



December 1995

# Zündfolge



**Annual Banquet  
With Ross Shafer**

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Just 4/2 is Both**

**Griot's Garage to  
Host Feb. Meeting**

# 1996 328i Coming in January



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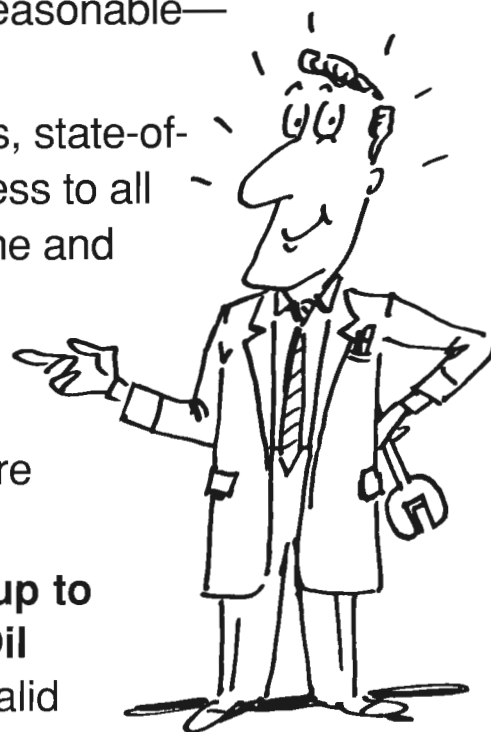
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# Driving a BMW shouldn't mean you have to spend a fortune on repair bills.

Judging from the repair bills you get from some BMW mechanics, they must think you're made of money. You won't have that problem at Strictly BMW. Our prices are reasonable—and our work is top-quality.

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Cover:  
BMW 318i  
Compact Fashion.

# Zündfolge

Volume 25 Number 12 December 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

- December 12** Meeting at BMW Seattle rescheduled to the 6th; hope you got the special postcard.
- December 22** Deadline for the January Zündfolge.
- January 4** Board Meeting hosted by the Heltons, great brownies.
- January 12, 13** Instructor Clinic see facing page.
- January 20** Annual Banquet and Auction with Ross Shafer at the Harbor Club.
- February 24** General Meeting hosted by Richard Griot and Griot's Garage, the famous catalog of products for your garage (and car).

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

# Annual BMW ACA Banquet

**Saturday, January 20th, 6:00 pm**

**The Harbor Club**

801 Second Avenue

17th Floor Norton Building

Seattle, WA 98104

Make your reservations - NOW - Don't miss this event... Our annual banquet is set for Saturday evening, January 20th, and will combine our customary camaraderie with dinner, an auction, dinner music and a distinguished guest speaker.

## Agenda

No Host Bar / Silent Auction	6:00 pm
Live Auction	7:30 pm
Dinner	8:00 pm
Speaker/Program	9:00 pm

Early reservations are urged for this event. The annual banquet is always a popular and well attended social affair and this year's special guest is Ross Shafer. Our silent/live auctions, dinner music performed by Diane Pearce and the 25th Anniversary festivities should make for a particularly interesting evening for all of our members and guests.

The Harbor Club is a wonderful setting for this event as all tables enjoy spectacular views from Mt. Rainier to Elliott Bay and the Olympics. Dining there has been the experience of true hospitality in downtown Seattle for more than 35 years. Attended parking will be available at no charge inside the Norton Building thanks to our Club's gracious Board. The Norton Garage is located on the 1st Avenue side of the Norton

building. Use the reservation form below to ensure participation in one of the year's highlight events. We plan to see all of those people who have molded our BMW Club over the past 25 years.

For those who have never attended a club event, don't be shy. We're friendly. And who couldn't have fun while enjoying Ross Shafer. Ross has done over 1200 corporate speaking engagements. He's Seattle's top comic. Dress is generally ties and jackets for the men and dresses or nice pants for the ladies.

Before dinner, we'll have our usual silent auction. I hope you don't spend all your pennies for Xmas. We have had some wonderful donations come in this year for both the silent and live auctions and bargains should abound for those with sharp eyes, pencils and elbows. A list of donations will be in the next *Zundfolge* and new items are coming in every day. Also, if any members have an item or service they would like to donate please contact me by January 15. This is the final day I am able to make changes to the banquet accommodations or agenda.

Quite a night: silent/live auctions, dinner music performed by club member Diane Pearce on the concert piano in the dining area, a stunning dinner at the Harbor Club with guest speaker Ross Shafer and our 25th Anniversary toast.

Well we've tried to think of everything. The only thing left is for you to attend and tell us what you think. This interaction is the most important aspect in maintaining our club's vitality and high caliber. We hope to see all of you there.

— Al Lancaster

## Instructor Clinic

Have you ever wanted to become an instructor for our high performance driving schools? If so, here's your chance.

On January 12 and 13, we will be holding a Driving Instructor Clinic. On the 12th, Friday, we will hold a ground school at a hotel in Bremerton. The ground school will feature several guest speakers.

On the 13th, Saturday, we will spend the entire day at Bremerton Raceway. There will be potential instructors from several of the other local car clubs participating in this Clinic. The whole idea is to "teach the teachers," so we will have a large group of instructors to draw on for schools.

To be eligible for the Clinic, you must have significant prior track driving experience, the desire to teach others, and common sense, especially related to safety issues. The cost of the Clinic is \$50, which includes a very special instructor shirt.

To register for the Clinic, call me at 206-582-0803.

— Dan Alvis

## BANQUET RESERVATION

NAMES OF THOSE ATTENDING:

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Contact phone: Home: \_\_\_\_\_ Work: \_\_\_\_\_

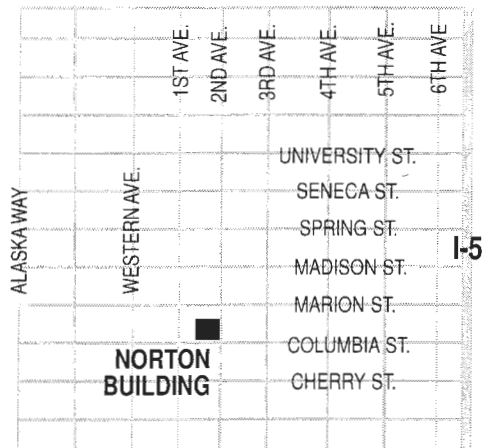
### Dinner Choices

Dinner Choices	No.	Cost
Steak	_____	\$35.00
Seafood	_____	\$35.00
TOTAL ENCLOSED		\$ _____

All dinners are served with seasonal greens with Cabernet vinaigrette, potatoes or rice, fresh market vegetables, coffee or tea and roll and butter. Dessert will be a surprise this year, you'll just have to come and see . . .

