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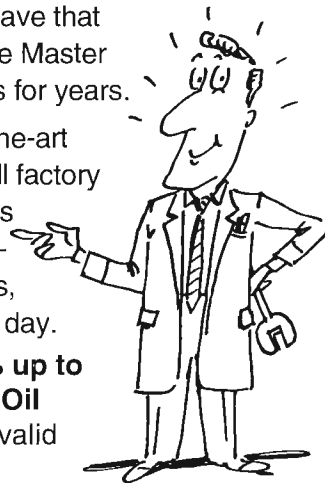
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# Calendar

- October 25** Deadline for the November Zündfolge.
- October 26** **Oktoberfest** at Bellevue BMW. Drop in and join the fun as Bavaria comes to Bellevue.
- October 26, 27** **Driving School/Lapping Day** at Bremerton Raceway. This is our last high performance driving school of the year. Don't miss out.
- November 2** **Driver's School and Track Day** at Portland International Raceway. Call Doug Buchner at 503-653-9080 or Jeff Morgan at 503-289-3315 for information.
- November 7** **Board Meeting** hosted by President Stephen Niver. All members welcome. Start time is 7 pm.
- November 9** **Car Care Tech Session** at Bradley's Autowax and Detail. This is the third year for this popular event. Always worthwhile.

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

## Last Chance for October Driving School

Saturday and Sunday, October 26<sup>th</sup> and 27<sup>th</sup>, are the dates of the final high performance driving event of the year. Bremerton Raceway is the site for this two day school and lapping day. Don't let the threat of wet weather scare you away. Actually, the rain creates a much better learning environment. This is the perfect opportunity for you to drive your ultimate driving machine in demanding situations, but without fear of damaging your car. You'll be impressed with your BMW's abilities and I'm sure you will leave the track with a new found appreciation for your car. And who knows? Maybe we'll get lucky and have a beautiful, sunny autumn day.

The real benefit comes with the increase in driving skills. You may come to the school thinking you're a good driver and you may have some good skills, but you will realize that to keep a car under control when it's at its limits, is very challenging. And not so easy to do. However, with the guidance from your instructor and some practice, you can become a much more competent driver. I guarantee you'll be smiling from ear-to-ear.

The ground school and tech inspection will be held at Bellevue BMW on Monday, October 21<sup>st</sup>, at 7:30 pm. It is mandatory that first time students attend and, of course, we encourage all students to be there.

For those of you with previous school experience, Sunday will be open for lapping. We will start running laps first thing and run all day. You'll get plenty of time on the track.

We are making arrangements with a Bremerton area hotel to reserve a block of rooms for those of you who wish to stay near the track rather than drive back and forth. If there is enough interest, we'll have some sort of social gathering or dinner on Saturday night.

Upon receiving your entry form I will send you a confirmation letter with more information about the school. If you have any questions, please give me a call at 206-472-4505. I'm looking forward to seeing you at the track.

— Gary Parr

### DRIVING SCHOOL / LAPPING DAY REGISTRATION

October 26 & 27, 1996

Name(s) 1. \_\_\_\_\_  
2. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Car(s) 1. Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

2. Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Track driving experience Driver #1 Driver #2

None ☐ ☐

Attended BMW club school ☐ ☐

Other track experience ☐ ☐

Please detail \_\_\_\_\_

Level 1 or higher ☐ ☐

**Deadline for entry is October 16th.**

Make checks payable to BMW ACA.

**Note:** Refunds will be given only if you notify the event chairman, Gary Parr, in advance and are able to fill your spot with another driver.

Send registration form and check to:

Gary Parr, 3573 E. "L" St., Tacoma, WA 98404

☐ \$150 Single car & driver

☐ \$225 Two drivers, single car

☐ \$ 75 Single car & drive Sunday lapping only\*

☐ \$110 Two drivers, single car Sunday lapping only\*

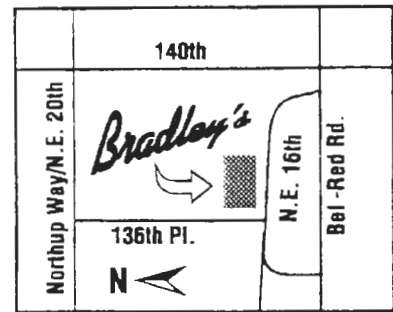
\*Sunday lapping only drivers must have proof of prior school attendance.



