



October 1995

Zündfolge



***In This Issue:
Nothing About OJ***

***Frankfurt Auto
Show Coverage***

***Fourth Generation
5-Series Debuts***

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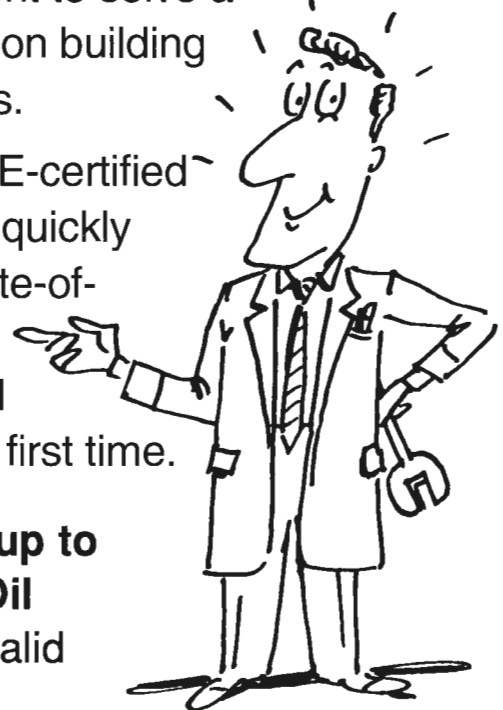
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Zündfolge

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Calendar

- October 27** Deadline for the November Zündfolge.
- October 28** Winter Detailing Session hosted by Bradley's Autowax and Detail. More in this issue.
- October 29** Driving School at PIR. For information call Doug Buchner (503-653-9080), Shelley Putnam (503-284-0530), or Jeff Morgan (503-289-3315).
- November 2** Board Meeting hosted by Stephen Niver.
- November 8-12** Seattle Auto Show at the Kingdome, assuming the ceiling stays up this year.
- November 18** Champagne Tasting. A comparison test of various champagnes. A registration form is in this issue.
- November 30** Bellevue BMW Meeting. Note the date change. See the new Z3 roadster and meet the new owner of the dealership.

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

Winter Detailing at Bradley's

It worked so well last year; let's try it again department.

Brad Zefkeles and his staff at Bradley's Autowax and Detail will once again be hosting our October general meeting. The meeting is scheduled for October 28; we'll get started around 10:00 and finish around noon. Starting at 9:30, Bradley's will provide some refreshments (in Seattle that means Starbucks). This provides a good opportunity to socialize and wake up. As an incentive (or reward for early risers), the first dozen people to arrive will receive a free hand wash and dry (cars only!).

Winter Prep

The first topic for the meeting will be a discussion of how to cosmetically prepare your car for winter. Brad will demonstrate how to protect your car from the ravages of the dark Seattle winter. He will include how to prepare your car if you plan to store it or intend to drive it through the ice and snow. The Bradley's crew will demonstrate a proper pre-winter detailing for us.

Dent Removal

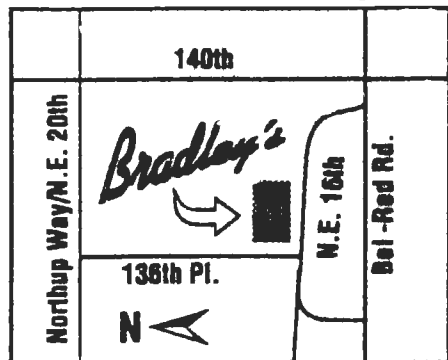
The next discussion will be a demonstration by the Dent Wizard of painless dent removal. This is a service almost everyone can use at one time or another. It's perfect for removing minor door dings without having to repaint the area. It's cheaper than pulling out the dent and repainting, plus the result is usually better. A member's car will be used for the demo.

Interior Care

The last topic will cover the interior of your car — the leather upholstery. The "leather master" from Interior Renovations will discuss how to clean and care for leather. He will describe how he cleans and restores interiors. Not only will he show us some of his techniques but he will also discuss the products he uses.

This promises to be an opportunity to learn about several facets of car care as well as have some fun on a Saturday morning. Join us!

— Stephen Niver



November 30 General Meeting at Bellevue BMW

(note the date change)

One of our objectives in scheduling general meetings is to try to provide opportunities for our members to meet the management at the local dealers and to see new cars when they are introduced. In November we have the opportunity to do both in one session. We have arranged with the new management of Bellevue BMW to host a meeting to introduce the new Z3 Roadster.

The change in the Bellevue dealership was described in earlier issues of *Zundfolge*; now you will have a chance to meet the new owner and his staff in person. As you are all aware, the roadster represents a new dimension to the BMW line and we have been working with the Bellevue BMW management to find a date when the car will be available. They have indicated that the car will be at the dealership on Thursday evening, November 30th.

Make your plans now to join us for what promises to be an entertaining evening. Where else are you going to go on a dark, (rainy?) weekday evening? Please note the date change; more information will be forthcoming in the November magazine.

— 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. There are also discounts on tickets for sporting events, movies, the zoo and other leisure time activities. There are travel discounts on lodging, airline tickets, car rentals, and more. The books can be useful tools for families on a budget, college students away from home, and business people looking for ways to reduce expenses. To reserve one of these books please call Bob or Barbara Paisley at 454-3486, between 5:00 and 9:30 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.

Champagne Tasting

As the fall and winter weather sets in, most of our club activities move indoors. In November, we have one scheduled that will interest many of you. In the past we've had wine tastings, a liqueur tasting and even a chocolate truffle tasting. In the spirit of the finer things in life, we offer a champagne tasting.

This will be a blind tasting of six "champagnes." We will select a range including domestic sparkling wines labeled as champagne and true French champagnes. We'll also feature a wide variety of prices, from moderate to very expensive. How much difference can one taste? We'll see.

You will be supplied a card to make tasting notes. At the end of the tasting, the six champagnes will be disclosed to all. Sounds like fun, doesn't it?

The event will be hosted by the Lightfoots. Preregistration is required, using the below form, and there is a limit of 30 people. The cost is \$25 per person.