Make checks payable to BMW ACA. Mail reservations to: Al Lancaster  
29817 2nd Avenue SW  
Federal Way, WA 98032

## Driving Directions



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



# Stalls

By Thomas B. Nast

## The First Annual Stalls Year in Review, Again

01-24-95 Fiat S.p.A. announced that Alfa Romeo would go the way of Yugo, Peugeot, Citroen, Renault, MG, Triumph and Lancia, to name but a few. Due to heavy losses, Fiat is withdrawing its last presence (except Ferrari) in the North American market. "The company said it could not justify the cost of adapting future models to United States specifications," wrote Bloomberg Business News. Rust in piece.

02-09-95 "After years of false starts, false claims and false hopes, researchers say they have finally produced the hallmarks of Alzheimer's disease" in mice, reports the New York Times. The Op-Ed page expresses concern over politicians introducing the responsible gene into the public water supply prior to the next general election.

02-14-95 Less than one week after the Republican Congress indicates it intends to emasculate the Fourth Amendment by repealing the exclusionary rule, the New York Times reports that the Bill of Rights was written with disappearing ink (I am not making this up). A \$3.3M machine is being used to document the phenomenon, and the NIH has submitted a grant application to do genetic testing on the ink.

03-03-95 In an innovative move intended to please motorists and ecologists alike, the failed Clinton administration proposes a national car maintenance program (NCMP). Although short on details, it is promised that motorists will save costs and the entire nation's fleet will be properly repaired by encouraging Car Maintenance Organizations (CMOs). A commission with a budget of \$50,000 and an office next to Al Gore's is established to develop the initiative.

05-01-95 The successful transplant of pig's hearts into baboons is disclosed to

a relieved populace in "The Simian Times."

05-28-95 BMW Chairman Bernd Pischetrieder put new meaning in "The Joy of Driving" today by stacking up a \$1.1M McLaren F1.

05-31-95 Vice President Gore offers to have Chairman Pischetrieder's F1 repaired at his demonstration CMO, and it is flown to Maryland on an USAF C-5A. It will be repaired and returned within six weeks, according to Sheila Postwhistle, the NCMP Committee's Assistant Deputy Press Officer.

06-15-95 Vice President Gore suggests some small user fees to pay for the NCMP. "These are just a suggestion, nothing is definite yet," he tells a reporter from "Mother Jones." A skeptical Republican leadership points out that the list is dead on arrival. "I don't think the public will stand still for annual fees for using stem valves and fan belts," says Bob Dole. "But we'll just have to see."

09-29-95 BMW introduces the long-awaited R1100RT touring motorcycle.

10-15-95 Honda sues BMW for allegedly stealing copyrighted design features on the R1100RT. According to the complaint filed in U.S. District Court, infringements include "the cladding of every visible surface with painted plastic" and "the appropriation of lunar landing module design on a two-wheeled land vehicle."

11-05-95 President Clinton nixes the budget submitted by Congress, which has refused to appropriate the \$6.2M requested to complete the repairs to Chairman Pischetrieder's F1. "We promised it to him, and we have to keep our promises, no matter what it costs," he writes in his veto message.

11-07-95 It is disclosed that fetal pig

cells, when injected into the human brain, can mitigate the effect of Parkinson's disease. Whether this will benefit the long-suffering baboon population is not disclosed.

11-10-95 In March 1993, Hillary Rodham Clinton's task force to overhaul the health care system projected its budget at under \$100,000. Last year, with most of its business complete, it told Congress the cost was over \$211,000. Today, the General Accounting Office disclosed that the total cost of the failed project was \$13,800,000. The telephone bill nearly equalled the original budget.

11-17-95 The movie "Goldeneye" is released, featuring a Z3 in a low-cut bra and short side skirts. The Z3, along with assorted aircraft and Ferraris, races through the film unsuccessfully searching for the plot.

11-18-95 BMW and its ad agency du jour, Fallon McElligott, begin a campaign to sell the Z3, which will not be available until next year. The message is that if you are looking for the "Goldeneye" plot, you can find it at your BMW dealer's showroom floor, real soon now.

12-11-95 Chairman Pischetrieder reveals that a careful engineering analysis of the McLaren he rolled proved the cause of the accident to be an amnesic mouse stuck in the throttle system. "The mouse escaped from a nearby research center. We are hopeful that swine treatments will eliminate the mouse condition in the future, but as an extra measure of safety all BMW production models will have mouse-proof drive-by-wire systems," he explained to "Zundfolge" at a wine-and-cheese party. "I understand you have some very geriatric rodents based in Southern California, so this should be of special benefit to you. By the way, when do you think Gore will be finished having my car fixed?"

12-31-95 A special aide to Sheila Postwhistle, the NCMP Committee's Assistant Deputy Press Officer, quietly briefs the press that the CMO demonstration site has been converted to a pig farm for genetic and transplant research. When asked what has become of Chairman Pischetrieder's F1, she helpfully states, "I don't know. I'll have to look into it. I think it's in the same warehouse where the 'Goldeneye' plot it stored."

## Sorry, BMW Seattle

Last month's BMW Seattle ad featured three events of interest related to the introduction of the Z3. The first was a special showing of Goldeneye on November 14th, three days before the movie opened to the public. Unfortu-

NEW MEMBERS		
Member	Referred By	BMWs
Clay Hicklin		'89 325i
Burke & Gail deBriere		'93 740i
Bruce Porter		'95 540i
Philip & Mary Pascoe	BMW Seattle	'95 M3
Travis Fox	BMW NW	'70 1602
Erik Goldbeck	Dan Alvis	'91 M5
Michael Roberts		'90 325is
Barb & Dave Lefebure		'88 M6
John Mollman	Internet	'76 2002
Warren & Mary Razore	Ty Moore	'95 740iL
Gary Burris	Comp Card	'86 528e
John McCarthy	Bimmers Only	'86 735i
Jim & Lynn Sanchez		'88 M6
Tim & Rebecca Byland	Comp Card	'82 633CSi
Douglas Adams	Internet	'84 318i
Douglas & Jeanne Peterson	BMW Northwest	'76 2002
Mark Mikoleit	Comp Card	'89 325is

nately, it was also about five days before anyone got their *Zundfolge*. This was due to a problem in printing the magazine that caused us to be a full week late. Our apologies to BMW Seattle and the membership.