It's becoming a tradition that every fall we go to Bradley's to confirm that the seasons are changing and we will need to do something to our cars. Although we've been going to these sessions for several years now, each year we learn something new. As usual, we'll start around ten o'clock and finish about noon. To reward early-risers, Brad Zefkeles is offering a free car wash to the first five cars to arrive (people can sample the coffee and refreshments). In case of rain, Brad gives rain checks. I can't imagine this being necessary in November here!)

#### Something New

In the past, Brad and his assistants have demonstrated how to clean and wax your car using one of Brad's vehicles. This time we would like to get a little more audience participation, so Brad is soliciting two volunteers who would



like to have Brad and his staff demonstrate his techniques on their cars. This enables Brad to better talk about techniques that we would use at home and could more easily relate to. You do not have to go out and get your car excessively dirty first. We'll take the first two people to call me (883-8577).

In addition to Brad's discussion of car care, there is the possibility of a mystery guest to discuss another facet of car maintenance. You'll just have to come to find out! See you there. To help you get there, here is a map.

— Stephen Niver



The leaves are turning, the rain is beginning, the nights are getting cooler - it must be fall. The Bellevue BMW Service Department is feeling the season, too. October 26 they are going to close the service department and celebrate fall in Bavarian style - typical refreshments (sausages, pretzels, saurkraut, etc). The food promises to be a treat; for example, Peter Kahl is bringing in some sausages from a small, well-known maker he has known for years. As we go to press, Peter is trying to meet the challenge of finding a musician who can play spoons. We'll have to wait and be surprised. I hope he can do it.

While it promises to be fun just sampling the refreshments and talking about BMWs, Peter is also offering the opportunity to bring your car into the service area and have one of his mechanics put the car on a lift and do a simple consultation on some possible "repair opportunities" - you know the kind that we all have from time to time.

Plan to drop by anytime (between 9 and 5) during the day on the 26th. See you there.

— Stephen Niver



# Stalls

By Thomas B. Nast

## Topless Tales

**Tin anniversary.** This is the tenth anniversary of BMW's roadster.

Well, one of them, anyway. The 328 and 507 are much older, of course, and the Z3 is still in diapers. But the first modern BMW roadster, the Z1, was revealed (if not on sale) exactly ten years ago.

This corresponded to a period when BMW was rediscovering its roots (and some very nice truffles were found there, too). BMW's engineering efforts had, for about a decade, been devoted to wringing more economy and less emissions out of engines without the cylinder head cracking more than once every 50,000 miles. We were blessed with the diesel 524td and the eta 325e and 528e. We donned our sackcloths and crowns of thorns, and told ourselves (with frequent reminders from the PR department) how wonderful it was to be ecologically correct, even while buying chips, exhausts, throttle bodies, turbochargers, anything to make the cars fast instead of merely brisk. Kind of like sneaking chocolate while on a diet.

It came as little surprise that the Bavarians had brown-stained lips and high dental bills, too. They drive the cars they produce. And after doing so, the factory propaganda was bittersweet.

There are only a handful of Z1s in America, and very few of us have seen one, so I will endeavor to describe it.

This was probably the only homely roadster BMW ever built. The rectangular headlight arrays in front, a broad, featureless hood, the 944-ish rear quarter, and generally chunky lines on a short chassis, make this a design only a mother could love. The body is plastic, allegedly for durability, weight and recyclability, but really because there was no plan to build enough to amortize the tooling required to stamp steel. The most unique feature is the doors, which slide down into huge side sills (and the windows roll down into the doors, reminding one of Russian kachina dolls). Those sills also

make climbing out an adventure. There is no danger of confusing this car with anything else, but the lines cannot be described as "timeless."

The best engineering is where you can't see it. The Z1 is a mid-engined car with the pistons ahead of the driver and the transmission behind, so weight distribution (and handling) couldn't be better. The bottom, including the mufflers, is designed to induce negative lift, a la Formula 1. And it weighs only as much as a round-taillighted 2002.

About the only thing the Z3 has in common with the Z1 is the first letter of its designation. The M1, 2002 turbo, even the 850, were dead-ends that introduced engineering which later infused the full range of models. The Z1 seems to have been a dead-end, period, and one that probably cost BMW twice as much as each of the 8,000 cars sold for. It was a novelty, not a serious car.