The tasting will be held November 18th, Saturday night. Plan on dinner before arriving. We will have only bread for cleansing palates between champagnes. The event begins at 7:00 with the first champagne poured punctually at 7:30. Don't be late, this is a German car club!

New members or those that have never attended a club event are encouraged to register. We are friendly! All registrants will be mailed driving directions.

Sign up now, before the event gets filled. Call Lucetta or David Lightfoot at 282-2641 if you have any questions.

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Stalls

By Thomas B. Nast

Foster Parents

Back when the lava was still cooling, about 1971, my first BMW was serviced about an hour's drive from where I lived. For Binghamton, New York was where the nearest dealer, Jiri, reposed. BMW 2002s were still pretty uncommon cars in those days; the owners still flashed each other (ruining many political careers), and we car-pooled to Jiri's for the monthly synchronesh change.

One fellow I remember ferrying a few times was a very loyal owner, if a little eccentric. For example, he would fully recline the right seat when driving solo, so the headrest would not obstruct his vision. It was his avowed intention to keep his 2002 on a lifetime basis, never mind the salt-provoked rust, the rotting rubber, and the post-accident paint flaking off.

Constant (and even irregular) readers may have deduced that I, also, am a proponent of the lifetime car, although my car-pooler's exemplar was not an ideal one. How to make a car last a lifetime is a topic for a whole book (although garaging it and staying out of accidents is a good starting point), but I thought it might be fun to contemplate which post-war models might be worth acquiring for the balance of a lifetime. If you have an extra garage bay not wasted on gardening tools or table saws, you might want to install an interesting BMW you can inflict on your children by will.

In compiling this list, many desirable cars are omitted. Some are not affordable by mortals, such as the M1 and 507. Some are probably more trouble than they are worth, such as the 501, 502 and 2002 turbo. Some are too uncommon to be anything other than an investment, such as the 328, 3200CS and 2002 convertible. The early M3 is a great motoring value, but has already been bested in most categories and is probably not something you'd keep for decades (the M5 was a close call on these scores). And some BMWs are so scarce that you probably won't find one

even if you want to, such as the 1600GT. By the way, I have owned most of the cars listed below, and have worked on and driven all of them, so this list is not fantasy or based on second-hand data.

Isetta/600. I've owned three Isettas, and at one time one was my daily driver (in 1975), so I have a certain soft spot in my heart (and head) for these. I'd have one today if I hadn't run out of garage space. In the plus column, they don't take up much space, aren't very sophisticated or hard to work on (rusted-up hardware excepted), and don't have a lot of costly parts. Liabilities include substantial difficulties finding parts, particularly fungible ones (brake hydraulics, armatures, muffler, shifter bushings, cork-gasketed fuel petcock, and guibos, to name a few). You cannot drive either an Isetta or a 600 without a cheek-splitting grin, and that is ultimately the reason to own one. Prices are a lot higher than when I sold my last one in 1980, you should plan on \$1500 to \$6000 depending on condition. If you want a car that will be stylish during the next fuel crunch and never be subject to an emissions inspection, this is a keeper.

700. The 700 is one of BMW's uglier creations, looking like a poorly-crafted bar of soap. They came in a number of versions (two and four-door, convertible) and tunings. Like the 600, they were motivated by a modified motorcycle boxer engine. The amazing thing about these cars is how well they handle. The suspension (which is more clever than sophisticated) and the light weight of the car conspire to make it a very entertaining ride. Restoration costs should be pretty modest, and parts are mostly available if you know where to look, sometimes cheap and sometimes not. A fair number of these were produced (though few of the highly-tuned and convertible models), but few have survived the crusher. I'd figure \$1,000 to \$3,000 for one of these, pretty cheap for a fun car that will leave you with enough garage space for the lawnmower.

1800ti/2000tilux. The pre-2002 four-

door models had a peculiar dignity about them which bordered on beauty (Teutonic-style). The quality of materials and craftsmanship in them is astonishing; the folks who built them clearly cared. Plus, they were built of a heavy gauge of steel which seemed to resist rust somewhat. Mechanically they are so similar to the 2002 and Bavaria that they present no challenge to keep running. These are very comfortable cars and their briskness and agility are hidden by their unsporting shape. Unfortunately, interior bits and suspension modifications are almost unobtainable these days, and the shifting was never very pleasing. The ti and tilux models sported the infamous 40PHH Solex carbs, which have usually been replaced by the far-more-durable Weber DCOE series. Drivetrain parts are readily available, interior and trim parts are very difficult to find. These are cars you could take to the opera or the burger stand, one mile close or five hundred miles away. There never were a lot of them Stateside, and precious few are left. Figure \$1000 to \$3000.

2000CS. You either like the look of the 2000CS or you don't; nobody's neutral on this. And looks are the main reason for owning it. The ti engine in it allows for merely brisk performance (this car is heavy), and the Karmann-built chassis was not very stiff to begin with, and often much less so after suffering the rust for which they are justly famous. Otherwise all the remarks concerning the 1800ti apply here. The discreet chrome, soft carpet, beautiful wood dash and dashing shape make this a desirable car. Of the ten thousand or so produced probably only a few hundred remain on American roads, and decent examples run in the \$3000 to \$8000 range (I want a little more for mine, which I've had at least 16 years). Absence of rust and completeness of trim are the most important things to look for.

2002tii (1971-3). The tii was a special car, with a surprising number of small chassis changes from a standard

2002 in addition to the Kugelfischer-injected engine. The early series is, to my tired eyes, far better looking than the 1974 edition (with its black grille, extra side strips, girder bumpers and square tail lights), in addition to being significantly lighter. The numbers imported were modest, by modern standards, and a substantial number have been wrecked. Parts and support knowledge are still available (though requiring an increasing amount of searching), and performance is still satisfying even if not up to current production standards. This was always an enthusiast's car, and it always will be. It is the quintessential sports sedan of its era; you'll never regret adopting one. Plan on spending \$3000 - \$6000 for a decent one.