The second event in BMW Seattle's ad was a special viewing of the Z3 on December 12th. This changed, but it

wasn't our fault! Due to the vagaries of Z3 availability, the car that BMW Seattle was supposed to have until the 14th, instead had to leave on December 10th. Hopefully, everyone in the greater Seattle area received a special announcement from BMW Seattle noting the rescheduled event on December 6th.

—Zundfolge Editors

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## Ross Shafer - BIO

*(Ross Shafer will be our featured speaker at the annual banquet. Besides being Seattle's top comedian, he's a BMW fan: he recently gave up a 325i for a 635CSi.)*

Ross Shafer was raised in the rugged timberlands of the Pacific Northwest where he showed no promise as an accordion prodigy. The sound hurt his ears and it just wasn't the campfire instrument he dreamed it would be.



In junior high, Ross mowed enough lawns to buy his first electric guitar and formed a rock-and-roll band. Unfortunately, he didn't mow enough lawns to buy an amplifier, so his talent went largely unnoticed.

Skating through high school as an unlikely student body president, Ross was awarded a football scholarship to the University of Puget Sound - a small NCAA-II school whose pride became swollen when they defeated Slippery Rock State. Although he was often the player "shaken up on the play", he did obtain a marketing degree in four years . . . an achievement he's convinced is a school record.

In college, he and fellow linebacker Ron Reeves (whose name is mentioned here to publicly embarrass him) tried to earn money as a singing comedy duo. However, Ron abandoned the team at the first sight of a real job and Ross was forced to joke solo while paying the rent writing ad copy for desperate carpet companies. He also blew his savings on what he was sure to be the next "big thing," America's only stereo and pet shop. It was about as successful as chocolate bicycle tires.

Business failures aside, his jokes still got laughs and virtually overnight (six grueling years), major nightclubs, and

corporations were duped into hiring Ross to open shows for Dionne Warwick, Eddie Rabbitt, Crystal Gayle, Neil Sedaka and other famous people with good voices.

Coincidentally, in the summer of 1984, a Seattle television station had the notion to produce a weekly comedy/talk show called ALMOST LIVE with ROSS SHAFER and launched a search to find a comedian with that name. Some called it dumb luck.

In the four years Ross was at the helm, the show collected over thirty-five Emmy awards; six going to Ross for his work as actor and host, and an IRIS award for the "best entertainment series" in the country, which can only be explained as a typo.

These were busy times for Ross who also hosted a four-hour afternoon radio show on Seattle's KJR. He never played accordion requests.

Ross also became a regular contributor to Dick Clark's TV BLOOPERS and PRACTICAL JOKES and appeared with Dick as a guest when he tried to change the state song of Washington from *Washington My Home* to . . . LOUIE, LOUIE. Ross still loses sleep over this.

For awhile, critics claimed that Ross looked more like a game show host than a comedian. So, in a hostile takeover, the USA network hired him to host their game show LOVE ME, LOVE ME NOT. He also taped game show pilots for NBC and ABC . . . a disturbing pattern was developing.

Riding the wave created by this higher profile, two ROSS SHAFER COMEDY SPECIALS followed, plus a role on Fox television's 21 JUMP STREET. About the same time, the FOX network lost Joan Rivers but still had a

program called THE LATE SHOW, complete with scenery, a band (no accordions), and comfortable seating for six. After a bevy of rotating hosts, Ross was hired as the permanent guy and he enjoyed the daily cheese tray.

Ross continued to perfect his stand up act and told jokes-a-plenty on EVENING AT THE IMPROV, COMIC STRIP LIVE, CAROLINES COMEDY HOUR, HOLLYWOOD SQUARES, WIN, LOSE or DRAW, THE "A" LIST, and others.

Next came DAYS END, a nightly ABC entertainment magazine show co-hosted by Ross and Good Morning America's Spencer Christian. Even though the show didn't have a band or woofing audience, a lot of people watched it anyway.

He also became a published author with a comedy cookbook called COOK-LIKE-A-STUD . . . 38 recipes men can prepare in the garage using their own tools! Yeah, we know . . . too much free time on his hands.

Oh yes, and then there was a successful year-long run as the host of the new MATCH GAME on the ABC network. Ross in Hollywood . . . chatting it up with celebrities and spinning a prize wheel. Sounds like heaven, right? If only the earthquakes, fires, riots and torrential rains hadn't hit L.A. in the same year.

Ross promptly moved back to Seattle where today you'll find him happily hosting his own weekly, celebrity interview show called OFF STAGE with ROSS SHAFER. It's funny, lively, and gloriously absent of disturbing after-shocks.

It is almost as if Ross Shafer has come full circle to find peace, happiness and show business in a place he loves to live. He knows what's important in life.

And, it ain't accordion music.

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# Z3 Local Debut



The new Z3 roadster made its debut at our general meeting at Bellevue BMW on November 30, 1995. About 50 members were in attendance.



Steve Woody and Richard Hard explained the options and features available on the Z3 to a very interested crowd. Thanks to BMW Bellevue for hosting this event.



## Letter to the Editor

I have just renewed my BMW ACA membership for the fourteenth time, with pleasure. In doing so, however, I wanted to offer some suggestions that would make my club membership, and also that of others I believe, more beneficial.

1. Provide more technical/repair/maintenance articles. Many of us enjoy and prefer to work on our own cars, which are still in many ways owner-serviceable. This would complement the substantial number of regular *Zundfolge* advertisers who market parts, tools and accessories through the magazine.

2. Provide more articles on tire, brake pad, and other depletable performance part applications. I know that there are as many preferences and views as there are manufacturers and parts, but hearing the views and experiences of others is helpful in making my own choices and, at least for me, having too much information is better than having none at all.

3. Contact suppliers of popular BMW enthusiast items (radar detectors, G-Analysts, etc.) to negotiate club member discounts for volume purchases. This would be particularly helpful with items like the G-Analyst, which I have yet to see discounted, and rarely see used (as an occasional user, I cannot justify the approximate \$400 list price of the G-Analyst, but perhaps could if the price were discounted).

