



July 1996

Zündfolge



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Cover:
1972 BMW Turbo

Zündfolge

Volume 26 Number 7 July 1996

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Boilerplate

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Inhalt

	BMW ACA Night at Cheney Stadium	3
	New Members	3
Stalls	Stalls by Thomas B. Nast	4
	Monterey Historic Races	5
	BMW Concours '96 by Al Lancaster	6
	BMW Turbo from <i>Automobile Quarterly</i>	8
	BMW CCA Driving School Registration Form	14
	Technik by Greg Mierz	15
	M-formation from the editors	16
	Classified Marketplace	20

Calendar

July 24	Deadline for the August <i>Zündfolge</i> .
July 28	Concours d'Elegance at the Mercer Island Lid. A great family event; be there!
August 1	Board Meeting hosted by Gary Parr.
August 16-18	Monterey Weekend with BMW as the featured marque at the Monterey Historic Races.
August 31	Baseball Night at Cheney Stadium.
September 7	General Meeting at Seattle Collectors' Garage. More next month.

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

BMW ACA Night at Cheney Stadium

The plan is complete! The first annual BMW ACA night at Cheney Stadium will be on Saturday, August 31. The Tacoma Rainiers are the Mariners' triple-A affiliate. The stadium is a cozy venue with natural grass and friendly players, very unusual in modern day baseball.

The club has procured a very attractive package for the night. Ten dollars will get you a good seat and a pre-game barbeque. We will be sitting in the eighth row, between home and first. The BBQ will be a choice of a hamburger or hot dog, potato salad, potato chips, and a soft drink. The club has arranged for a parking area for all BMWs. BMW Northwest will have some new vehicles on display for our viewing pleasure. This deal is so good, the only thing we're missing is a special guest celebrity appearance by Ed McMahon with a ten million dollar check with a club member's name. If you want to attend the night's festivities despite the absence of Ed, please call Hugh Golden at 859-5947 to register. Space is limited, and will be filled on a first call, first reserve basis.

— Hugh Golden

NEW MEMBERS

Member

Connie Kanter
Lloyd Robinson
John & Jane Ormsby
Roy Sprowl
Ben Mejia
Arthur Batuna
Kilin Widjaja
Robt Wells
Scott Chadderdon &
Patti Goodrich
Rick Clagett
Kevin Oelschlager
Jay Miazga
Jay & Patricia Robertson
Joseph Zikas
Brice Yorko & Megan Nicols
Ann Kolwitz
Joe Ladik

Jim Helms
Michael & Judy Hunter
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Internet

BMW's

'92 325iC
'84 733i
'93 850ci
'93 325iA
'95 M3
'92 325is
'95 M3
'71 2002

'96 328si

'89 325is
'76 2002
'95 M3
'88 535i
'96 328i
'82 320i

'96 328i
'94 325i
'68 1602
'89 K100RS
'95 M3
'81 320i

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Stalls

By Thomas B. Nast

If the Shoe Fits

It was just another trip to Nordstrom's.

"I'd like to buy a new pair of shoes. Just like the ones I have on now, that I bought here last year."

The salesman, a blown-dry guy with polished teeth, gave me a look that made me check for hay on my collar. "I'm sorry, sir, but that exact model is no longer made. It's been improved. The new ones are much better. They have steel side inserts and an air cushion. Would you like to try a pair on?"

"You wouldn't have any of last year's model at any of your other stores, would you?"

"Oh no, sir, they would have all been cleared out by Labor Day."

"Very well," I said resignedly. "I suppose I don't have much choice."

The salesman disappeared in the back and returned with a box. You would never have known from looking at the box that the shoes had changed.

Then we put them on (you're never allowed to put shoes on by yourself in Nordstrom's), and they actually weren't that bad. The steel side inserts did not affect comfort, to my surprise; whether they actually make the shoes safer is hard to say. The air cushion was unnoticeable, but I was relieved that the label announcing their presence is removable.

After we took our test walk (yes, the salesman insisted on accompanying me), we got down to business. The salesman (can that be polyester he's wearing?) made the opening gambit. "I'm glad you agree this year's model is improved. Would you like to take them?"

Well, at most I could agree that they don't seem worse than last year's, but this is no place for rudeness. "Do you think I could get them with the non-slip laces?"

"Of course, but there will be an extra charge for them."

"How much will all this come to?"

"Well, let's see," replies the salesman. (I wonder how much he paid for those

white shoes he's wearing? I'll bet he borrows them from the store!) "Hmmm, hmmm-hmmm, hmmm-mmmm, looks like about \$184 plus tax."

"That seems a little high to me. They were only \$65 last year."

"Well sir, the shoes are about \$125, the laces are \$10, then another \$5 to install them, \$15 for the protective coating, \$25 for the dual shoe horn, and \$4 for a bottle of polish. That's right. A hundred eighty-four dollars."

"Sheesh. Could I just get the shoes and forget that other stuff?"

"I don't know, sir. I'll have to talk to my manager."

The salesman disappeared behind a pair of swinging doors. I noticed for the first time how well his belt matched his shoes. The wait couldn't have been more than five minutes, but it seemed much longer. Then he returned with the decision.

"This is the last pair in this size we have in stock. There really is no reason for us to make a deal on them. But I am authorized to sell just the shoes, provided you buy the extended warranty and finance them with us. I think that's a pretty attractive offer. What do you say?"

"Well, at least you could tell me more about this warranty and financing," I remonstrated.

For the first time I noticed that the blown-dried hair was actually hair plugs. "It's all right here in these brochures," he said, handing me two thick pamphlets and a jeweler's loupe appropriate to the print inside. "Generally, we cover everything except consumables, such as the laces, sidewalls and soles. It's forty dollars well spent. The financing is at only 9.9%, probably less than your property taxes went up this year. Would you like the four or five year schedule?"

"Er, I was really hoping to pay cash for this. Maybe I could explain this to your manager myself?"

"I'm sorry, sir; perhaps if you were buying two pairs. But I'll go back and

explain it to him."

Only as he again departed through the swinging doors did I notice the distinct shine on his well sat-in southern exposure. Well, these guys can't be paid all that well. Ah, he returns at last.

"Sir, the best we can do for a cash deal is the shoes, the warranty and two pairs of wool socks."