2000 touring. The 2002 touring (hatchback) was never imported, but a few handfuls of them found their way past the DOT and EPA. They are straight 2002 from the B pillar forward, so most parts are available without a struggle. They do suffer from the frailties of the era (early seventies), in particular a surplus of rust and deficiency of paint. This is a 2002, so it brings with it the benefits (light weight, plentiful suspension modifications, lots of powertrain options) along with the liabilities (seats, ventilation and materials falling well below modern standards). Price of this model is very much dependent on condition, ranging from a low of about \$3000 to a high of over \$8000. If you have an itch to preserve a 2002 well past the year 2002, this is a model which will always remain interesting and deserving of preservation.

3.0CS. Sporting a slightly stretched version of the 2000CS body, the 3.0CS is the most elegant BMW built in the last quarter century (especially the '72 and '73 models). The six-cylinder engine gives it the power it needs, the rear disk brakes the stopping power. The gearbox is also vastly improved over the 2000CS. The use of wood and chrome is less lavish than that of the 2000CS and the latter's mechanical and electrical simplicity are sacrificed to the gods of luxury. Unfortunately, the Karmann chassis flex and rust issues persisted, and the metallic paints all failed, which was typical of BMWs of that era. Parts are generally available and expensive. This car will look nice and be fun to drive well into the next century, and maintained or restored examples are regularly available, if not exactly plentiful. I estimate \$6,000 to \$20,000, depending

on history and condition.

524td. About 1200 of these six-cylinder 2.7 liter turbo-diesels were imported in 1984 (it took most of 1985 to finish unloading them, though). This was the tail end of the diesel fad, and the car flopped here although it has enjoyed some success in Europe. Unfortunately, it was only imported with an automatic transmission, but it still posted a 0-60 of about 11 seconds. When I drove it the suspension seemed detuned (as in, GM-like), but since it is a standard chassis parts are readily available to beef it up (a key to diesel enjoyment is not slowing down in corners). It was quieter, faster, more vibration-free and more sophisticated than Mercedes diesels of the era, and had far more handling potential, but it lacked the bank-safe solidity and three-pointed star needed to sell a \$24K diesel in 1984. Used prices seem to be in the \$5,000 - \$10,000 range, depending on mileage and condition. The car will always be uncommon but reliable, parts should not be a problem, and if you have ever had an urge to burn heating fuel in a car, this is a nice piece of history in which to do it.

M5. The M5, especially 1988 - 1991 vintages, represent one of the greatest values in sports motoring. These are beautifully balanced machines to drive, but are modest enough in appearance not to attract unwanted attention. They were assembled by Motorsport instead of on the BMW line, which causes certain fit and finish eccentricities (and may cause some shortages of interior bits down the road). The 24-valve engine later found its way down the product line, detracting from its uniqueness but guaranteeing serviceability. This is a real driver's car, and it will amply reward the skill you bring to it without punishing for errors. What really makes this a keeper is its limited numbers and its attractive price; you should be able to capture a nice example for \$13,000 to \$18,000. This is a car you could live with for thirty or more years, especially if you like black.

That's my list, the comments being somewhat limited by space. If any of you have any additions or suggestions, drop me a note (tbn@eskimo.com). I am particularly interested in hearing from anyone who has adopted or is adopting a BMW orphan on a lifetime basis. The factory hates us (we are not good consumers, you know) but the new cars would mean little without those that came before.

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The time has arrived for the start of the enduro race season which also starts our "Race for Food" charity drive. The first race is Saturday, October 14th at PIR (Portland) for the six hours of the Cascades.

The next race is the following Saturday, the 21st, at SIR. This also is a six hour race that begins at 11:00 am. I encourage everyone to come out and cheer on our race team. If you're a race fan you're aware of the excitement and drama that can unfold in an endurance race. If you've never attended a race before; come out and see what it's all about and bring the family. The car is a white 325 with M-sport color stripes. Look for us.

The final race is November 11th at Sears Point Raceway in Sonoma, California. Remember these races are the vehicle (no pun intended) we are using to raise donations for our charity project which is providing a contribution to Northwest Harvest, an area foodbank.

If you have not yet made a pledge and would like to, it's not too late. Just fill out the pledge form and mail it in. Of course all donations are tax deductible. I ask you to please support our club's effort to provide assistance to this worthy organization. I'll see you trackside.

— Gary Parr

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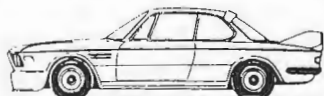
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| Thomas Welt | Driver's School | '84 530i |
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New 5-Series Unveiled at Frankfurt

by Tom Williams

The fourth generation 5-series had its coming out party at the recent Frankfurt Auto Show. Those responsible for the new car's design had the objective of producing an innovative design that was still identifiable as a BMW 5-series. While the car's styling changes may be best characterized as evolutionary, underneath the sheet metal are a number of significant engineering advances that should delight the faithful.

In broad terms, the engineers' biggest achievement was bringing in the new 5 at essentially the same weight as its immediate predecessor. This is no small feat, given that customer preferences for more features and amenities plus the heavy hand of government regulations conspire to increase tonnage at every turn. This has not been accomplished by downsizing the vehicle, as cynics might suspect. The car is about two inches longer and wider and roughly an inch taller than the current car. This extra room has been put to some good use: rear legroom is up an inch, front shoulder room is up more than two inches, and headroom both front and rear is up about half an inch. Some may laugh at what appear to be small incremental gains, but there is no doubting that BMW has made some strides in addressing the only significant flaw of the current car.

So how did BMW manage to make a bigger car with more features, increase structural rigidity by 50%, and do it all without adding weight? In a word, the answer is *aluminum*. The new 2.8 liter motor is all aluminum, and saves 30 kg (66 lb.) over its 2.5 liter predecessor. Of more import, however, is the introduction of a all-new lightweight suspension: the front and rear axle subframes, half-shafts, brake calipers, and wheels all use lightweight alloy materials. The total weight saving is 65 kg (143 lb.) over the previous setup. This not only increases fuel efficiency, but the lesser amount of unsprung weight will certainly enhance the driving experience.