4. Make all recent (hopefully 1980 or 1985 to the present) back issues of the *Zundfolge* available on CD ROM, or at least floppy disk, in one or more popular software formats. Given my personal interests, the most beneficial reproductions would be the ability to quickly search for, and access the articles referred to in Items 1 and 2, above. Other users would benefit from the ability to access articles of their own interest, such as then-new car reviews, etc. Given the ever-increasing prices of new BMWs, many of us are buying them at four or five years of age, and it would be nice after having done so to rapidly search for all articles of interest in the back issues.

As with many other members, I have kept back issues of the *Zundfolge* (as well as the excellent Roundel magazine published by the BMW CCA), but after fourteen years of membership, they take up a lot of space as well as being hard to find things in.

I don't know of your publishing

procedures over this time period, and the relative difficulty of accomplishing this. I do know that the alternative that I have attempted (which is scanning the individual articles and letters) is slow, cumbersome and impractical. If the same materials could be provided by the *Zundfolge*, even at more than nominal charge, I would be interested, and I suspect other members would as well.

Once again, I appreciate your efforts and that of the *Zundfolge* staff in consistently producing a fine publication that continuously meets the needs and interests of a diverse membership.

Sincerely,  
Michael A. Nicefaro, Jr.

## Response

Thank you very much for your compliments about *Zundfolge*. And congratulations on fourteen years as a member. In response to your specific points:

1. Greg Mierz' new column, *Technik*, is an attempt to provide more tech/repair/maintenance information. This has been something that *Zundfolge* lacked for several years. The problem was finding a technically competent editor who was willing to edit/write a column each

month. With Greg on board, we hope to cover more technical topics.

2. Gathering information on depletable parts is tough, but it's sure useful; we all buy these parts. Greg may be able to cover this stuff in *Technik*, or we would be happy to publish separate articles if someone would do the research and writing. We'd be happy to publish a survey to elicit feedback from members. Any volunteers?

3. Volume purchases are difficult. We used to do them for Escort radar detectors. But it's tough to make everyone's desires coincide, distribute the goods, etc. And the discount on the Escorts was only 10%.

4. Back issues of *Zundfolge* are not stored electronically, so making a CD ROM would be very difficult right now. With your practice of scanning in the information, you're ahead of us. But with changing technology, we may be able to do this in a few years. We do currently sell our Tech Tip Compendium which is a collection of do-it-yourself tips that goes through about 1980. It is organized by major vehicle systems. It's \$25 for a copy.

Thanks for taking the time to write.

Best regards,  
*Zundfolge* Editors

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# The Race for Food Enduros

By Mary Lee Helton

The "Race For Food" Enduro team completed the last race of the series, the four-hour Illgen Classic, on November 12th, at Sears Point Raceway in Sonoma, CA. The stewards of the race were forced to shorten it to three and one-half hours when the ambulance was late in returning after transporting a driver injured in an earlier race, and as no lights were required by the rules, it had to be finished before dark.

Our 325is and 58 other cars took the green flag at 1:06 pm with Dan Alvis at the wheel. The 65-car field had shrunk after several "incidents" during practice and qualifying. Three and a half hours later, after drives by Gary Parr and Mike Helton, the checker fell at 4:36 pm, adding 94 laps to bring the total for all three races to 522. Those of you who pledged by the lap get a bargain at Sears Point — a 2.523 mile track where lap times are around two minutes. The 325is, which has more than 150 race hours on the engine, ran flawlessly until the last lap when the diff went out with a great cloud of smoke—noted by the track announcer *immediately* after she had commented on our great run and added "I hope I haven't jinxed them by saying that." Mike was able to take the checker, but not at speed. We finished 5th (of 18) in class.

Few people realize the great effort required to keep a race car on the track for 15-1/2 hours, but a small group of club members and volunteers labored long and hard to fulfill our club's charitable commitment. Thanks to Crew Chief Ken Dye of D and D Fabrications for all his hard work and problem solving, to Andy Kueblbeck, David Culp and Kevin Oelschlager (and his friend Debbie) at Portland and Seattle, and to the BMW CCA members who crewed for us at Sears Point.

Thanks also to our sponsors Milgard Windows, Grenley-Stewart Resources (fuel) and Kumho Tires; to Andy Kritikos of AKG Motorsport, the car builder; and to BMW for giving him a great car to work with.



At speed on the SIR straight.



Gary Parr concentrates on the task ahead.

Mike Helton shows the fatigue of 2-1/2 hours of racing.



A busy pit stop and driver exchange.

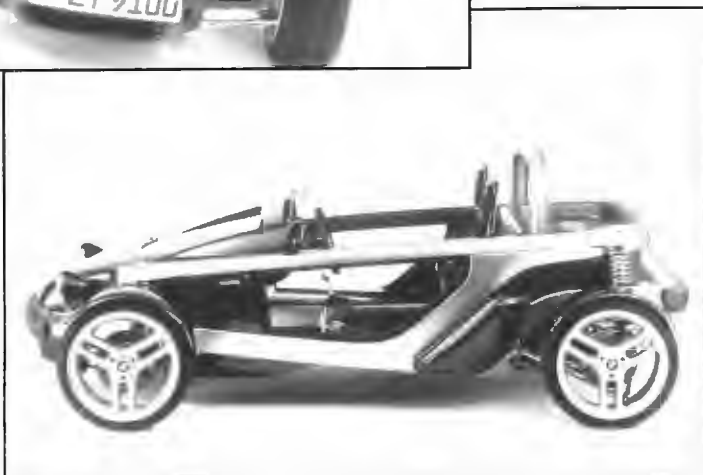




# Just 4/2

Ready for cruisin' in the 21st century.

No real body panels; JUST 4/2 should be cheap to build.



All functional components are exposed on the JUST 4/2.

The JUST 4/2 is just for fun.



Last month we gave you a sneak preview of BMW's concept car presented at the Tokyo Motor Show, **JUST 4/2**. Here are more details.

For several years, BMW has been working on concepts that bridge the gap between motorcycles and cars. The idea is to combine the safety of a car with the driving experience of a motorcycle.

Previous concept vehicles have been two-wheelers with crash protection and some weather protection. **JUST 4/2** takes another approach: a modern, BMW-version of the Lotus Super 7.

**JUST 4/2** has only two seats ("just for two") and uses a K1100 motorcycle engine. The 100 hp pushes only 1300 pounds in the minimalist machine, making for a 0-60 mph time of six seconds.

If this vehicle ever goes into

production, no one will buy it for practical reasons. BMW makes it clear that **JUST 4/2** is about emotion. It's designed for fun. The driving experience puts one in close contact with the road and the elements. The result is greater perceived performance.