"But I don't like wool," I protest. "My feet are allergic to it."

"Blend, then. Fine. I'll write it up." We retreat to the cash register. "Sign here. And here. And here. And here. Be sure to read the podiatric waiver first. The canary copy is yours. The pink copy is your warranty. Don't lose it! I'd suggest you keep it in the heel. Thank-you very much, sir. Would you like to wear your new shoes now?"

"No, thanks, I think I'll just take them straight to my safe deposit box."

"Ha ha hrrrrggghhh khkhkh khkhkh khkhkh" I hadn't noticed his smoker's cough before he tried to laugh. "Very funny, sir. Well, it is a pleasure doing business with a loyal and shrewd customer like you. Please ask for me when you come back next year."

Well, I don't know that I will. He didn't tell me that every time I go through a metal detector, I'd have to send my shoes through the x-ray machine.

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Monterey Historic Races

By Kelly & Keith Wollenberg

Next month BMW will be the featured marque at the Monterey Historic Races for the first time in the 23 years of the event. BMW NA and BMW AG feel this is an important event and BMW Mobile Tradition will be flying over many of the most significant race cars from the museum in Germany, as well as drivers and technicians. Some of the incredible race cars that BMW has committed for display are: the 328 Mille Miglia, the Alexander Calder 3.0CSL, the Frank Stella 3.0CSL, the Roy Lichtenstein 320i, the Andy Warhol M1, and the BT52 Formula One Championship car that was driven by Nelson Piquet.

On Thursday, August 15th, there will be the "Backroads to Big Sur Driving Tour." In late afternoon there will be a chance to see the cars for the first time. On Friday, there is practice for the Historic Races at Laguna Seca. This might be a good chance to see the cars before things get crowded on the weekend. But Friday is also the day for Concours Italiano. This event is hard to pass up and BMW will have a special display adjacent to the main display. Friday evening will feature an elegant dinner sponsored by BMW.

On Saturday, the Historic Races begin at Laguna Seca. BMW will have a

special hospitality area at the track. Also expect gobs of BMW memorabilia from dozens of vendors. Saturday night will feature a BMW Club reception at the Monterey Bay Aquarium. Sunday is another day of racing at Laguna Seca, but many people like to start at the Pebble Beach Concours d'Elegance. It is simply the finest concours in the world.

Reservation information is included in the entry form.

TO RESERVE A SPOT IN THE CONCOURS ITALIANO CORRAL, send for your registration form at:

Concours Italiano

Fax:

Phone:

Web Site:

PO Box 1015

(206)646-5458

(206)688-1903

<http://masaratinet.com>

Mercer Island, WA 98040

(\$55 includes reserved parking on the fairway, and two entry tickets.)

YOU MUST REGISTER BEFORE JULY 1st IN ORDER TO GET THIS SPECIAL RATE!

FOR RACE TICKETS: Send \$25/day per person for race tickets to Laguna Seca Raceway, PO Box 2078, Monterey CA 93942 or call Toll Free (800)327-SECA M-F 8am-5pm PST. <http://www.laguna-seca.com> FAX (408)373-0533

PRICE GOOD BEFORE AUGUST 9th ONLY After 8/9, \$30/day. Tickets also available at gate on race day.

Entry Form for BMWfest, Coupefest & Corral At the Monterey Historic Races, Aug. 15-19, 1996

NAME _____ FAX/E-MAIL _____
ADDRESS _____
CITY, ST, ZIP _____
PHONE _____ DAY PHONE _____

T-SHIRT(S):

____ XXL ____ XL

____ L ____ M ____ S

(One included in basic entry)

Chapter or Club _____

Will you be bringing a BMW? ____ YES ____ NO

MODEL _____ YEAR _____

Attending corral Friday at Concours Italiano? ____ YES ____ NO

Are you nominating your car as an exemplar? ____ YES ____ NO

(For Display Saturday & Sunday at Laguna Seca)

Will additional people be coming in your car?
(There is no additional charge, but please list the names of these people.)

BASIC EVENT COST (per car)

(Saturday & Sunday Corral parking pass, one t-shirt, Wed. & Thurs. activities)

Does not include race tickets or Concours Italiano

ADDITIONAL T-SHIRTS (Note sizes above)

____ at \$35

\$ _____

____ at \$15 each

\$ _____

CREDIT CARD FEE? (A \$3 fee will be added if you pay by credit card)

at \$3

\$ _____

PAYMENT IS BY: ☐ Check ☐ Visa ☐ Mastercard (Charge Card authorization per signature.)

Credit Card #: _____ Exp. Date _____

Full Name on Card _____ Signature _____

Total \$ _____

IMPORTANT: Entries should be in to us by 7/19/96. Corral passes will be mailed to paid entrants received by 8/1. Entries received after 8/1 must pick up their corral parking pass at the WILL CALL tent on race day. Your corral entry is still welcome until 8/12. Credit cards will be processed by LJ Independent BMW Service. Clip or copy this form, attach your check (payable to GOLDEN GATE CHAPTER, BMW CCA) or fill in and sign Credit Card charge authorization above and send to: BMW CLUB CORRAL 26152 MESA DR., CARMEL, CA 93923, or FAX to: KEN WHITSON AT (408)373-5065.

Questions? Call Ken at 408)625-5133 or Keith or Kelly at (415)326-2340 or E-Mail BMWFEEST@KKW.COM.

BMW Concours 96 at the Mercer Island Lid

July 28th 1996

By Al Lancaster

Have you sent in your registration yet? This is your last chance... The Club has worked hard this year and if early indications hold true we are going to field quite a variety of BMWs. To give you an idea of just how diverse a group of vehicles we have to date, the first two registrations sent in were for a 1996 Z3 owned by Brian & Karen Horne and Nancy Martin's beautiful 1938 328. You don't get much more diverse in BMWs than that. With your help our hopes are for filling in the numbers in-between. I would challenge you, our members, to put as many different examples of BMW's great works on the field as we can at the same time. We have a very good chance of achieving this goal this year but it can not be done without your help.