Not only was a weight reduction realized, but other improvements were made. The use of larger rubber mounts on both front and rear subframes as well as deployment of two layers of sound-proofing around the final drive indicate the high priority BMW put on lowering



The well integrated styling features several horizontal lines that wrap around the entire car.



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noise levels. Further evidence is the new exhaust system, which claims a 10 dB(A) reduction in "particularly annoying, low frequency" sounds. Also, the new brakes are said to be more resistant to fade.

The new 5 also sees a first for BMW. Available as an option is a device that BMW calls a "latent heat reservoir." Basically, what this does is store residual engine heat built up while the car is operating. Then, when the car is started the following morning, the stored energy is tapped to warm the passenger compartment and facilitate the cold start process. The benefits of this are quite amazing: instead of waiting 8-10 minutes for the heater or defroster to pump out warm air, it is available almost immediately, depending on ambient temperature. Secondly, the "pre-heating" of the engine can reduce exhaust emissions of certain compounds up to 30% and increase fuel economy up to 3%.

Also, new "comfort" seats are available, which are derived from those in the 7-series. These provide ventilation within the seat itself, which, along with "dynamically harmonized spring and damper action...ensure agile,

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fatigue-free motoring."

New safety features include three headrests in the rear seat, plus side airbags incorporating head restraints in the roof frame, which will be available in Spring '96. A "rain sensor" has also been incorporated into the wiper system.

As one might expect, the new 5 will not suffer for lack of features, available (in Europe at least) either as standard or optional equipment: 5-speed automatic with "Steptronic" transmission management system; electronic shock control; videotex and on-board-computer; on-board monitor for television and navigation system; heated steering wheel; integrated child safety seats, ski bag, fold-down rear seats, and BMW's Park Distance Control.

The first variants off the line will be 523i and 528i models, followed by a 520i and a 525tds turbodiesel. No prices have been announced.

North America should see the 528i sometime next spring, followed at an undetermined date by V8 models. Those who are disappointed by the performance of the current 525i should be pleased by the 2.8 liter motor in the new car: BMW's claim of a 0-100 km/h sprint in 7.5 seconds is over a second better than the current 525i (and equal to the 530i), with no fuel economy penalty.

On paper at least, the new 5 appears to be a winner. No doubt, BMW enthusiasts are looking forward to putting the car through its paces when it appears in BMW showrooms around the world.



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Part of the BMW Heritage display. In the foreground is a 328 Mille Miglia.

The 56th Frankfurt Motor Show was held on September 14th through the 24th. The Frankfurt Show is extremely important to all the German manufacturers since it is, in essence, the German national auto show. It is held in odd numbered years and the Germans often introduce significant new models at this show.

New Pavilion

Since the 1993 show, the new Congress Center has been built on the site previously used by BMW. Keep in mind that the show is so large that it fills about a dozen large buildings and requires about two full days to see.

Rather than move to another hall, BMW decided in 1994 to build a new structure that would be an architectural statement about the company. The result is a huge tent-like structure. A number of steel masts, up to 72 feet high, support a roof membrane. The pavilion resembles the well known structures used at the Munich Olympic site, across the street from BMW's headquarters. The roof membrane is almost 56,000 square feet and the floor area underneath is about

43,000 square feet. The pavilion connects to Hall 3. Both the pavilion and Hall 3 were used exclusively by the BMW Group.

All Together Now

And the Group is bigger these days. The Frankfurt Show was the first time all the Group's products have



Part of the new tent-like BMW Pavilion.

been shown together. This included the complete lines from BMW, BMW motorcycles and Rover. The joint philosophy between BMW and Rover is to "distinguish between our marques and to present ourselves as inde-

FRANKFURT MOTOR SHOW

by David Lightfoot



The 728iL is a luxurious econo-cruiser.

pendent companies." The "beneath one roof" approach also included BMW research projects, BMW M, especially

year's show with the motto, "The Thrill of Mobility." BMW sees itself as a mobility company, not just a producer of

BMW Individual, historical cars from the Heritage Division and even Alpina.

Thrill of Mobility

BMW's motto at the 1993 Frankfurt Show was "Mobility is Life." The general theme was continued at this

cars, motorcycles and jet engines. The strategy is to be involved in transportation projects of all kinds and to work to integrate different modes of transportation into a comprehensive mobility system. And part of the strat-

egy is to help ensure the viability of the individually-owned and operated automobile in an increasingly hostile political climate.

The "Thrill of Mobility" theme manifested itself in a number of ways at the show. BMW presented its Companion road safety system, which is being installed currently on the highway to the Munich airport. The system uses markers on the side of the highway which flash when there is trouble ahead. This system is said to be particularly beneficial in fog.

Nine sections in the BMW Pavilion used the theme, "learning from nature." BMW has previously indicated an interest in figuring out how fish in a school travel so closely together but never touch one another. Picture that for your commute in 25 years. One example of "learning from nature" at this show was BMW's examination of vibration phenomena in nature. For example, cats can perceive vibrations we can not. And besides cats, BMW is studying vibrations in woodwind musical instruments. BMW claims that this study has resulted in features found in the new 5-series. But they didn't say specifically what those features are. Maybe these guys just have too much time on their hands.

Show Highlights

A number of significant new BMW products made their debut at the Frankfurt Show. Most importantly, the new 5-series made its official first appearance, although press photos have been available for several months. The new 5-series is thoroughly covered in a separate article in this issue. The new European M3 was also shown. More on this car in a moment. The 728i and 728iL were also shown for the first time. These are simply the 7-series using the



A famous model returns: the 323i.



A 3-series Touring with a pretty lady and two big doggies.

new in-line six-cylinder aluminum engine; the same engine as used in the 328i and 528i. It is unlikely that we will get (or want) the 728i in North America.

For the motorcycle fans, the R 1100 RT tourer made its world debut. This is the latest version of the classic

BMW twin.

The 3-series is the most prolific BMW line and new versions were shown. These included the 318tds Compact, which is the little 3-series hatchback we know as the ti, with a four-cylinder diesel. And a famous model from the past returns, the

323i.