So on this tenth anniversary, we can be all the more grateful that BMW put the Z1 aberration aside and designed a more conventional roadster, one which is affordable and much easier on the eye, not to mention easy to egress. BMW recognized that the Z1 was not the answer to the question. A lesser company might have just written off the roadster genre, and we would be the poorer for it.

**Hosed.** I have been struggling with my own roadster since last April, and reached the point where it was ready to be driven all the way from Everett to Seattle. I thought. Within two miles it was pulling right so hard that I thought the radio was giving it secret messages from Rush Limbaugh. By the time I got it back to the hangar, the front right wheel was completely locked up, smoke pouring off the pads, melted grease all over everything.

The calipers only had about 500 miles on them and had been exposed only to silicone fluid, so it seemed a bit unfair that a piston had frozen, despite no use for about three years. And such was not the case.

It turned out that the rubber brake line, about 17" long, was behaving much like Yeltsin's coronary arteries. Brake pedal pressure would open this collapsed line enough to get fluid to the caliper, but the caliper could not push the fluid back the other way. It mimicked a frozen caliper piston, but was far more subtle. New seals, pucks and hoses restored braking operation to normal.

So if you have a car with over twenty-five years on it (my roadster is a '65), you might want to replace the rubber brake hoses as a preventative. Inspecting for cracks and leaks just isn't enough.







## Banquet/Slide Show

Last month we mentioned tentative plans to hold a Monterey Historic Races slide show in November. This would be a chance for all of those who couldn't get to Monterey to see slides of many more cars than we were able to present in the September *Zundfolge*.

Plans have changed. The current plan is to hold the slide presentation after dinner at the annual banquet in January. The slide show would take the place of the traditional guest speaker. The evening would include our silent and live auction, dinner, and the slide show. The site and date have not yet been determined, but will be soon. Stay tuned.

## September Magazines

We hope you enjoyed last month's special issue on the Monterey Historic Races with BMW as the featured marque. If you don't save your *Zundfolges*, and plan to throw you magazine away, don't! We are very short of the September issue and would like your copy to pass along to someone else. Please hold on to your Monterey issue and bring it to any club event. Or mail it back to the editors. We can use every copy we can get. Thanks.

—The Editors

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# Demonstration of Color Sanding at Seattle Collector's Garage

By John R. Allen

## Background

Dixon Schwenk of Seattle Collector's Garage was kind enough to host our September meeting, providing plenty of coffee, orange juice and bagels on the morning of September 7th. He originally started out with a mobile detailing business and grew to the point where he had enough customers to support the fixed location he has had for the last 18 months, in a portion of a large warehouse on Denny Way between Westlake and Terry.

Presently, there are about 20 cars stored at his secure, heated facility. He

ate restoration is renewal of the car's paint, which Dixon and his partner Ron Jeffrey demonstrated. Color sanding is used to remove serious paint damage and present a new, clean surface of paint. Dixon explained that while a new paint job may cost thousands of dollars, color sanding can do wonders for a car's finish and typically only costs \$500-\$700.

Here's how he does it:

## Sanding

Take a Meguiar's soft sanding block, wrap it with 1500 grit sandpaper, and dip it in a bucket of soapy water. Using mild pressure, rub the sanding block on the car's

quite dull at this point.

## Aggressive Rubbing Compound

3M Super Duty Rubbing Compound is then used with a cotton pad on a rotary (Ron used a Porter-Cable model) buffer. This is a very aggressive rubbing compound and application. It removes the sandpaper scratches and leaves a finish with swirl marks. A cleaning spur is used often to clean residue from the pad.

## Middle Rubbing Compound

Chrystal Buff, a mid-strength rubbing compound, is then used on a foam pad (less aggressive than a cotton pad). The



also performs high-end detailing and show car preparation, and several of the cars he has prepared have won national awards. He also believes he has found a real niche in the market: what he calls "intermediate restoration." This is for folks who would like to rejuvenate their cars without going to the expense of a full restoration.