The Club has opened up the classes this year and in a last minute decision by the board we have decided to include a display-only class open to all BMWs. This will allow vehicles which do not wish to be judged to participate in the Concours. This class will be presented on the Concours lawn, receive dash plaques and marque cards just as the judged vehicles, but will not be competing for a trophies. We have reduced the cost of participating in this class to five dollars, as opposed to ten, as we felt this more equitable. If you wish to enter this class, please fill out the registration form and send it in early as space on the field may be limited due to the number of vehicles we have entering. Please note: "display-only" on the registration form. Participation in this class will cost ten dollars the day of the event and will be considered on a space available basis only.

For those competing in the judged classes of the Concours, this year the trophies will again be provided through Banchemo's Glass Etching. We have come up with a diamond shaped beveled glass trophy with beautiful etched logos and scripted fonts that would look just great on YOUR mantle. It even has me thinking about entering... (the Board says I can't, it looks too much like insider trading...) But somebody gets to take these beauties home and it may as well be you.

Food and drink service this year will

be furnished through Gambardella's Pasta Bella and will include coffee and an assortment of fresh bagels with fixings in the morning. At lunch they will have a menu consisting of a pasta salad, Italian sub sandwiches, choice of beverage and an Italian cookie or a portion of Gambardella's famous lasagna with salad, two slices of fresh bread, choice of beverage and an Italian cookie. It sounds like it may be worth coming out just to have lunch with your fellow club members in the park.

But this is just the start, Dennis Noland of Exeter Detail (recently voted best detail shop in the greater Seattle area) will also be in attendance to show us how the pros perform their detailing magic and Dennis has informed me he plans to have some excellent items to raffle for those who visit his booth and fill out a raffle ticket. The local dealerships have promised to bring out examples of BMW's newest and finest work. All of this along with our coloring

contest with BMW-type prizes for the kids (it's never too soon to start the young ones down the BMW path.) should be enough to get you out to the LID. But what we really want is you and your BMW.

Again, SEND in your REGISTRATION TODAY... whether you want to have your vehicle judged or just want to display your Bavarian beauty for other club members to see. I think you will find many friends at this gathering who share your appreciation and interest in BMWs and who, if you just take a little time and talk to them, can be a big help in maintaining your vehicle in a very fine manner for years to come. This is really what this event and the Club in general is all about, people who have a common interest and desire in enjoying and maintaining the vehicles which serve us so well. So get out the wax!!! We'll see you on the 28th!

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A short recap of classes, costs and other event information is as follows:

Event Schedule

8:30am	Registration Committee Setup (event workers only)
9:30am - 11:00am	Registration and Final Vehicle Preparation
10:00am	The Lid Officially Opens
11:00am	Automobiles Declared "Hands Off"
11:00am - 2:30pm	BMW ACA hosted music Lunch with Gambardella's Pasta Bella Exeter Garage (Meguiar's Demonstrations) Local Dealerships (New Vehicle Demonstrations)
11:30am	Judging will Commence... Following the judging there will be a short 30 minute break to tally the scores
12:00 noon	BMW Concours Coloring Contest Materials/Information available at the registration desk
1:30pm - 2:30pm	"Help us judge the Concours..." Vote for your favorite BMW See the registration desk for ballots
2:30pm - 3:30pm	Concours Awards Presentations (time approximate)

Event Classes/Awards

Late Coupe Class	Late Sedan Class
Vintage Class	Air Cooled Class
Three Series Class	Display Only Class

Spectator's Choice
Entrant's Choice Best of Show

Judged classes are \$10 pre registered by July 18th.
\$25 after this date (including the day of the Concours)

Non judged class (Display only) is \$5 pre registered by July 18th
\$10 after this date (on a space available basis)

DRIVING DIRECTIONS:

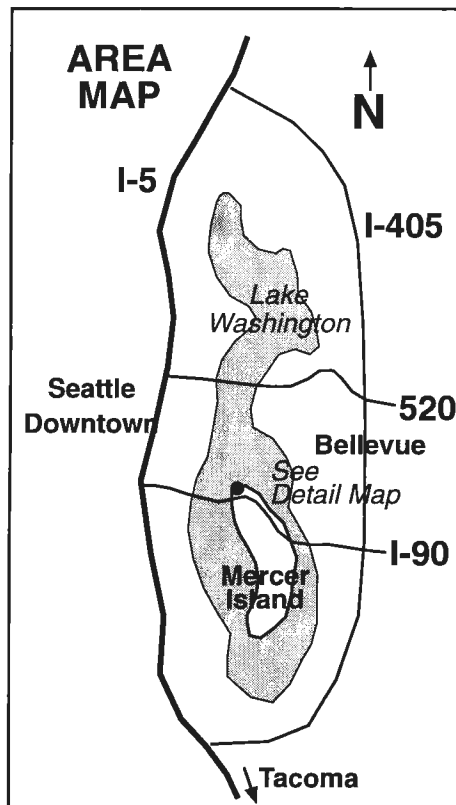
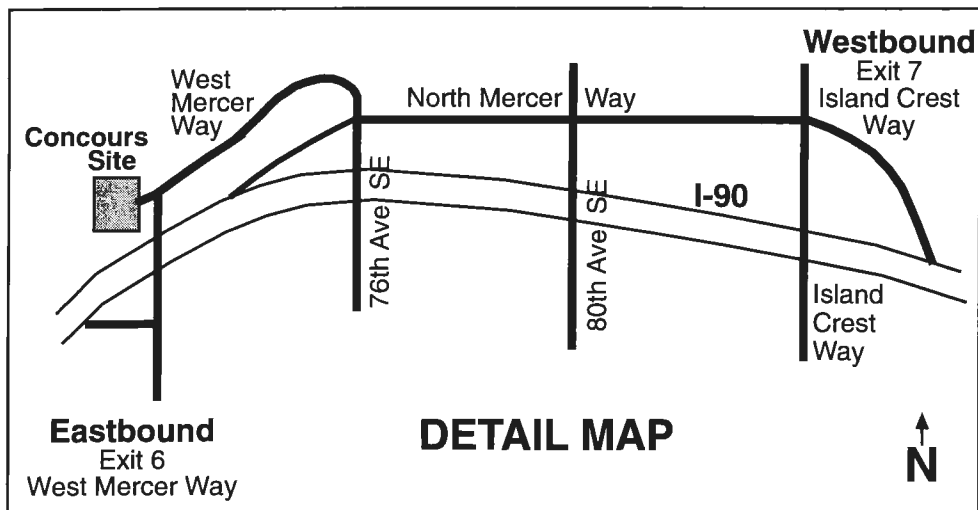
Eastbound from Seattle: Exit I-90 at Exit 6, West Mercer Way. Turn left on West Mercer Way. Cross over I-90. Turn left into the parking lot adjacent to the Concours site.