BMW also showed the 316g and 518g. That's right, g. These are BMWs that can be fueled with either natural gas or gasoline. We'll have more information on these alternative drive vehicles in next month's *Zundfolge*.

BMW even showed pho-

tos of the Z3 roadster, even though the car will make its official debut at the Detroit show in January. One interesting feature is the third brake light recessed into the trunk lid. It looks like this is going to be used in the European market, even though it is not required. The third brake light will shout that this is an American-built BMW. And probably add cachet.

New M3

Most of us consider the first generation, E30, M3 a modern classic. You'll be surprised to know that when comparing the first M3 and the current, E36, M3, BMW says, "The truth is, however, that times had changed, voluminous spoilers and flared wheel arches being openly scorned as secondary "sports" features nobody appreciated any more." Oh, really?

The 1996 M3 will be available in Europe as a coupe, sedan and, starting in spring 1996, a convertible. Our cover car this month is a new M3 convertible with special paint and leather by BMW Individual. Beautiful, isn't it?

Cosmetic changes to the '96 M3 include a black cooling air scoop in the front spoiler and white turn signal lenses. I'm sure glad BMW is getting away from "secondary sports features" none of us appreciated. White turn signals, Jesus.

The heart of any BMW is its engine, and this is more true with the new M3 than most. The 3.2-liter six employs a double VANOS system. This means that both intake and exhaust camshaft timing are infinitely variable. Six separate ignition coils are used and stereo oxygen sensors monitor three cylinders each.

The engine develops 258 pounds-foot of torque and 321 horsepower, while achieving superior mileage and exhaust emissions when compared to its predecessor. The key to this win-win-win situation is electronics. The "brain" in the new M3 is known as MSS50. This hard working system is capable of 20 million instructions per second. It continuously monitors the engine and makes adjustments to op-



The 318tds Compact is the hatch with a four-cylinder diesel engine.

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engine and makes adjustments to optimize performance. The system controls the ignition, injection, knock control, and the double VANOS. It also continuously self-diagnoses, protects the catalytic converter, controls overrun, and monitors engine oil. In its spare time it controls the automatic immobilizer system.

The mechanical systems seem almost mundane by comparison, but a six-speed transmission and M5 brakes with race-bred floating calipers aren't bad.

More Next Month

Next month's *Zundfolge* will feature more about the natural gas powered BMWs and more on the cars presented at Frankfurt by BMW Individual.



M3 coupes and sedans get different wheels.

(My thanks to Ron Stusser who attended the show and picked up press information and photos for our use. Also, thanks to UPS for shipping it from Frankfurt to Seattle, overnight, for free!

Finally, thanks to BMWAG for providing materials of high quality, as always. Want to see quality? Look at the cover

photo again. The original negative has been made into a print, scanned, and then printed. A little detail is lost at each step. But, you can probably still see individual buttons on the phone. That's due to starting with super quality.)

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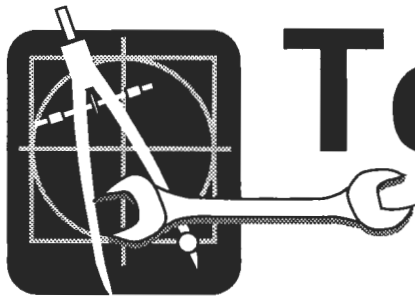
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Technik

edited by Greg Mierz

(This month the popular E28 5-series is the subject of a very well done FAQ (Frequently Asked Question) posted by Steven Bernstein @StevenB @morodr.com.)

My knowledge of the E28 stems from about seven years of ownership of one 1983 E28 that, at the time of this FAQ, has almost 250k miles on the clock (and half a year's ownership of an '87 E28). I am a do-it-yourselfer, and my experience is from the following: working on these cars, getting advice from a particularly outstanding CCA Tips Rep who has serviced hundreds of E28s, and from helping friends that have purchased the same BMW model and have experienced similar problems with their cars.

If you have corrections, updates, or any additional information that you feel can improve this FAQ, please send mail to bernstein@mordor.com.

1. Why is the FAQ needed?

It seems that the E28, the '82-'88 5-series, while a popular car amongst BMW people, has a reputation for developing a shimmy upon braking. This shimmy becomes more noticeable over time and mileage. There are many proposed solutions, but no one except BMW AG has spent the research dollars and time to figure out the best solution. And, they have found it. There has been some conflicting information on this list and amongst some aftermarket suppliers about the best solution. The intent of this FAQ is to clear up some of these questions.

2. In a nutshell, why does the front end shimmy upon braking

This is a two-part answer:

(a) This car's suspension was intentionally designed to be responsive and nimble, unlike many big American sedans which allow heavy weight to rest on the front wheels. As a light suspension, it is more prone to transmitting vibrations through the steering wheel. In the E28 (and to some extent the E30 and E36), these vibrations are caused by

deteriorating components in the suspension. As these various components wear, the evidence of their wear becomes apparent through vibrations in the steering wheel most noticeably upon braking, and particularly between 50-65 mph (80-105kph).

(b) The other half of the problem rests with the material used in the brake pads and how it interacts with the rotors, and the combination thereof. In the mid-'80s, asbestos was outlawed in the USA. After the E28 had already been designed and produced, BMW had to search for a semi-metallic pad for replacement parts (scheduled maintenance), because they couldn't sell the asbestos pads once the asbestos law went into effect. The asbestos pads were originally selected because they were able to generate acceptable levels of heat, while it was much more difficult to reach similar specifications with semi-metallic pads. In time, the additional heat generated caused the rotors to warp. During this period, BMW issued many "updates." They used a number of rotor and pad manufacturers, including Textar and Jurid. They did this until they felt they got the proper pad-rotor combination. It was fairly common for dealerships to replace set after set of warped rotors and ruined pads in some customers' cars (dealers can fish for an answer, too). The rotors were often replaced free under the 12-month parts warranty.

3. What parts should be replaced?

If you experience the symptoms mentioned above, your rotors are most probably warped. If you get the shakes at different highway speeds even prior to braking, you definitely have one or more worn suspension components. Whether or not you need to replace suspension parts is a question based on the car's history, age, and mileage. You should not blindly replace the brake components without examining the rest of the suspension. It is common to need additional suspension work in addition to the brakes, particularly on cars with over 100k miles.

