 inch, 3-piece wheels, limited slip

diff. Personal wood steering wheel, sheepskins. One owner car, 154,000 miles. \$2200. David or Lucetta 282-2641.

1974 2002 tii. Well maintained, good condition. All records. 145,000 miles on original engine. Malaga/Tan, 4-speed, electric sunroof. \$4500, call 823-6411.

1973 BMW 3.0 CS coupe. Zero rust (Calif. car 20 yrs, garaged in Seattle last 3 yrs). Silver/red leather, 4 spd, pwr windows, all original, mechanically solid, receipts, perfect for restoration. \$9,000, (206) 821-2241.

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BMW Factory BBS wheels. 15 x 7 w/Pirelli P600 tires. 225 60ZR 15, less than 3000 miles. Mint condition. Fits 5, 6 and 7 series. \$1000 firm. Mark 282-6959.

Deadline for the September issue is August 26.

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The Club intends to keep this list current and publish it on a periodic basis. If anyone has any questions or suggestions of businesses to be added to the list, please call Roger Wales at 743-9246.

These businesses, like all others, undergo personnel changes from time to time. Because of this, it is possible that you may not get the correct response when you present your card. Please make sure that you confirm the discount directly with the business as you place your order. If you have any questions, please call Roger Wales. He will be happy to assist in resolving any misunderstanding, however, the Club cannot guarantee a favorable outcome.

BMW of Bellevue

15% on Parts and Service
13617 Northup Way
Bellevue, WA 98005 643-4544

BMW Northwest

10% on Parts
4011 20th St. E., Tacoma, WA 98424
922-8700

BMW Seattle

15% on Parts and Accessories,
10% on Labor
714 E. Pike St., Seattle, WA 98122
Sales: 328-8787; Service: 328-2300;
Parts: 328-7788

Hahn BMW (Yakima)

15% on Parts and Accessories
1201 S. 1st St., Yakima, WA
1-509-453-9171

AAA Fire and Safety

Wholesale Prices
3103 3rd Ave. N., Seattle (West of
Fremont Bridge on S. side of canal)
284-1721

Bap-Geon

Seattle and Tacoma
Varying discounts depending on type
of part or accessory
1325 E. Madison, Seattle 322-4366
5002 S. Washington St., Tacoma
475-9421

Bellevue Motor Works

15% on Parts (New only)
2040 152nd Ave. NE, Bellevue
746-7141

Bimmers Only

10% to 40% on OEM parts. Independent service. Free set back of service interval lights for do-it-yourselfers. Same location but address has changed to:
318 140th SW, Everett 743-2002

Collision Craft, Ltd.

15% discount on deductible
9125 Willows Road, Redmond
883-8556

Exeter Garage

10% off on Meguiar's Mirror Glaze Professional Products
Next to Freeway Park
7th Ave. (Hubbell Pl.) & Seneca
Seattle, WA 622-9800

German Car Specialists

15% on parts
12408 SE 38th, Bellevue 644-7770

Jessica N. Greenway, CFP

Financial Consultant
Complimentary consultation to club members
605 First Ave., Mutual Life Bldg.
Suite 505, Seattle 292-8483

Kevin P. Bailey, LUTCF

Insurance and Investment Planning
Free consultation to members
11911 NE 1st St., B-306
Bellevue, WA 98005 688-0550

Puget Sound Tire

Approx. 10% discount except for Motorsports Tires and Specials
11011 Pacific Highway S., Seattle
763-1273

Seattle Motorsports

15% member discount on service
701 9th Ave. N., Seattle, 281-0228

Shaw & Assoc., CPA

10% discount to club members
1333 N. Northlake Way, Suite G,
Seattle 548-0102

Strictly BMW

10% on everything subject to a maximum discount of \$30.
2111 140th Ave. NE, Bellevue
747-6044

TNT

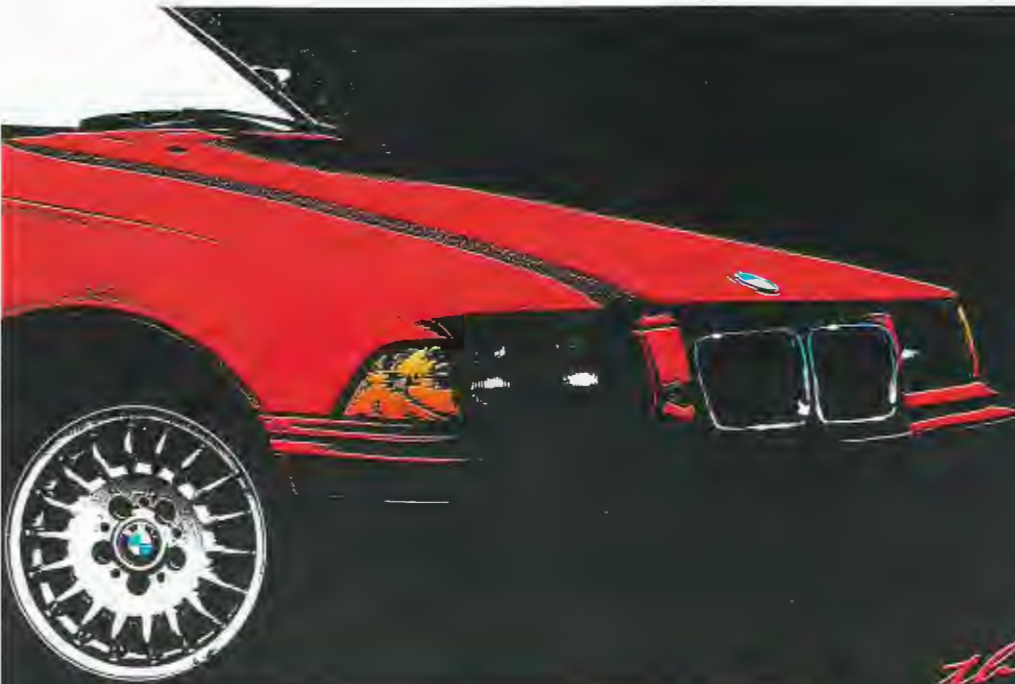
Up to 25% on Parts and Accessories
6717 Roosevelt Way NE, Seattle
524-5151

Walt's Radiator & Muffler

20% discount on parts
18 locations (location managers should know about discount. If one doesn't, ask him to call Rich at the main store)

BMW AG
L I N E
P
BELLEVUE, WA 98009

SECOND CLASS POSTAGE PAID
AT SEATTLE, WA



OUR 15th YEAR

**German Car
Specialists Inc.**

Eastside Service & Repair
since 1979

1979 - 1994

**WE Guarantee to *BEAT ANY*
written estimate on *ANY*
Service or Repair from
*ANYONE.***

WE USE ONLY NEW O.E.M. PARTS.

**FREE Oil Change with Service II
FREE Loaner with major service
FREE Buyer's Inspections**

the
**BMW
Experts**

2408 S.E. 38th Place
BELLEVUE
behind Factoria Cinemas

644-7770