## Color Sanding

One of the components of intermedi-

finish, using left-to-right or back and forth motions. Rinse the sandpaper frequently and use a spray bottle to apply lots of water while you're sanding. Occasionally, check your progress with a squeegee to see the rough spots remaining in the paint (Ron was using a 3M Wet or Dry rubber squeegee, P/N 05517). Eventually, the rough spots will disappear, the squeegee will glide smoothly, and the paint will have a uniformly smooth (but not shiny) appearance. The paint will actually look

finish is starting to look a little better now.

## Light Rubbing Compound

3M Finesse-It II Finishing Material, a light rubbing compound, is then applied using a sponge pad.

## Glaze

3M Foam Polishing Pad Glaze is then applied using (of course) a foam polishing pad.

## Shine

Chrystal Shine is then applied, also





with a foam pad. Each of the above steps is meant to be slightly less aggressive than the previous step, eventually transforming a dull, sanded finish, to a bright, polished finish.

#### *Dri Wash*

A product called Dri Wash (which was described as a concentrated soap) is used with a soft cotton pad, this time on an orbital buffer. These buffers are much gentler than rotary buffers. The Dri Wash is used to clean up any residue left from the previous products and provide a nice shine to the paint.

#### *Results*

Ron demonstrated color sanding on a 1940's vintage American car that had been repainted at least once. The repaint was not in very good condition and had a rough look, which Dixon blamed on water in the paint sprayer when the paint was applied. Half of the hood was color sanded; half was left alone. The color sanded side looked much better than the original side, better than I expected that paint could be made to look. However, it did not look perfect. One could still tell it was not a good paint job; the difference was that you could only notice the imperfections at one foot instead of six. Overall, I think color sanding is an affordable alternative for those of you who are thinking about getting a new paint job.

*Warning:* If you are tempted to try this at home, I'd recommend some practice. In the wrong hands, a rotary buffer can rub entirely through a paint job to sheet metal in seconds.

Dixon or Ron can be contacted at the Seattle Collector's Garage, 962 Denny Way, 587-0880.

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# THIRTY YEARS OF THE SMALL BMW

By David Lightfoot

During 1996, BMW is celebrating two important birthdays: the 60<sup>th</sup> anniversary of the 328 and the 30<sup>th</sup> anniversary of the small BMW. The 328's celebration we've already covered in these pages. By "small BMW," BMW means the 02-series and the 3-series. Over six million of these cars have been sold over the last 30 years. The 3-series currently makes up about 70 percent of BMW's volume.

In the 1930s, small BMW would have meant the Dixi or 319. In the 1950s, small BMW would have meant the Isetta, 600 or 700.

But in 1961, the first of the New Range cars was introduced. It was the 1500, which was a boxy four-door sedan with a 1500cc motor. This little four-doored box would later see the engine's displacement increased to 1600, 1800 and finally 2000cc.

But on March 7, 1966, everything changed. That date was the 50<sup>th</sup> anniversary of the company. But more importantly, on that day Gerhard Wilcke, then BMW's CEO, unveiled a brand new model at the Bavarian State Opera House. It was the BMW 1600-02.

The 02 designation referred to two doors. The 1600-02 was a breakthrough; for both BMW and the car industry in general. The 1600-02 was relatively aerodynamic, powerful, nimble and offered room for four adults plus trunk space. The sophisticated suspension offered handling which was better than most sports cars of the era. The 1600-02 was expensive and BMW dealers wondered how they would sell. They needn't have worried. The car was a hit from the beginning.

The 1600-02 also set the "look" that every BMW since has had to one degree or another. Most of all, the 02 was a car for the driving enthusiast. Beneath the conservative styling was the heart of an athlete. This simple little car is the predecessor of every BMW that has been built since.

## 2002

Max Hoffman was the BMW importer in those days. To combat the loss of power from smog controls, Maxie insisted on the 2000cc engine being put into the little two-door. BMW did it and a legend was

born. Instead of calling the car 2000-02, the neater 2002 was used. Meanwhile the 1600-02 became the 1602. The German press referred to the car as the "whispering bomb."

The early 2002s were little more than the 1600-02 with a bigger engine. But continuous improvements were made. In 1971 the ti was introduced with fuel injection. Also in that year, the Touring hatchback and the Baur convertible debuted. The ultimate 2002 was the Turbo available in 1974 and 1975. Only 1672 were built.