With almost no weather protection, BMW has devised special clothing to make **JUST 4/2** more than just a fun-weather vehicle. The outfit includes an integrated compass in the sleeve, breast pocket for your cellular, sewn-in waterproof gloves, integrated tool and unlosable buttons. There's also a new type of lightweight helmet.

**JUST 4/2** has no body shell. "We wanted to make the functions of all the important components visible," explains Dr. Mario Theissen, head of BMW Technik GmbH. There





#### TECHNICAL DATA

Wheelbase	81.9 inches
Track	54.3 inches
Length	114.6 inches
Rollbar height	42.5 inches
Ground clearance	4.3 inches
Tires	205/50 ZR17
Weight	approx. 1300 lbs.



Mr. and Mrs. Vader, your car is waiting.

a perimeter aluminum frame to protect the occupants. The "door" portion opens for entry and exit. Carbon fiber panels fit in the "door," below the frame.

**JUST 4/2** is a study in trying to reduce everything to the essential: driving and only driving. One would think such a fanciful concept would never reach production. But BMW talks of the **JUST 4/2** as being the fourth tier on their "open-top fresh-air scale." The other three are the motorcycles, the Z3 roadster and the 3-series convertible. So, maybe . . .

- David Lightfoot

Maybe the first car in 60 years with a real trunk - it doubles as a suitcase. Cool wheels, too.



The dash follows the minimalist approach.



1970-1995

The club looks back on 25 years of history. And most of that history is reflected in the pages of the club's publication.

Most of you think of the club's publication as *Zundfolge*, and it has been since 1975. But for the first two or three years, it not only didn't have a name, it didn't even have a cover. Early newsletters were just a couple of pages, typed and photocopied. In 1974 the publication got a cover and twelve small pages of content. It was actually a very nice newsletter.

In about 1975, Marilyn Patzer won a contest to come up with a

# A Zundfolge History

name for the newsletter. *Zundfolge*, which is German for firing order, was the winner.

In 1982, *Zundfolge* got its first color cover. True, it was still a small format and we printed a year's worth of covers at a time. The outside looked the same every month but the contents were fresh.

In 1986 we published our first 8.5" x 11" format *Zundfolge*, and about then we quit calling it a "newsletter" and started referring to the "magazine." But we still printed a year's worth of covers in advance since color was too expensive to do a new one each month.

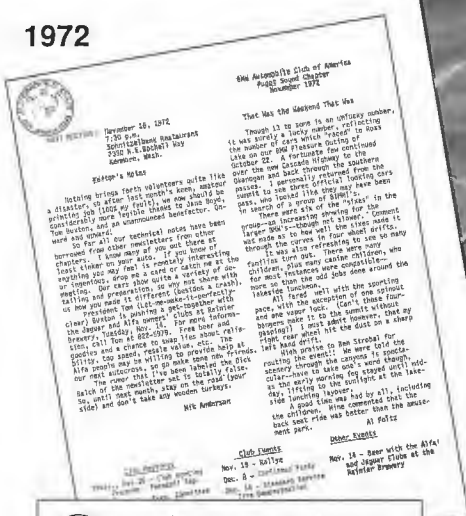
In 1987 we decided to go back to black and white covers so they could be changed each month. Finally, technological changes made a different color cover each month economically feasible. Since March 1994, each issue has featured a new color cover.

Since the beginning, the club's publication has had excellent content. Talented contributors have taken pride in being associated with the best BMW club chapter publication in the country.

In the earlier years, much more of the publication was technical in nature, reflecting the do-it-yourself nature of members and their cars. The newer cars don't lend themselves to DIY, but there's plenty to write about. After all, BMW has become one of the most influential car companies in the world.

— David Lightfoot

1972



1982



1986



1994



1974



1975



1987



1995

# RTA . . . Light Rail . . . Toll Roads???

## What's the Answer to Our Traffic Problem?

By Dan Alvis

The answer is none of the above! Oh, and you can leave out the HOV lanes stuff too because that idea stinks! Yeah, that's right. It stinks! The answer is the loose nut behind the wheel. Without any hesitation I can proclaim that Washington drivers, as a group, are the worst in the country. Now before all you hot shots and hot shoes out there get your underwear in a bunch, let me elaborate briefly. *(Very briefly, I hope -ed.)*

With four lanes of traffic going the same direction everyday, day in and day out, one would expect the average human being to learn a few good habits to make the experience just a little bit better, not only for himself but for the good of all who proceed beside him or her. But noooo! Every morning the same thing. You see a police car on the side of the road, you are doing the speed limit or less . . . the reaction . . . hit the brakes fast!!! Soooo everyone else for 15 miles behind you also must hit the brakes because of the potential hazard. You see a car or truck stopped on the side of the road. . . Reaction . . . slow down to see if you know the person . . . Soooo everyone else behind you also must slow down not because they want to see who or what but because of the Domino effect. Ten feet past the stopped car or truck the traffic is moving great.

Yeah, how about you folks who cross the Narrows bridge everyday? Is that not the most stupid grind going? For those of you who have not experienced the event let me describe it for you. *(Please -ed.)* It's any day of the week, you are going to the western peninsula via Hwy. 16. You cruise through Tacoma and onto Hwy. 16 and you grind down to about 15 MPH for about eight to ten miles until you reach the very top of the Narrows bridge. When lo and behold there is **nothing** in front of you but open road. I ask you, is the problem not enough lanes? . . . NOOOO! Is the problem the speed limit? Noooo! The problem is drivers whose education ended at about 30 minutes past the point they received their driver's license. They don't know that when they see a bridge the speed limit does not change. They don't know that it's bad to slow down on the freeway for no really good reason. They don't know that if you are doing the speed

limit you don't have to slow down and genuflect for a police car in the median. Some don't even know what it means to MERGE!

I may be out by myself on this *(probably -ed.)* but consider Boston, and the 128 loop. It is four and five lanes of traffic that runs almost the same distance that I-5 does from Everett to Olympia. It pumps close to triple the volume of I-5 at an average speed of 62 mph. Some of you only wish you could average 62 mph to work on any given weekday. Let's take New York, or D.C., or Chicago *(take them, please -ed.)* or any big city you want and I will show you two things that you don't find in the Puget Sound traffic pattern.