Westbound from Bellevue: Exit I-90 at Exit 7, Island Crest Way (last Mercer Island exit). Go straight and continue on North Mercer Way. At 76th Ave. SE turn right (straight will put you back on I-90). Follow road as it curves left. North Mercer Way will lead through a residential area, then become West Mercer Way. You will see the Concours site on your right. Turn right into the parking lot.

BMW ACA 1996 Concours Registration

Year and Model _____
Owner _____
Address _____
Phone Number _____
Comments _____

We appreciate any additional comments. Please make checks payable to BMW ACA. \$10 per vehicle entered. Return no later than July 18, 1996 to: A. A. "Al" Lancaster, 29817 2nd Ave. S.W., Federal Way, WA 98023.



BMW TURBO

This month the centennial Olympic Games open in Atlanta. BMW NA is involved as a sponsor, providing cars, motorcycles and bicycles to the Olympic committee. The Olympic torch passed through our area in May on the way to Atlanta.

Twenty-four years ago BMW was also involved in the summer Olympics. The 1972 Games were held in Munich and BMW AG couldn't pass up the opportunity to be involved.

That Olympic year was significant for BMW. The four-cylinder headquarters building was under construction directly across the street from Olympia Park. In fact, the building can be seen under the driver's side gullwing door in our cover photograph. The first generation 5-series was introduced, which also marked a return to three digit model numbers. And BMW presented a special show car for the Olympics called the BMW Turbo. The Turbo was featured in most automotive publications at the time. Probably

Road & Track featured the Turbo on its December 1972 cover.



Paul Bracq in 1972.

the best story appeared in *Automobile Quarterly*. Here's the text of that article, written in 1973, by Don Voderman:

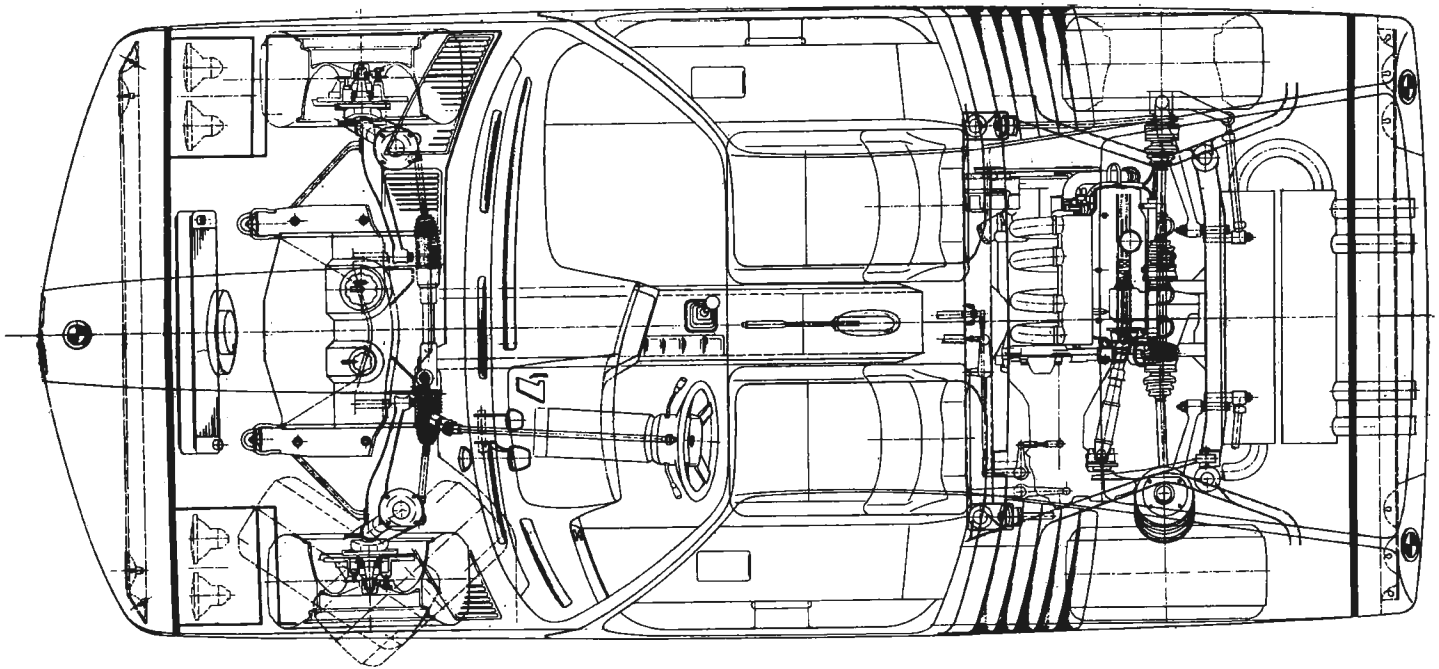
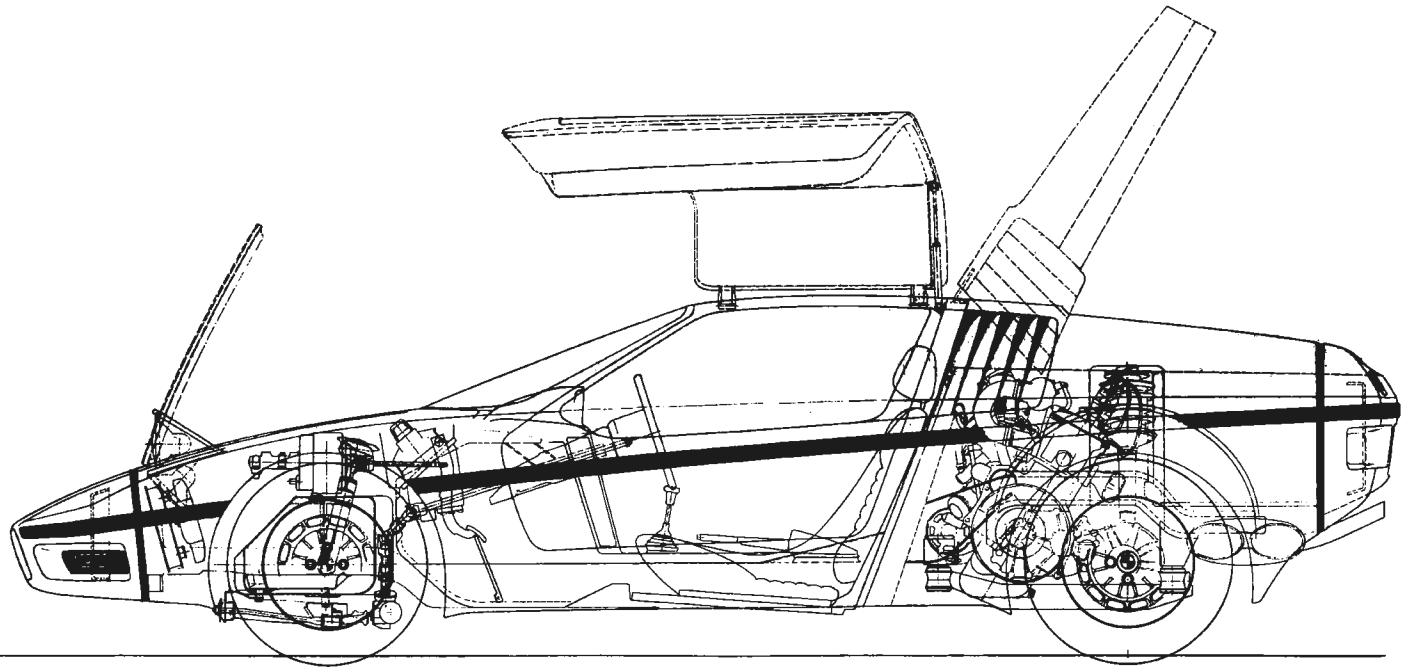
For anyone with eyes to see it's pretty obvious that BMW has been coming on very strongly in recent years, not only in the USA but throughout the world. They have a youthful, crack management team now, a seasoned, extremely talented engineering force and a future of almost unlimited promise. They are already building some of the best cars in the world, and in the coming years we fully expect BMWs to be even better still—or at least more desirable.