## E21 3-Series

The 02's successor was introduced at the Munich Olympic Stadium in the summer of 1975. Despite a higher price, the first 3-series easily outsold the 2002. The 2002 continued through 1976 in North America, and the 3-series was first available here as a 1977 model. Although the new 3 was considerably more refined than the 2002, it was also heavier and slower. It handled and braked better than the 02, but could not match its predecessor in terms of acceleration.

But in Europe, that was neatly fixed by offering a small six cylinder engine. The 323i was a legend and quite a few made it here through the gray market.

The first generation 3-series was offered only as a two-door and a Baur convertible.

## E30 3-Series

The second generation 3-series became available in Europe in 1982 and in North America in 1983. It would have a long and very successful run. In the fall of 1983 the first four-door 3-series debuted, largely due to pressure from the four-door Mercedes 190E. This would be the first alternative body style for the 3.

In 1985 the 3-series convertible was introduced. This was a full convertible from the factory, as opposed to the Baur convertible with the targa bar. BMW had another hit on its hands. Also in 1985, the all-wheel-drive 325iX was introduced. This remarkable, albeit expensive, machine would be sold in the US from 1988 through 1991.

But the real highlight of 1985 was the introduction of the original M3. With

flared fenders and almost 200 horsepower from the four cylinder motor, the M3 terrorized the race tracks of the world. It also became a modern legend on the street.

The final variation on the E30 body style was the Touring, or station wagon, which debuted in August 1987. While successful in Europe, the 3-series Touring has never been offered in North America.

## E36 3-Series

The current 3-series was unveiled in October 1990. A new tradition was started and an old one continued with the introduction of the E36. The old tradition was introducing the car in Europe a year before the North American introduction. This was just as well, as the early European owners ended up doing a lot of field testing for BMW. By the time the car made its way across the Atlantic, most of the glitches had been removed.

The new tradition had to do with introducing the various versions of the 3-series over an extended time, and continuing the old version until its E36 successor was available. Thus, the four-door 3 was introduced first, then the coupe a year later, and the convertible and Touring later still. Meanwhile, E36 and E30 3-series were sold side-by-side.

The E36 also saw significant changes under the hood. The small six was replaced by an all new motor with dual overhead camshafts. The suspension was also all new.

In 1994, a new body style was added: the compact, or as we know it, the ti. The little hatchback has been another success for BMW.

The latest variation on the 3-series platform is the Z3 roadster. If the other versions of the 3 have been hits, the Z3 must be a grand slam. The US-built roadster's main problem is build capacity. Demand, worldwide, has been overwhelming.

## The 3-Series Today

The 02 never hit 90,000 units in a year. Today, the production volume of the 3-series is over 400,000 units. And with all the variations, it is possible for every 3-series to be unique. The 3-series is built in Munich, Regensburg, and Dingolfing



in Bavaria, until recently in Spartanburg, and is assembled from CKD (completely knocked down) kits in South Africa, Mexico, Vietnam, Indonesia, Malaysia, Thailand, and the Philippines.

#### The 3-Series Tomorrow

Next year the fourth generation 3-series will make its debut. Will it continue to be the best car in its class, as its predecessors have been for 30 years? Probably. Let's hope so. Europe will get the car a year or so before the North American markets. Once again, the sedan will be available first, the coupe a year later, and the other body styles will follow.

And rumor has it that the line-up will be split into the 3-series and a newly named 2-series. The 2-series would include various versions of the compact. How nice to have a new 2-series back in the showrooms.

*(Over for more photos)*

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BMW 3 Series convertible and predecessors.



BMW 3 Series sedan



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**BMW M3 and predecessors.**