1. People in those other cities use the far left lane for PASSING.

2. People in those other cities know how to MERGE in and out of traffic.

It's very simple really, the far right lane is for merging on and off the freeway. The next lane to the left is for those who think they know where they are but are cautious. The next lane is for those who have a place to go and want to get there as soon as possible. And the far left lane is for those who want to PASS! Are there any questions so far? *(I'm thinking -ed.)*

When coming on to the freeway you accelerate to the speed of the traffic that is already there. You don't mosey on up and make the oncoming traffic avoid your slow pathetic car. When you want to leave the freeway you signal your intent, move to the right lane, and get on to the off ramp, and THEN YOU USE

### YOUR BRAKES!

NOTE: It is recommended that if you are traveling in the left lane or the far left lane your radio should be on ROCK & ROLL. No phones, no faxes, no happy meals. Is anybody getting this yet? *(I'm a little slow, I haven't had my latte' yet -ed.)*

I know what some of you are thinking: Dan, where can I learn all this stuff and why doesn't our poor state government realize the potential of a real driver education package as an alternative to RTA or LIGHT RAIL or HOV? *(actually, I was thinking something else -ed.)* The answer is simple. You just have to stop making excuses for missing the club driving events and attend a drivers' safety school that the BMW ACA has become famous for. And as for the government, I bet if I could convince them that driver education was the answer and that it would cost just a few billion tax dollars they would be interested. The unfortunate reality is that it only costs \$65 non-tax dollars and one full day of your free time, therefore the government would not be interested. *(I knew this had something to do with failed President Clinton -ed.)*

*(Bartender - please adjust Dan's medication -editor.)*

*(Members - we will be happy to print differing viewpoints in the January issue -editor.)*

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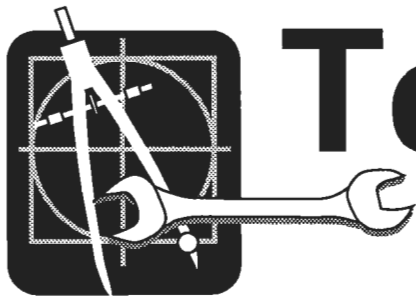
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# Technik

edited by Greg Mierz

This month I'd like to begin an excellent FAQ response written by Sam Chien-shin(Sam@cmd.com). It is going to be a multi-part column due to its length. The first part will deal with the idle system overview for many mid 80's BMW models.

**TechFAQ: The Idle Stabilization System** by Sam Chien-shin (Sam@cmd.com)

## 1. Idle System Overview

In a conventional idle system, idle speed is controlled by setting a baseline throttle opening. The idle speed is increased by increasing the throttle rest opening, and decreased by decreasing the throttle rest opening, usually via a throttle-positioning set screw.

With the idle stabilization system, the throttle is completely closed at idle; instead, air gets into the engine via an electronically controlled bypass system. Air for the idle system is obtained via a hose tap in the intake boot upstream from the throttle, and fed into the engine through a manifold tap next to the cold start valve. The idle speed is controlled by modulating the amount of air which bypasses the throttle via an electronically controlled closed loop stabilization circuit.

Engine input signals and feedback allow more accurate control of idle speed over changing ambient air pressure, temperature, etc. (and hopefully, reduced emissions). Note that the idle system gets its air downstream from the air flow meter! The air is metered so the DME knows about it!

The heart of the system is a small brain box, called the idle control module (ICM) (or idle control unit (ICU)), which takes engine signals as inputs. Although the ICM works in concert with, and shares some inputs w/ the Motronic (DME), there is no direct electrical communication between the two systems. The sole output of the ICM is a control signal which modulates a solenoid operated valve (the Idle Control Valve (ICV)). The ICV in turn adjusts the flow of bypass air through the idle system. The DME responds to

the idle system via the air flow meter and its effects on input signals, such as engine RPM. From the above description, a common fallacy about the idle system is instantly dispelled:

Fallacy #1: An idle system malfunction can mess up the mixture and destroy the oxygen sensor or catalytic converter, costing me mucho dinero.

Repudiation: Fallacy #1 arises from the notion that somehow an idle system malfunction can result in richening of the mixture, thus resulting in destruction of the O2 sensor and cat. However, all air through the idle system is metered by the air flow meter. Also, there are no electrical outputs passed from the ICM to the DME. Therefore, the idle control system can only affect the idle mixture to the extent that changing the idle speed can cause the DME to vary the mixture.

Salient Points: Experimentation with the idle system won't destroy your car in some unknown way. The only way you can directly change the idle mixture via the idle system is to introduce a vacuum leak (which results in leaning of the mixture). The only thing that can cause a rich mixture is a malfunctioning DME.

The ICV control signal appears to be PWM (pulse-width modulation), meaning that the ICM varies the duty cycle instead of the voltage to change the valve opening.

## 2. ICV Overview

The ICV is a dark plastic or silver-colored metal cylinder 3.5" long and 1.5" in diameter mounted on top of a two-legged support bolted to the valve cover near the firewall. An intake hose gets air from a tap on the side of the intake boot between the air filter and the throttle (the intake fitting is directly opposite the electrical connector). The output is at a right angle to the intake, and feeds to a short 2" hose, which in turn feeds into the intake manifold next to the cold start valve. A black plastic two-pin connector feeds control current to the solenoid-operated valve flap with the ICV.

When there is no current, the valve is completely open. Increasing the current decreases the opening. The solenoid valve in the ICV does not entirely control the air flow though it; an adjustable bypass system within the ICV allows air to flow through it even when the solenoid valve is completely closed (hmm...a bypass system within a bypass system!). When the adjustment screw on the side of the ICV is turned all the way clockwise, no air bypasses the solenoid valve; turning it counterclockwise increases the bypass air flow. The adjustment screw is analogous to the throttle position screw in a conventional idle system. Opening it up is like cracking open the throttle.

Bentley describes adjustment of the ICV screw as "adjusting the ICV current." In reality, the adjustment screw only indirectly affects the control current to the ICV because the ICM reacts to the RPM fluctuation caused by the change in idle air. When you open the screw, it lets more air bypass the valve, increasing the idle speed; the ICM responds by increasing the duty cycle (current) to decrease the ICV opening. Bentley also says that adjusting the screw isn't supposed to affect the idle speed. I haven't found this to be the case (even when borrowing my friend's working ICM and ICV), so don't be too alarmed by it.