Replace all four rotors and pads with stock pads. From a dealer. They're inexpensive. So do all four. ALL FOUR. The labor is so bloody easy that you won't be sorry. Besides, after you do it, and you've insured the rest of the suspension is working, you'll be really happy. REALLY. The most recent service bulletin on this problem (which I have read but do not currently have a copy) recommends replacing front and rear rotors as well as pads.

Brake Replacement Parts list:

Front pads (1 set - usually Jurid 506EE)
Rear pads (set)
Factory balanced rotors x 4
Front left brake sensor
Rear right brake sensor
Hex key screws x 4 (provide month/year of your E28 mfg.)
1-2 quarts brake fluid (per mfg. spec.)

As I said, the brake job is quite easy, so I don't see a reason to go into excruciating detail about the procedure for replacing brakes. Bentley, as well as the BMW shop manual, are very clear.

4. Why can't I simply turn the rotors?

Warped rotors cannot be turned. The excessive heat that has caused the rotors to warp changes the composition of the metal so that they will not turn properly, and the problem returns virtually immediately. New rotors from a BMW dealer, with a BMW ACA discount, are so inexpensive that it is economically foolish to turn old ones.

5. I'm trying to get the old rotors off, and I'm afraid of stripping the hex key that holds them on. What should I do?

Don't strip the hex key! Use a fine dentist-type tool to clean out the vertices of the hex key, so that a hex socket can be completely inserted into the screw. Give it a shot of Wurth Penetrating fluid if you've got it. Then (I do this before I remove ANYTHING else), with some-one pressing the brakes (or handbrake, if rear), apply a firm torque to the screw. These screws shouldn't be too tight, although dirt and corrosion can make it more difficult. If you strip it, get the easy-outs. I have, twice, successfully removed these screws with easy-outs. It requires patience. Otherwise, drill out the head of the screw and remove the rotor. If all else fails, a sledgehammer (seriously) can be used. One or two whacks to the backside of the rotor (be careful not to hit anything else) will, in

fact, do it. Remember, it is only a set screw. The wheel bolts firmly attach the rotor to the hub. Also, on the rear wheels, you must loosen the emergency brake so that the shoes back away from the inside walls of the rotor. The adjusting nuts are accessible through the lug holes in the hub. Then you can remove the rear rotors.

6. Should I flush the brakes?

You should be flushing the brakes once per year anyway. Just do it.

7. Any other nebula to consider, Mr. Engineer?

Yes, I'm glad you asked. Make sure you torque the wheels to 85 ft-lbs. No more, no less. Believe it or not, this torque spec insures the proper heat dissipation between the brakes and the wheels.

8. I replaced the rotors and pads with the OEM stuff you suggested. It's only 5k later, and they're warped again. Why?

This is a sign that you didn't find the root cause of the problem. Assuming that they warped in less than one year and you got them from a dealer, the rotors are under warranty. You can replace them for free. But you have to examine the other components in the suspension, one by one. Clearly, one must examine each bushing, each tie-rod assembly, and the shocks. Bushings should be checked for hairline cracks; specifically look at the lower control arm bushings and thrust arm bushings. Tie-rod assemblies, track rod, and idler arm should be checked for play, and can be checked by hand. Ball joints (in lower control arm or thrust arm) can be checked by the bar-under-the-wheel test, usually, and should also be checked for visible signs of boot deterioration. Shock diagnosis is difficult, since the "bounce-test" is useless. Often, the type of driving and mileage must be considered, as well as how tires wear, how well the car tracks at high speed, and how much the car leans on cornering. My first E28 lasted with shocks until 150k, my newer one seems to need them after only 80k. Finally, a four-wheel alignment should be performed so that the rear wheel alignment can be measured (there are no adjustments here) and the front wheel alignment can be measured and adjusted. In my older E28, the front strut bearings were the culprit, in addition to the shocks. This made sense, since work-out

strut bearings are not able to properly hold the strut in place upon braking, and the result was a couple of BADLY shaking strut assemblies.

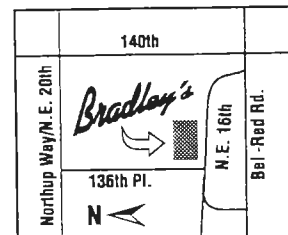
One other thing — don't forget that your wheels and tires are also suspension components, and major ones. Admittedly, I have only used the stock 14" rims. Rims must not be dented or out-of-round. The same is true for tires. I have seen worn tires make a car feel like it was on its last leg. Save the worn tires for the driving schools. You may need to purchase new tires, but that's the subject of another FAQ. Whatever you do, don't be a cheapskate when considering tires.

*There will be more next month.
Special thanks to Steven for permission to use his work.*

I want to make a correction about who should receive credit for the information published in my August article about Motronic codes. The original author is Jim Conforti. He is one of the most informed people dealing with Motronic modifications around. Sorry for the error, Jim. He can be reached by email at Indshrk@xmission.com.



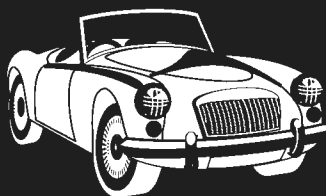
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...from the editors **formation**

PINKWATER ON CUPHOLDERS

We're driving around in a rented car. The insurance company is paying for it. The someday-to-be-a-classic ten-year-old BMW had its oil pan ripped out while going over a stretch of malevolent railroad track, and now it's over at Mittel Europa Motors for god knows how long.

The rent-a-car is a brand-new American one. It's a popular model. It has cup holders. These fascinate me. BMWs the generation of mine do not come with cup holders. "You vill not svill koffee vile drivink at von-hundret fifty miles per hour on zee autobahn, dumkopf!" It's printed in the owner's manual.

Now here's the thing about the cup holders. They don't work. Oh, they're very neat. You push a little button on the dashboard, and a thin tray springs out with holes to put your beverage in. But hardly any cups fit.