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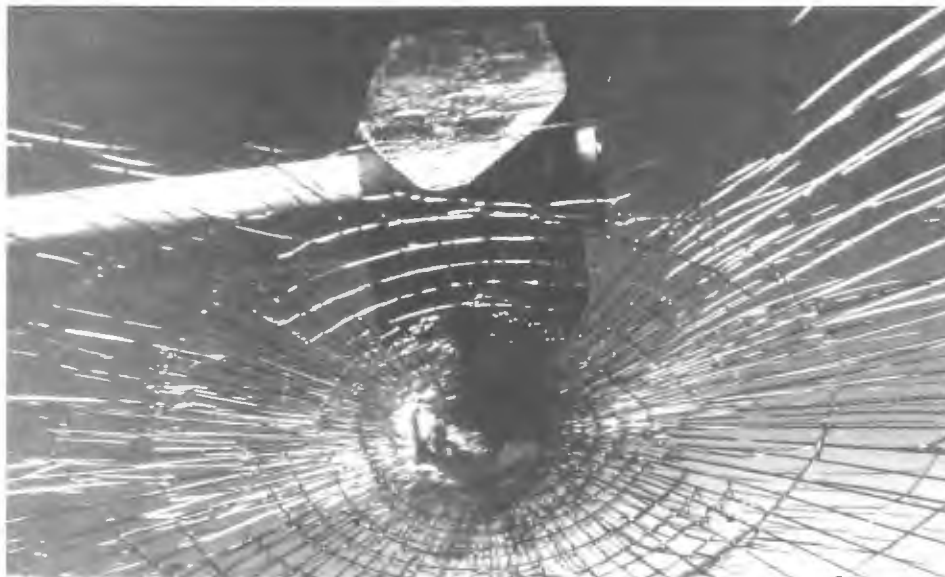


**BMW 3 Series Coupe and predecessors.**



# BMW High-Tech Attack On Thieves Delivers Promising Early Results

By Tom Williams



BMW's latest antitheft device, dubbed *Immobiliser II*, has apparently already dramatically reduced thefts in both Germany and the US.

According to the insurance industry funded Highway Loss Data Institute (HLDI), preliminary results show that BMWs with *Immobiliser II* have lower loss payments per theft incident and annual losses per insured vehicle than those vehicles without the device. In Germany, very early results showed that no vehicle with the system had been stolen in the (don't laugh) "classic" method: all had been either towed away or removed in some other manner.

*Immobiliser II* was fitted as standard on all production from January 1, 1995. Its ingenious operation is fully transparent to the driver.

The device utilizes a transponder imbedded in the car key. Each time the ignition is activated, a code is sent from the transponder to the engine management system. The car cannot be started unless the code is recognized as correct. At the same time the system enters a new randomly generated code into the transponder memory. There are over 100 billion possible codes.

From preliminary data, HLDI found that 1995 BMWs fitted with *Immobiliser II* experienced a 78% reduction in payment per claim and an 84% reduction in relative annual loss payments. Even more encouraging is that these new levels



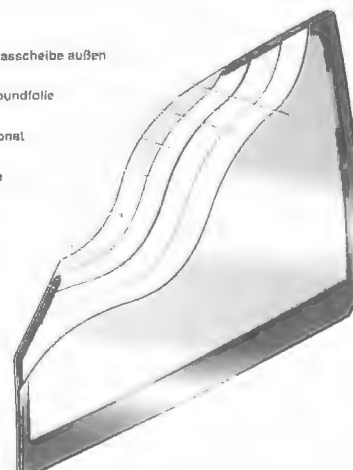
now put BMW's claims experience well below that for all large and medium luxury vehicles; before, the experience rating was far higher than for comparable vehicles. While HLDI cautions that such large improvements in theft loss experience resulting from immobilising devices will no doubt lessen over time, they add that losses "...tend to remain at lower levels than before the devices were introduced."

As BMW recognizes that insurance is a significant cost component of owning a prestige auto, the company is taking further steps that they hope will further reduce customers' insurance outlays. Soon, European BMWs will be fitted with special glass that is far more resistant to smashing than is the case now. Also, in a wonderful putting-one's-money-where-one's-mouth-is move, the company has announced plans to offer its own insurance for customers.

Any flies in this ointment of good cheer? A few. The fitting of the antitheft device means that thieves can only get your car 1) by towing it away or 2) more worryingly, at gunpoint. Second, if you misplace the key at your country line-dancing class, don't bother calling AAA. You'll have to go the dealer. And finally, it remains to be seen how the BMW insurance plan will work in practice, not only in terms of rates, but in the handling of claims as well. But overall, these initiatives appear to be excellent examples of a company responding to customers' concerns in an imaginative, and so far at least, effective manner.

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POSTAL BULLETIN

21875, 9-1-94, PAGE 17



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The following businesses have generously agreed to extend price discounts to BMW ACA Puget Sound Region members. To get the discounts, members must show their membership cards before the purchase is transacted. Discounts *may not* be made after the sales form is completed. Extra paperwork cost the discounting business money just when that business is offering to save us money. So, please make sure to take your card and show it when you place your order. This will protect this program for all.