In Germany even having fun is taken seriously. So when the directive came down from management early in 1972 that they should proceed with the development of an experimental safety car, the idea was not approached or executed in the usual safety car fashion with which we have all become so bored recently—and on which so much American taxpayer money has been thrown away. Why shouldn't a safety car be a high performance car too? If anything its safety features would have even more meaning, and be more

severely tested, in such a car. And of course there's a lot more publicity value in a high performance car than there is in a stolid sedan, so BMW's considerable technical expertise would become more widely circulated. And then there is the often overlooked factor of the effect of such a car on employee morale. Yes, as with all the decisions they seem to have been making recently, this was obviously the right way to go. And what a fascinating car the BMW Turbo is, and how impressive it seemed to us when we visited the car in Munich last autumn.

Did you know, for instance, that the most Germanic of all automotive devices, the gullwing door, is the subject of an English patent of 1938? Well it is, and BMW is openly pleased to give the credit where it's due. And visibility through those big windows in each side, forward and to the rear, is truly remarkable for a car of this type. Many mid-engined cars can give you the feeling that you're sitting at the bottom of a well.

The seats are orthopedic, and consequently very comfortable, and they give excellent support at the sides. But the most outstanding features of the car, as far as we're concerned, are the instrumentation and various other systems in the interior. For instance, the car will not start until the seat belts are hooked up, eliminating that irritating buzz we have to live with now. (All systems and controls can be easily reached from the driver's seat.) The instruments, apart from the usual gauges one would expect, include a few fascinating ones that might be pretty useful to have around. How about a gauge that tells you how far it will take you to stop—from whatever speed you might be doing? Or another one that shows what sort of sideways g-loads you are attaining? Or the schematic display of the entire braking system to the driver's left, that tells you



the condition of all the brake pads, the pressure in both dual-overriding systems, the level of brake fluid and the anti-lockup system? There's even an engine over-rev warning light.

Which brings up the power unit. Essentially it's a standard 2000 tii unit with a more or less standard clutch and transmission, set at 90 degrees to the axis of the car just behind the seats. A short shaft takes the power to the

differential. The big story in the engine department is the turbocharger of course, and as with engines boosted this way the amount of power produced is easily increased/decreased by the simple expedient of tightening up or opening up the wastegate of the exhaust turbine. Power ranges from 200 DIN to 280 DIN—that would be over 300 American type horses, which is a lot of poke to move one long ton. The Turbo's perfor-

mance parameters were determined by a computer before the car was built, a simple enough matter nowadays. Here's what it says: 0-100km/hr (62 mph), 6.6 seconds; 0-160 km/hr (99 mph), 15.7 seconds; top speed, 155 mph.

Who's to argue with figures like that? In every case when BMW has offered us estimated performance data they have always been slightly conservative, and

(text continued on page 12)







Paul Bracq as he looks today.

A painting by Bracq of the second Turbo.

there's no reason to doubt that this acceleration curve is also somewhat milder than what will eventually be realized when the car has been brought to its peak. A few more replicas of the Turbo are under construction now, so if you frequent any of the larger motor shows you're likely to see one there.

As is evident in these photographs, the front and rear ends of the car are separate entities, each with its own impact absorbing structure. Initial or smaller knocks are absorbed by a compressible plastic foam that restores itself to its original shape after contact. For more severe bumps the entire front and rear are mounted around a U-beam with a controlled compressibility structure at the rear and hydraulic damping at the front.

Another logical idea is the way they have run the windshield posts into the roof which then becomes a roll cage. The exterior look of the car is its most noticeable feature, of course, having been designed under the direction of Paul Bracq, a Frenchman who joined BMW several years ago. Bracq had spent ten years in the design studios at Mercedes during the Fifties and Sixties,

but despite what all those other magazines may have told you, he did not design the Wankel-powered C-111; he had left Daimler-Benz by 1967.