## ICM Overview

The ICM is made by VDO. It is a 2"x2" box located above the glove box, to the left of the Motronic unit. To access the ICM, open the glove box and remove the black plastic upper cover (two phillips screws facing you at the junction of the dash and the cover; two black plastic retainers, in the back - rotate and remove). The big box w/ the large connector is the DME. There are different colors of ICM: solid black, black with a green stripe, and solid green. Black is the oldest. The solid green one it is the latest update (the one you want). The ICM is held in by a single bolt, and a 2x6 12-pin connector is connected to it. The pin numbers are clearly marked on both the ICM and the connector:

- 1) ICV (output)
- 2) Power supply
- 3) RPM sensor
- 4) Ground
- 5) ICV (output)
- 6) Coolant temperature switch
- 7) Automatic transmission range switch
- 8) N.C.



- 9) A/C switch
- 10) Air temperature switch
- 11) Coolant temperature sensor
- 12) Throttle rest position switch

All of the signals are inputs except the ICV outputs.

Inside the ICM is an analog circuit mounted on two circuit boards with a flexible connection. The circuit consists of an assortment of resistors, capacitors, op-amps, etc. Its job is to decrease the duty cycle of the ICV signal when RPMs dip and increase it when RPMs rise, contingent upon its various other inputs. Sounds like a pretty easy task, doesn't it? Why it doesn't do a better job is a puzzle to me. It seems like any idiot could design a better circuit. For one thing, the ICM can't seem to compensate very well for changes in ICV friction (that's why it's a no-no to clean or lube the ICV! It'll mess up the calibration and the stupid ICM won't be able to control it, right!).

#### Troubleshooting

Of course, the easiest thing to do is buy a new ICM and ICV but that costs a lot of bucks - about \$300 from my sources. Getting used stuff from a yard might seem tempting at first, but bear in mind that the ICM is a delicate electronic circuit that overheats easily (that power transistor doesn't have a heat sink!), and the ICV can appear to function correctly, but still be out of whack. If you want to buy a used ICM, at least get the solid green one, because it's supposed to be the most reliable. Even if an ICV passes electrical tests, it could still be out of calibration. Personally, I think it's playing Russian roulette to buy any parts that you can't verify are good. If you're lucky enough to have a good friend who will let you borrow his/her 'working' ICM/ICV, that's the best bet for testing, of course.

It's probably a good idea to make sure the car is tuned up, the air filter is clean, and the fuel filters and injectors are clean, etc. before proceeding w/ the diagnosis. If your motor is too out of whack, the stabilization system probably won't be able to compensate.

**DON'T CLEAN THE ICV W/ GUMOUT OR WD-40!** It just might change its friction enough that the ICM won't be able to control it anymore.

The troubleshooting section will run in my next column, I can be reached for comments/suggestions at GregM2002@aol.com or GregM2002@gnn.com See ya next month.

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# ...from the editors formation



## Euro M3

The European version of the M3 has been given a boost in horsepower, to 321, and torque, to 295 lb.-ft. It also gets a 6-speed transmission and even better brakes. Engine displacement is now 3201 cc. Both intake and exhaust camshafts are controlled by the VANOS system, providing infinitely variable valve timing. The engine management system design is by BMW, rather than Bosch. Knock sensors in all cylinders mean compression is raised to 11.3 to 1. Peak power is reached at 7400 rpm and red line is 7600 rpm.

The M3 can be had in sedan, coupe or convertible. Coupes and convertibles have aluminum doors, which save 53 pounds. The coupe does 0-62 mph in 5.5 seconds. Price in Europe is about \$58,000.

## The New M5

A third-generation M5 is almost a sure thing. Details are sketchy, though. *Car* says to expect a 5.0-liter version of the V8 with 400 hp. *AutoWeek* says the engineering work has been done and that the board will make a decision before Christmas. *AutoWeek's* take on the motor is a 4.6-liter V8 using much of the sophisticated technology from the Euro M3 engine. That would give 100 hp per liter (like the M3) and about 460 hp overall! Yikes! The new M5 would go on sale by 1998. Price is a problem. Look for \$85,000 in Europe. Maybe they need to do a little "value engineering" ala the U.S. M3.

## M3s Clean Up

Randy Pobst won the 1995 Showroom Stock A (SSA) championship at the SCCA Runoffs at Mid-Ohio. During 1995, M3s won 29 national SSA races and claimed four SSA divisional titles. The divisional championships went to Terry Coates (Central), Kjell Skavnes (Northeast), Tom Brecht (Southern Pacific), and Clint deWitt (Northern Pacific).



## BMW to be Featured at Monterey

It's happened! BMW will be the featured marque at the Monterey Historics in 1996! We reported in September that factory representatives from BMW and Porsche were in attendance at the 1995 event. It looked like Porsche in '96 and BMW in '97. But, no. It's BMW this year. The dates are August 16-18. Expect the biggest gathering of BMW historic race cars ever assembled. You should make your plans now! Be there!

## Z3 Mit 6

BMW continues to deny publicly that the Z3 roadster will be available next year with a six-cylinder motor. But privately, the dealers have already been told the production dates and how many four and six-cylinder cars they'll receive. The six will be the 2.8-liter inline six, which will also be used in the 328i and 528i.

## BMW in Formula 1?

*BMW's board has been studying an F1 effort similar to Ferrari's, with the manufacturer doing its own engine and chassis. However, BMW has delayed any decision until next summer, which means it won't be able to field an F1 entry until at least the 1998 season.*  
(*AutoWeek*)

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## Touring Cars

A seven-race calendar has been released for the first year of the North American Touring Car Championship. The format will be that of the very successful British 2-liter series. BMW denies it will be involved here, despite racing in the national series in dozens of other countries. However, rumor is that Steve Soper will be the lead driver in BMW's efforts in North America. The series will run as support to Indy Car, NASCAR and Trans-Am events. We may even get a chance to see them run close to home - at the Vancouver Indy Car race. (Roundel)

## New Company Formed for BMW Motorsports

BMW AG will merge its entire motorsports activities into a new company domiciled in Great Britain. There, further development according to the Super Touring Rules will take place on the BMW racing touring cars. These cars have just completed a very successful season which included victories in the 24-hour races at the Nurburgring and at Spa-Francorchamps. BMWs also won 2-liter championships in Germany, Japan, France, Australia, Belgium and Scandinavia.