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

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

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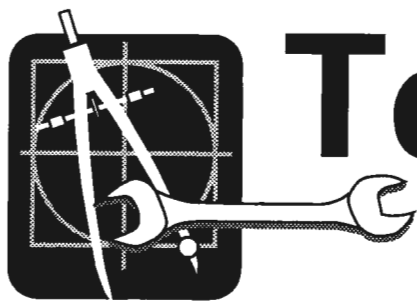
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# Technik

edited by Greg Mierz

Breakdowns in the winter have got to be the worst. Days are short, nights are long and it can be wet and cold. There are things you can do to prevent disaster. The cooling and electrical systems work extra hard in colder weather. The electrical system has to keep up with the lights and heater and other accessories being on for longer times. The cooling system has to have proper antifreeze levels and the heater and fan controls should work properly.

First, the electrical system needs to be inspected from battery to belts. The battery should be inspected by checking the fluid level and for clean, solid battery cable connections. Clean the terminals if necessary and check all the battery cables. Replace any if questionable. Look carefully at the alternator mounting for worn mounting bushings that will cause the pulley alignment to shift. The bushing are available to correct this and aren't too hard to install. Any misalignment will cause premature belt wear and often a belt squeal.

Inspect all the belts on the motor for cracking, glazing (a polished appearance) or any other conditions that doesn't look proper. If the belts are over two years old it may be wise to replace them. If one belt is bad it is a good idea to replace them all. Properly tighten the belts; too tight can wear out bearings in water pumps and alternators, too loose and the belts will squeal and slip. A good general rule is that a properly tightened belt can be depressed about half an inch with your thumb.

It's a good idea to check your manual for anything more specific. Check all the lights for good connections. One simple thing to do is just remove them (such as the taillights) and wipe them lightly with a piece of Scotchbrite and replace. Corrosion at the connection will cause increased current draw which will show up as dimmer lights and possible blown fuses. For headlights, just removing and reconnecting the plug will clean the contacts. Halogen sealed beams provide better lighting than conventional lights, H4 style headlights for older BMWs

(both 7" and 5 3/4" ) provide **much** better lighting, brighter and whiter.

Other electrical systems to check on are the wipers and heater fan. If the wiper linkages are accessible, clean them with some brake cleaner and then relube with some spray lubricant. Try to use a real lubricant not WD-40. Clean the fuses and fuse box for those models that are located under the hood. Simply disconnect the battery (when checking/cleaning the terminals would be a good time) and brush the contacts with a small wire brush, clean or replace the fuses (especially the ceramic Euro-style ones). If you have a OBC or coded radio, remember the codes before disconnecting the battery.

The cooling system should be inspected by checking all the hoses and replacing those that are old or show signs

of cracking or bulging. Remember to check the heater hoses also. If the antifreeze is conventional and two years old, consider replacing it. Use a phosphate free antifreeze, the newer long-term Zerex and such are phosphate free or use the BMW-specific one. If your E28 heater doesn't provide much heat, you may just need to replace the guts of the heater control valve and not the entire valve. Remember that drained antifreeze is toxic to animals so either collect it into a container or flush it away (not into the sewer) with lots of water. If you drain and change the antifreeze mix the solution to 50/50 or less. A stronger concentration will not cool as well and isn't necessary for our temperatures.

Greg Mierz aka  
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# *...from the editors* **formation**

## **More on the McLaren F1 Engine**

From the start of the McLaren F1 GT "supercar" project, designer Gordon Murray insisted on a naturally aspirated engine. Having targeted the best power to weight ratio of a roadgoing sportscar, it soon became apparent that a bespoke engine would be required. After talking with Honda, Isuzu, Judd, Weslake and other manufacturers, there was still no decision on the engine by the time of the official announcement of the McLaren F1 project in 1990. Murray: "I was beginning to panic. Then I went to my first Grand Prix for a few years, and happened to bump into Paul Rosche. We were chatting about the car and he said he thought that BMW Motorsport could do an engine for us."

At that time, BMW Motorsport was working on a twin-camshaft, 48-valve cylinder head, for a version of the 850CSi V12 with an increased swept volume. Murray was shown this power unit, but it was rejected on the grounds that his target engine weight was considerably lower, and that he had a requirement of 100 horsepower per liter.