We are left with but one disappointment concerning the Turbo, and we seem to share it with everyone else we know who has seen one of these cars. BMW won't sell us one.

Alas, only two Turbos were built. The original is the car pictured in most of the photos here. A second car was built for BMW by Michelotti. It featured more aerodynamic bodywork, including rear wheel covers. The original car has been a fixture at the BMW Museum. The second car was kept by Michelotti for many years. It is now on loan to the French National Auto Museum.

Paul Bracq left BMW's employ shortly after the Turbo was done. He went to work for Citroen. But the car he designed proved influential for BMW. Although styled by Giugiaro, the M1 of the late 1970s certainly seems to have been derived from the Turbo. And the turbocharged engine found its way, albeit for a short time,

to the 2002 Turbo.

BMW's "youthful, crack management team" of 1972 has now mostly retired. They have been replaced by a new youthful and crack team of managers. A team with a lot of challenges that the 1972 management didn't have to worry about. Of course, BMW is a much bigger company now with vastly more resources.

Some of the innovations of the BMW Turbo have become standard features that we now take for granted. Others have never become production items. As a whole, the Turbo was remarkably ahead of its time. The styling still looks fresh today. The BMW Turbo is an interesting piece of BMW history.

(Reprinted with the permission of Automobile Quarterly, Kutztown, PA. The article appeared in Volume 11, Number 1 in 1973. We would like to thank Automobile Quarterly publishing director Jonathan Stein for his assistance. Jonathan kindly sent 24 year old transparencies to us from the AQ archives so that we could reproduce them.)

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August 8, 1996

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(**Editor's Note:** The BMW CCA, Inland Empire Chapter is hosting a driving school on August 8, 1996 at SIR. This is *not* a BMW ACA event. However, many of our BMW ACA instructors will be helping the BMW CCA with their event. The BMW CCA has invited any BMW ACA members who wish to attend.)



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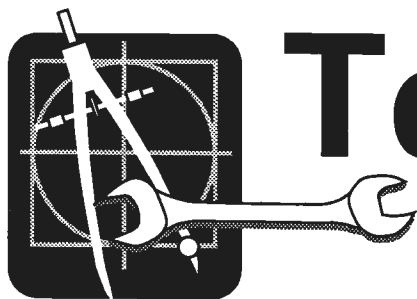
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Technik

edited by Greg Mierz

To continue a little more with last month's discussion let's try to understand the whys and ways of hydraulic brake fluid bleeding and flushing and the types of fluids available.

The reason for changing the brake fluid is to flush fluid that has been contaminated with water. Brake fluid is hygroscopic; it bonds with water. This lowers the boiling point of the brake fluid and eventually, if not changed, causes rust and other damage to the system. BMWs use DOT 4 fluid. There are reasons not to use DOT 5, silicone-based fluid in ABS equipped cars, but they are beyond the scope of this column.

The standard for DOT 4 fluid is a dry boiling point of 446 F or better and a wet boiling point of 311 F or better. The dry temperature is for fresh fluid and the wet is for fluid that has absorbed water. Castrol's LMA DOT 4 meets those specs and is very easy to find. ATE Super Blue specs out at 535 F dry and 392 F wet. That much difference in boiling temperatures could make a big difference at the track or when descending a mountain pass. But even spec DOT Castrol LMA holds up well at the track if the fluid is fresh and the brakes are in good condition. Pad fade usually occurs before the fluid boils, unless the fluid is old and therefore wet.

There are several methods to bleed or flush the brake fluid. The "normal two-person pump and turn" method, using a vacuum pump (I've never bothered), and my simple favorite, the "bike pump, power bleed" way. Check your repair or service manual for a description of the two person way.

To make a power brake bleeder, locate an ATE-type cap for the fluid reservoir from a dealer, junk yard or your friendly local mechanic with some old car parts laying around. Buy one screw-together valve stem, a nice chrome one for mag wheels, drill the center of the donor cap to the size of the metal stem. Then use washers to tighten them up. Now you've got your pressure

adapter that will flush the fluid while one person just stands over the fender and hand pumps a bicycle air pump to pressurize the fluid and run it through.

Take out the old fluid from the reservoir, put in your fresh fluid of choice, and open the right rear bleed valve. Hook up your hose and bottle rig to catch the old fluid. Now screw on the stemmed cap and slowly pump up the fluid. The old fluid will run out at the open valve. This works great for clutch slave cylinders. No pumping and releasing, just open bleed valve, attach hose arrangement and push the fluid right through. Just remember not to pump the fluid too low. You'll need to stop to refill the fluid reservoir as you go along or you'll get air in the system. There is no need for more than a few PSI of air pressure. Any more and the cap will blow off and that's messy. Plus the rubber washer for the cap will probably get lost. This is low effort work, but it is effective. I can't say if or how this would work with ABS systems. Using this method on older systems that may have been neglected may help prevent master cylinder seal failure.

Ignition Coil Failures

Here is some internet news about potential bad coils in BMWs. From Fred Hu, the results of an ignition coil survey.

Ignition coil failure is a common problem on early (1991, 1992) M50 engines in 325 and 525 cars. The problem can be intermittent and very hard to diagnosis even with an engine diagnosis computer. Most of the time the ignition coil will not die completely and/or immediately. If it does fail completely, it's very easy to diagnose since the engine will be running on five cylinders. One cylinder will be cold. The cause is some early production cars with ignition coils made by Zundspule with a manufacture date before 91M01 (January 1991) may have a break on the secondary side of the coil. This will cause a rough idle and/or misfire. According to BMW NA Service Sup-

port, if a customer has the above mentioned coils installed and the engine is stalling or idles rough, all the coils should be replaced with Bosch coils. The Bosch coil is a newer design. If the car still idles rough, the cam timing should be adjusted.

Victims of this problem have included Fred Hu, author of the survey and Bill Robertson, whose '92 325 had a severe hesitation in the wet. Bill's mechanic found all six ignition coils had cracked. Dave Hall's '92 325 had five of six coils go bad. Two went at first and then three more a couple of months later. The second batch took the ECU with them. Bob Messier's '92 525 lost three coils over a six month period. According to his dealer, they were arcing. Symptoms included sporadic but severe lurching during acceleration. Chess Harris also had several problems with his ignition coils. He mentioned that the number six cylinder sparkplug often seems to be the first to start acting erratic. Changing it out has usually smoothed things out.