Forget about the 32-ounce Big Slurp from the convenience store. They won't go in the holes. But even cups that fit, don't fit. I have tried all sorts of cups. I've pulled up to the little window at every fast food place in the neighborhood. The cups go in, but you can't get them out. The rim hangs up on the radio. And to get the cup out, you have to tilt it toward you, drenching your fingers with scalding liquid.

If the little tray came out of the dash another half-inch, there would be no problem. But it doesn't. What did the designers have in mind? Were they careless? Or were they sadistic! Or is this a subtle marketing strategy? Are the cupholders usable in the upscale version with the leather seats and the six-speaker stereo, and if you're an ordinary slob who buys the plebian model you're going to get reminded of your lowly status every time you want a swig of Java?

Someone who had grown up on a farm in England once advised me about buying a scythe. "Be sure you get a French-style scythe and not the English style," he said.

"What's the difference?," I asked him.

"The English scythe has a straighter handle, and is about eight inches shorter," he told me. "That way, you have to lean forward with every stroke, and at the end of the day, your back hurts like the devil."

"Why would they make scythes that way?," I asked him.

"So at the end of the day, your back will hurt like the devil. It's a class thing."

"Oh come on, I can't believe that."

"Oh yes? You have horses. How much does a bag of feed weigh?"

"Fifty pounds."

"Well, in England, they used to weigh one hundred pounds. That way, every time you lift one, it hurts. Good enough for us peasants to lift. That's why I left the bloody place."

I don't know if any of this is true, whether English farm implements are or used to be designed to inflict pain on the user, but I know those cup holders are. (*National Public Radio*)

The McLaren F1, with 627-hp BMW engine, is currently undergoing U.S. certification tests. The tests take a long time to complete and there is no certainty they will be completed satisfactorily. Expected price, if it makes it through, is over \$1 million. (*Automobile*)

No '96 M3 Here

Here's more on why there will be no '96 M3 in the U.S. All 1996 vehicles are required to have on-board diagnostics, known as OBD II. The system actively monitors the vehicle's entire emissions system. If a component fails, the check light comes on and the driver takes the car to the dealer where a computer tracks down the problem. It's an expensive system. That's why BMW will build U.S.-market M3s through the end of 1995, and market the '95-model M3 until August 1996. Then, the new '97 M3 will be available. (*AutoWeek*)



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The new 2.8-liter six-cylinder engine is scheduled to replace the current 2.5-liter motor in the 3-series sedans and coupes in January. The cars will be designated 328i and 328is. All versions of the 318 (i/is/ti) receive a 1.9-liter four for more torque. A 318ti Club Sport, rife with M-Technik go-fast goodies, will hit the streets, too. (Automobile)

The new 5-series will arrive in the U.S. in May 1996 as a '97 model. Power will come from either the all-aluminum 2.8-liter, 192-hp, 24-valve in-line six or a new 4.4-liter version of the V8. The new V8 will have increased torque, but about the same horsepower (282) as the current 4.0-liter V8. The quad-cam, 32-valve V8 will also find its way into the 7-series. (Automobile)

Z3 • Z3 • Z3

As would be expected, BMW has an extensive marketing plan for the Z3 roadster. Neiman-Marcus is featuring a special "Bond blue" Z3 in its famous catalog. The 20 Z3s have already sold out and Neiman-Marcus has started a waiting list. In mid-November dealers will be holding private screenings of the new James Bond movie, "Golden Eye." James Bond, played by Pierce Brosnan, drives a blue Z3 in the movie.

Dealerships will begin receiving Z3s in November. The cars will go out in three waves: the first November 14-26, the second November 30 - December 10, and the third December 14-24. Every dealership should have had one car by Christmas. But the car can't be sold—it's to be used as a showroom model only. Dealers will take orders, and are taking orders now.

The first customer cars will be available February 14th - Valentine's Day. And how will BMW keep their customers pacified while they anxiously await their Z3? A video will be provided to each person who has placed an order, so that they may fantasize about their Z3, in the privacy of their own home. Base price is \$28,500.

Olympics

As we've reported before, BMW is a sponsor of the 1996 Olympics in Atlanta. BMW will be the sole provider of "mobility." That means cars, motorcycles and mountain bikes. BMWs will accompany the runners carrying the Olympic torch from Los Angeles to Atlanta, via 42 states.

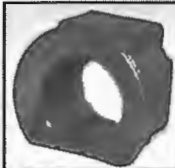
BMW is to announce a special vehicle during the Olympics. It appears now that this vehicle may be BMW's Sport Utility Vehicle (SUV). The SUV will be four-wheel drive and luxurious. Rumor is it will be a sort of cross between a Jeep-type vehicle and a minivan-style people hauler.

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In practice and qualifying at IMSA's Texas World Grand Prix, some of the teams received 93 octane gas, rather than the 103 required. The two car BMW M3 team with drivers Pete Halsmer, David Donohue, Dieter Quester and John Paul, Jr., withdrew following a series of engine failures believed to be caused by the low-octane fuel. (*AutoWeek*)

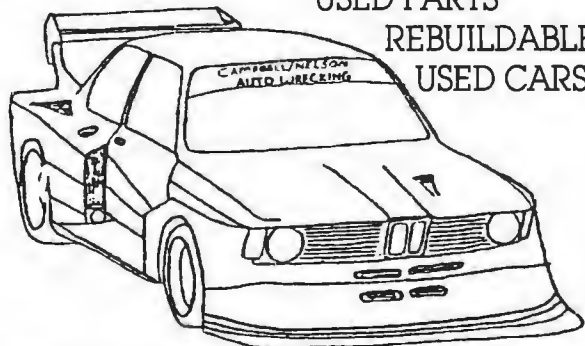
BMW had record August sales of 8,367 vehicles, up 11% from 1994. Land Rover North America, which sold 1,756 vehicles in August, was up 70%. (*Wall Street Journal*)

Act Now, Save \$

The rebate program that provides a check from BMW NA to club members (who have been in the club at least one year) who purchase certain new BMW cars or motorcycles is about to expire. You must make your purchase by December 31, 1995. Check the details on the inside back cover.