The new company (as yet unnamed), will work in the sports car sector with McLaren Cars Ltd., where activities will focus on further development of the BMW-engined McLaren F1 GTR. In its first season, this car won the LeMans 24-hour race and the BPR Sports Car Series. BMW will work with Gordon Murray, chief development engineer of McLaren, to prepare the F1 GTR for use by private teams. However, engine development will stay in the capable hands of Paul Rosche in Munich.

While motorsport activities will be transferred to the new British BMW subsidiary, BMW M will, in the future, concentrate on its three successful operations: "BMW Individual," "BMW Driver Training," and "BMW M Vehicles." Curiously, the press release makes no mention of the contract engineering business, "BMW System Technik."

England is still where most of the world's race cars are built, so this move makes sense. The closer relationship with McLaren is also promising. Especially since McLaren is developing a road car with Mercedes. We'll bring you more information as it becomes available.

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## Compact a Hit

The 3-series Compact (318ti here) is a big hit. 1995 European sales are projected to be 100,000. That's one in four 3-series sales. The VW GTI is suffering the most from the Compact's success, with some damage to the 3-series sedans. (BMW Car)

## Unsprung is Good

As has been pointed out before, the new 5-series makes extensive use of aluminum, especially in unsprung components. Why is unsprung weight so important? The unsprung parts are those that follow the bumps in the road. The lighter they are, the quicker they respond to changes in height and direction. This keeps the tires in close contact with the road, which, in turn, improves both handling and ride. (BMW Car)



## The New 5

Of the six versions of the new 5-series offered in Europe, we'll get two: the 528i and the 540i. The V8 car will actually have a 4.4-liter engine. It may be called the 545i or even the 544i. For now it's being referred to as the 540i. U.S. availability is in April '96. (AutoWeek)

## Bimmer, not Beemer

If you call BMW cars "Beemers," the cognoscenti are snickering behind your back. Though common, that slang is considered wrong. BMW hates the idea of slang at all, but if you simply must, then the correct slang for BMW cars is "Bimmers." That other B word - Beemers - is slang for BMW motorcycles.

Bikers came up with their word first, trying a term that sounded like the letters BMW. Later, BMW car owners wanted a term for their cars - one that would mark them as insiders. Over time, the car crowd has settled on Bimmer - close enough to the bikers' Beemer to convey a connection but different enough to distinguish cars from motorcycles. (Whispering Bomb)

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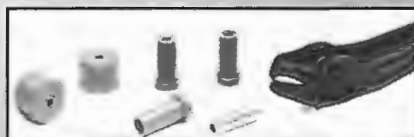
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## BMW Copes with Rover

According to many BMW chiefs, Rover has been living in clover since the day the takeover papers were signed. The British satellite was encouraged to retain its managerial independence, make its own product decisions and to tap the BMW think-tank at will. Whenever Rover asked for money, it would likely get it.

It took the Germans almost a year to realize they received little in return. The team from Munich was prepared to accept a decline in Rover passenger car sales (though they didn't expect the fall to be so steep). They also found it difficult to adjust to the English corporate culture.

'When you call someone at Rover, they're initially very friendly and forthcoming,' explains a liaison officer from BMW's R&D department. 'All sorts of promises will be made, but then nothing happens, and very few agreements are met within the given timeframe.'

Now that BMW number two Wolfgang Reitzle is in charge at Rover, as chairman, the integration process will get a second chance. Reitzle is not an impatient man, but it isn't all that difficult to make him angry, either. One of the projects that doesn't go down well in Munich is Land Rover's P38B, which denotes the new BMW-engined V8 and V12 derivatives of an improved new Range Rover.

Although BMW is willing to provide a selection of modern V8 and V12 engines

modified to meet the needs of the 4wd market, Solihull is boycotting the deal. The Brits reckon their own V8 can still be greatly improved and that there is no need for a heart transplant. Another sticky area concerns the replacement for the Rover 800. Shortly after the takeover, Rover told BMW that this was its top priority project, that the new car should be based on the latest state-of-the-art 5-series platform and that the asking price of the Rover 828i must be about 15 percent below that of a comparably equipped 528i.

Wolfgang Reitzle was not amused: 'Why bring forward a low-volume model which is basically written off in the books and which sells in small but steady numbers?' he snarled. 'Rover needs to sort out its bread-and-butter products first. And we certainly won't let it replace the 800 with a cheaper badge-engineered 5-series.'

As a result, the engineers from Gaydon are now working on plan B, which is a fwd 800 derived from the same (if modified) components that will spark the next 600, 400 and 200. Regular readers will know that these components were originally developed in Munich. Codenamed E48/49, it was scheduled to become the fwd 3-series replacement - but that was before BMW bought Rover.

Asked what he admires most about his UK partner, Reitzle answers like a shot: 'It has an extremely talented and creative team. What

Rover can do with very little funding never ceases to amaze me.' BMW intends to support this brainforce, and will do so even if it means taking work away from its own people.

Point in case: the next-generation four-cylinder engine. 'Both marques will continue to need four-cylinder engines for a long time,' recognizes Helmut Panke, who runs BMW of North America and is tipped to join the board of directors before long. 'Instead of conceiving two rival powerplants, we should streamline resources in a Centre of Competence to get the best of both worlds.'

Although this COC is to be staffed in equal parts with engineers from BMW and Rover, the British affiliate will be responsible for the new four-cylinder project.

The third ace Rover has up its sleeve is a brand-new engine factory. Despite a recent capacity increase at the Steyr plant in Austria, the BMW group is facing a powerplant shortage. Why? Because production output is scheduled to climb, and because the antiquated engine shop in Munich is likely to close early in the new century. Comments BMW boss Bernd Pischetsrieder: 'Germany will always remain our core production base. But when it comes to choosing a greenfield site, you cannot ignore the cost advantage offered by other countries. In Germany, one man-hour is twice as costly as in the UK.' (Car)

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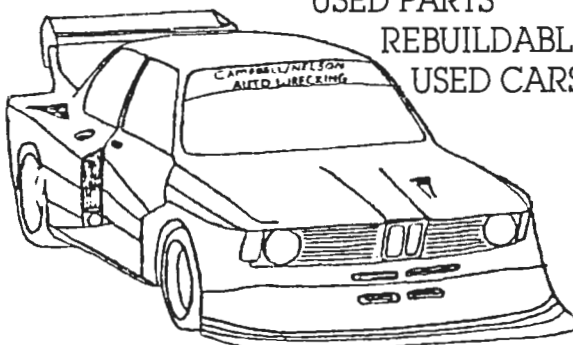
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