To try and spot this arcing, try looking under the hood on a dark night. Look for sparks near the engine. Hope this doesn't happen to too many of you.

I'm trying to get member John Browne to share his M3 journeys in writing with us. Till next month,

Greg Mierz

GregM2002@aol.com or

GregM2002@gnn.com

Tech Tip for Dip Shits

Several years ago *Zundfolge* ran a technical article similar to Greg's column. It had to do with flushing your BMW's brake system.

Someone read the article and decided to try flushing the brake system on their car. This person had very little mechanical experience. Their only previous experience with flushing involved toilets. And since their experience with toilets always included using water, they assumed that water should be used to flush their brake system. Poor assumption. Much damage was done and the author of the article was threatened with a lawsuit. So just a reminder: flush your brakes with brake fluid!

— Editor

...from the editors **formation**

Classic Motorcar Rally

The fourth annual Classic Motorcar Rally, sponsored by BMW Seattle, was held May 24-26. The "Run to the Gorge" was a rally format, rather than a TSD rally. The oldest car to finish was the 1937 BMW 327/28 Cabrio of Sultan and Natasha Karim. Club member participation included Al and Bea Lancaster, concours organizers, driving their Maserati Ghibli, Brian Horne navigating a '63 Jaguar, Ty Moore driving his 1982 Ferrari, and Steve and Annie Norman in their 1956 BMW 503.

LeMans

Well, last month's cover car, the McLaren F1 GTR did not win at LeMans. The first three positions were taken by Porsches. McLarens did take fourth, fifth, sixth, eighth, ninth and eleventh.

No Sport Ute for BMW

BMW claims that the sport utility market will soon be saturated and that resale values and dealer margins will fall. "The market could be flooded to the detriment of everyone. They will be a less attractive proposition to the consumer," says BMW NA President Vic Doolan. (Seattle Times)

Zundfolge Translation: Mercedes-Benz looks like they have a winner with their sport ute to be built in Alabama. Since BMW AG owns Land Rover, and they don't want to compete with themselves, BMW won't sell a sport ute. But they want to make it look like they are being smart by avoiding the market.

Donohue Jumps Ship

David Donohue has left the Prototype Racing Technology Team and his BMW M3 ride. He ends up at the local PacWest North American Touring Car team. PacWest driver Dominic Dobson won one of two heats at the Detroit race, while the other heat was won by Darren Law in a BMW 3-series. (AutoWeek)

Glant In a Small World

AutoWeek featured Bill Darland, Eugene's Isetta king, in a recent article. Bill makes his living restoring Isettias and selling Isetta parts. Bill has also driven an Isetta across the US, no small (sorry) feat. Especially considering that the Isetta weighs 770 pounds and Bill weighs 300 pounds. The article also mentioned Jim Hockenhuill, who is a specialist in Messerschmitts, cars that make an Isetta seem large by comparison. Both Bill and Jim have committed to being at our concours on July 28th.

The definitive book on the BMW 328 is to be published this month. The book is "BMW 328: From Roadster to Legend." The author is Rainier Simons, an engineer at the Technical University in Munich and a classic car enthusiast. He has spent 20 years researching the history of BMW. The book is 328 pages, hardbound and has over 400 illustrations on quality paper. The price is DM 98, or about \$65. A special limited edition is being published with a slipcase featuring chrome trim and a BMW badge. It also has autographs of Ernst Henne and Schorsch Meier - heros of the era. If you own a 328, you can have your car's chassis number stamped on the slipcase. The special edition, limited to 328 copies, is DM 198.



100,000 This Year

Since BMW AG bought the BMW import franchise for the US from Max Hoffman's estate, sales have been:

1975 19,419	1986 96,759
1976 26,040	1987 87,839
1977 28,776	1988 73,359
1978 31,457	1989 64,881
1979 34,521	1990 63,646
1980 37,017	1991 53,343
1981 41,761	1992 65,691
1982 52,393	1993 78,010
1983 59,243	1994 84,501
1984 70,897	1995 93,309
1985 87,832	

And for 1996, sales are on pace to exceed 100,000 cars sold in the US for the first time. (Automotive News via Whispering Bomb)

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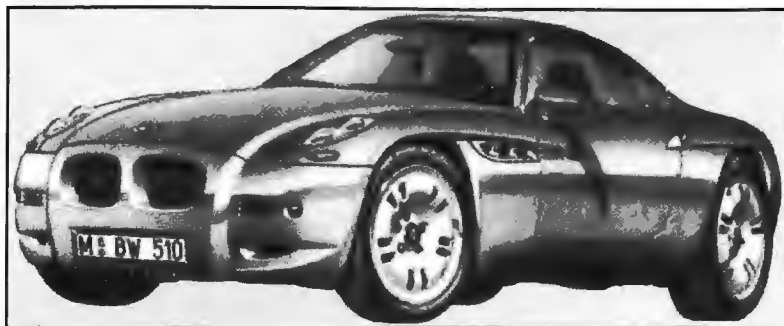
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More on the Z8

The new E52 is likely to be called the Z8. The successor to the



current 8-series, this aluminum-bodied two seater will aim for the Mercedes SL market. The car is quite compact and may be based on the new 3-series platform. Due in showrooms in 1998, the Z8 will offer both a 286 hp 4.4 liter V8 and a 380 hp 5.6 liter V12. BMW is even considering resurrecting the 8.0 liter V16 developed in 1991. The suspension will feature the aluminum pieces from the new 5, uprated for the extra power. Expect all the goodies from the current 8 and then some: traction control, stability control, electronic shock adjustment, Steptronic automanual transmission, etc. It will be BMW's technology leader. BMW plans to build only 1000 per year. (Car)

Geneva Show

There was good and bad news at the Geneva Auto Show. One industry analyst said of BMW, "I would get rid of BMW stock now before the share value starts dropping. Its financial performance was below par in '95, and with Rover, Rolls-Royce Aero Engines and Spartanburg, it now has three potentially costly problems to solve in '96. I believe BMW's diversification strategy is not working out as intended. It bought Rover to broaden its customer base at the bottom end of the range, and wanted to buy Rolls to overtake Mercedes at the top end. But Rolls smelt a rat and backed out." The rumor is that BMW didn't back out of Project Java, but was kicked out. Another rumor has Rolls-Royce and Porsche joint venturing the Java.