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1979 320i Sepia brown, tan cloth interior redone in 1993. Sunroof, 4 speed, new Clarion stereo. One owner, always garaged. 15" Enkei wheels. Excellent condition. 206-265-3546 B.B. \$3000 OBO.

1977 320i. Topaz brown (coppertone) with tan interior. Four speed, lowered, Bilstein shocks and springs, strut brace, 15", 3-piece wheels, limited slip diff. Personal wood steering wheel, sheepskins. One owner car, 154,000 miles. \$2200. David or Lucetta 282-2641.

1973 2002 tii. Recent work includes rebuilt transmission and clutch. Complete suspension upgrade with Tokico shocks, springs, and suspension tech. sway bars. New 15" Borbetts with comp TA's with under 500 miles.

Car is a very solid example with a strong motor. \$6500 firm. Steve 360-426-6486.

1971 2002. All original. New motor 5K rebuilt trans., new exhaust, brakes and tires. Have original AM only Blaupunkt and AM/FM cass. Need truck must sell \$2700. Call David Culp 206-265-2021.

ITB 2002 Race Car. 2.3 liter motor, big vented brakes ready for Enduros, fresh engine and new tires. Cooler for diff, trans, and engine oil, gauges for everything. Professionally built cage. Everything top shelf would cost \$20K to build. Asking \$7K. Call Dan 206-582-0803.

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13 x 5.5 Cosmic wheels aluminum 2002 factory option, rebuilt stress bar for 2002, \$150. Body parts for 2002/1600. Call David 206-265-2021.

1974 2002 Body. No engine, tranny or diff. Also some other minor 2002 and 1602 parts. Will trade for labor or? 206-937-6768.

4 Bridgestone Blizzak non-studded snow tires, 205/60/15 mounted on 15 x 7 O.Z. Futura 5 spoke wheels. Used approx. 5000 miles and like new. Fit 3 series, 92 on. \$400 OBO. John 788-2855.

Suspension Techniques Sway-Bars for 2002. Never used \$175/pair. Set of four stock springs for 2002, \$20. Chris 206-285-9285.

1600/2002/320 parts: 320i driver's side cloth Recaro, small rip but good, \$175; '82 320i engine, good compression, \$375; 320i front discs and calipers, \$100; 320i (3.90) differential, \$100; 1600/2002 (4.11) longneck differential, \$75; 1600/2002 transmission, \$150; Weber 2 barrel downdraft manifold for 2002 \$50. Also many parts from 1600 and 80 320i, including 1600 engine, 320 body parts, etc. Ted Rodgers, 206-230-9006, evenings, weekends.

2002 body parts, sheet metal and fiber glass, glass, rubber, trim and driveline pieces. Name your price, come and get it. Have whole cars for restoration. Dan 206-582-0803.

Rebuilt engines for 2002 and 320i, stock rebuild \$1400, stage I \$1600, stage II \$2000. Modified Weber carbs, for more horsepower \$100. Modify your fuel injection pump for tii \$200. Complete rebuild of fuel injection pump and injectors \$550. 206-582-0803.

Deadline for the November issue is October 27.

Classified Advertising Policy: Classified ads are free to members in good standing (paid up dues). There is a \$10 fee to non-members. Photo classifieds are \$15 to members, \$25 to non-members. *Zundfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to *Zundfolge*, c/o Lucetta Lightfoot, 2641 39th Ave. W., Seattle, WA 98199. Attn: Classified ads. Make checks payable to BMW ACA.

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BMW ACA New Car Rebate Program

BMW of North America has generously provided a special rebate program to BMW ACA members who have been club members for at least one year. The rebates are based on the purchase of selected new BMW models. See below for details.

Thanks BMW NA for this super deal!

Special Purchase Program Price List

As a member of the BMW ACA, you are eligible to receive the following allowance on your purchase or lease of a new BMW automobile or motorcycle. After purchase through an authorized BMW dealer, please submit your proof of purchase and Special Purchase Allowance Check Request Form to BMW of North America, Inc., Special Sales Programs, P.O. Box 1227, Westwood, NJ 07675-1227.

Allowances:

Automobiles

| | |
|--------------------------------|--------|
| 8-Series* (excludes 850CSi) | \$3000 |
| 7-Series (all) | \$2000 |
| 5-Series (all) | \$1500 |
| 3-Series (excludes M3) | |
| 325i/is/iC | \$1000 |
| 318i/is/iC | \$ 500 |

Motorcycles

| | |
|---------------|--------|
| K 1100 Series | \$1000 |
| K 100 Series | \$1000 |
| R 1100 Series | \$1000 |
| K 75 Series | \$ 500 |
| R 100 Series | \$ 500 |

Eligibility

Individuals who have been members of the BMW ACA for a minimum of one (1) year are eligible to receive a special allowance on their purchase or lease of a new BMW automobile or motorcycle.

Financing

Financing will be available through BMW Financial Services. Approval for financing is based on the credit worthiness of the applicant. Incentive lease and retail programs can be used in conjunction with your purchase price negotiated with the dealer.

Procedures

You deal directly with the dealer of your choice. After negotiating the best deal you can with the dealer, submit proof of purchase to BMW of North America, Inc. with the Special Purchase Allowance Check Request. Once approved, the allowance check comes to you directly from BMW of North America, Inc., not the dealer. Your BMW dealer, however, will handle all ordering, financing and delivery.

Terms and Conditions

Program is subject to cancellation. Program is effective September 1, 1994 through December 31, 1995.



Special Purchase Allowance Check Request

BMW AUTOMOBILE CLUB OF AMERICA, INC.
Puget Sound Region

Member Name: _____

Address: _____

Phone Number: (____) _____

BMW ACA Membership

#: _____

BMW Dealership: _____

Dealer Address: _____

Model: _____

Vehicle Identification Number (VIN): _____

Allowance: _____

Finance Contract #: _____

Please attach proof of purchase to this request form.

Office Use Only

Authorized Signature: _____

BMW Department Manager

Account/Cost Center: _____



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