On the positive side, the M Roadster was extremely well received, and the order book in Europe for Z3s stretches well into next year. The new 5-series is also doing very well. (Car)

BMW Motors for RR

BMW V8s and V12s will be provided to Rolls-Royce to power the next generation Rolls and Bentley. The V8 will be 4.4 liters, as in current BMW models. The Bentley Turbo will get a blown version of the BMW V8. The V12 will displace 5.4 liters. Cosworth, a sister company of Rolls-Royce, may do the engineering work for a 48-valve version of the V12. (Car)

Ultimate Driving Machine?

An *AutoWeek* classified states, "Wanted: 1988, 1991, 1992 or 1993 BMW M5. Individual collector will pay premium price for pristine, totally original car, preferably under 2,000 miles for collection of BMW M-series cars." Evidently, this guy has spent some time in the Porsche club, where some people prefer to not drive their cars. Ours are meant to be driven. An M5 with less than 2,000 miles? There's a law against that, isn't there?

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Smokin' Jo

By winning at Brands Hatch, British Touring Car Championship driver Jo Winkelhock also won a bet with BMW M marketing chief Karl Heinz Kalbfell. The wager was that if Winkelhock, a heavy smoker, won, Kalbfell, a non-smoker, would have a victory cigarette. Winkelhock did the deed and Kalbfell had his cigarette. (BMW Car)

Pardon My Slip

From an AC Schnitzer press release: "Waiting for the new BMW Z3 finally got to stop in time for its sales start AC Schnitzer already have a first tuning variant ready which refines the sporty character of the roadster further on!" (Car & Driver)

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Sequential M3

The 1997 M3 will offer a sequential transmission. Inspired by the Touring Car race cars, the transmission uses a conventional shift lever but no clutch. A similar gearbox is to be used, in the 375 hp, 4.9 liter M5 due in 1998. (*Automobile*)

Z5 Debut

The Paris Auto Show this fall is expected to host the world debut of at least three new sport coupes. They include the BMW Z5, the Mercedes CL and the Volvo C70. (*Automobile*)

The Z5 is the ugly duckling coupe seen in spy photos and looking vaguely like an MGB GT. The Z5 is supposed to be based on the Z3 Roadster, but *Zundfolge* predicts it will be part of the 5-series family which will eventually include the sedan we have now, a Touring, a coupe, and a convertible.

Race Results

BMW Team Schnitzer did fairly well at the 11th and 12th rounds of the BTCC. Jo Winkelkock had the fastest qualifying time. He was leading until he hit some dirt on the track and spun. Still, he finished fifth. In the second race he made no mistakes and won. His teammate, Roberto Ravalia, was less lucky. He was pushed off the track by a Renault driver. The damage to his car put him out of both races. Winkelkock is now in third place in the championship standings behind the Audi A4 of Frank Biela and the Volvo 850 of Richard Rydell.

BMW's finished first, second and third in the 24 hour race at the Nurburgring. All three BMWs were privately entered. The first place M3 was driven by Johannes Scheid, Has Widman and Sabina Reck.

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BMW RR

The Gulfstream V uses two BR710 engines, the first jet to be equipped with engines from the BMW Rolls-Royce joint venture. The two engines provide 14,750 pounds of thrust which propels the jet to 500 mph. This 35 ton executive jet has a range of 7,500 miles. (*BMW Magazine*)

M3 Colors

The new colors available on the 1996 M3 include Estoril blue and Techno violet. New interior colors are Magma (dark brown), Modena nature (light brown), and a new M-cross cloth design in either gray or black. (*BMW Magazine*)

Ultimate Sport Ute

Currently undergoing tests at a Michigan emissions lab is a Range Rover equipped with a BMW V12. (*AutoWeek*)

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1973 2002tii White/tan, excellent condition with original glossy paint and immaculate chrome, new carpet. Engine rebuilt/balanced (Autosport), Injection pump rebuilt (Redzus), 320 RAD, rebuilt 5-spd, trans, 3.90 LS diff, vented rotors, stress bar, Tokico springs/struts, trunk mounted battery, 14x6.5 alloys with new Dunlop SP 8000 tires. Is being sadly replaced by a 635. \$8000, John Crabtree 557-9529.

1972 2002 Hobbyist parting with great running 2002, manual, Weber, Bilsteins, great interior. \$1,500. 524-4396.

1971 2002ti Mint condition, 5 spd. C.R., 225 hp, over \$25,000 invested, sell for \$19,500. 206-868-7450.

1958 Isetta Convertible. This car was on the cover of last September's issue of *Zundfolge*. It has received a First Place Concours trophy from this club and Peoples Choice in San Francisco. Many extra parts, two complete sets of

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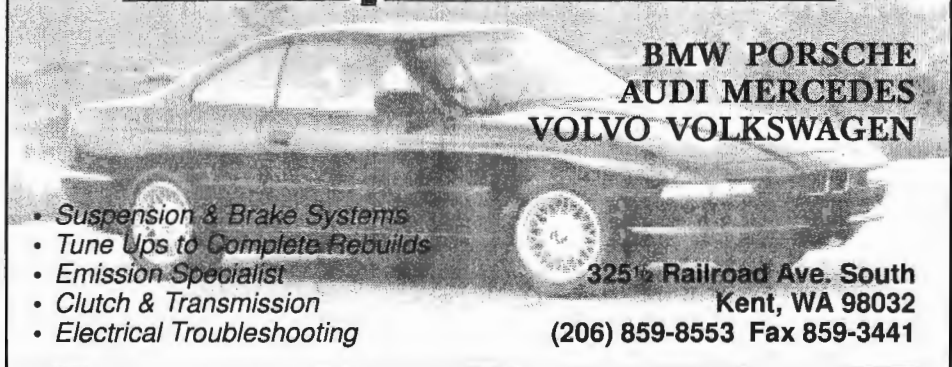
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Deadline for the August issue is July 24.

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