Rosche came up with an alternative specification, using "race-thinking," which emerged with swept volume of just over six liters. Initially, Murray rejected Rosche's suggestion: "I wanted it to rev higher than any big Ferrari engine, about 7100 rpm. So I said that it would have to run to 7500. At first, Paul wasn't sure, but then he came back and said it could be done, and that it would also produce more than 100 hp per liter."

The engine project commenced at the beginning of 1991, about a year after design work had started on the F1 chassis. Murray: "Thirteen months later, we had a running engine. They really did work wonders."

"I'd left a hole big enough for a five liter V12. The cylinder block turned out to be only 600mm (23.62 inches) long—just a couple of inches longer than the 3.5 liter Honda V12 that the Formula 1 team was using at that time. That is tiny for a 6.0 liter V12. the bore spacing is narrow and it's a "square" engine, so it doesn't have a big bore. Luckily, it fit in the hole I had left because, by that time, we had moved the design on a quite a long way."

The 60 degree Type 702 engine has bore and stroke dimensions of 86 X 87mm for a swept volume of 6064cc. The cylinder block and cylinder heads are cast in aluminum alloy, while the sump pan, oil pump, cam carriers, cam covers and variable valve timing housings are cast in magnesium alloy. The cylinder walls are "Nikasil" plated, in the absence of separate liners.

The valve train is chain-driven from the nose of the crankshaft and operates two overhead camshafts on each cylinder bank. The combustion chambers accommodate four titanium valves per cylinder. The ignition, fuel-injection and engine management systems are administered by a Formula 1-derived "TAGTronic 3.12" system.

## **BMW at Rover**

**More BMW executives have moved in at Rover to give the Germans more control over their subsidiary. Walter Hasselkus, the board member responsible for motorcycles, is now Rover's CEO. Tom Purves, the longtime head of BMW's UK subsidiary, has been named Rover's sales and marketing director. Wolfgang Reitzle remains Rover's chairman of the board. (Automobile)**

For racing purposes, the air conditioning compressor, the emissions air pump and the catalytic converters and silencers are removed. The road car exhaust primaries and collectors are retained and mated to new tail pipes.

Murray: "I know people don't believe us, but the engine that won at Le Mans was internally an untouched road car engine. Nothing was changed on it. It was re-mapped, but that was it..."

Following the reduction in the maximum permitted diameter of the air restrictor orifices to be used for 1996, BMW Motorsport's engine has undergone a number of changes in order to minimize the peak power loss. The compression ratio has been increased from 11 to 1 to 12 to 1. There are revisions to the cam profiles, and Paul Rosche's engineers have adopted a single-nozzle-per-inlet fuel-injection system in place of the twin-nozzle arrangement of 1995. Mechanical efficiency has been improved by adjustments to the operating speeds of the oil and water pumps. Revisions have also been made to the inlet airbox and filter arrangements.

The peak power output for the 1996-specification race engine, breathing through two 36.4mm diameter restrictors, is quoted as 600 hp at 7300 rpm. The peak torque is given as 511 ft lb at 4000 rpm. (*Race Car Engineering*)

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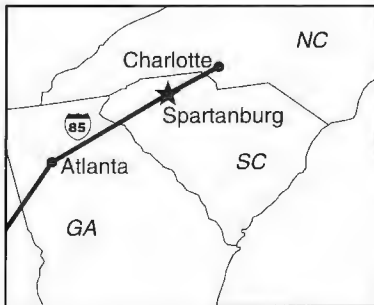


## BMW GTP

One of BMW's most famous race cars in North America was the powerful GTP car. At Monterey, Fine Sports Cars was offering for sale a 1980 BMW M1 GTP car, chassis number MIGTP0002. This is chassis #2 of 2. The other car is owned by BMW NA. This particular car was driven by Olympian Bruce Jenner in the 1980 Daytona 24-hour race. It also campaigned at Sebring. The seller claims the car can be vintage raced or registered for road use! Call them at 619-625-3838 if you're interested. No price was given.

## Zentrum Open

The BMW Zentrum at Spartanburg is now open. The Zentrum is a 28,000 square foot exhibit and visitors' center adjacent to BMW's manufacturing facility in South Carolina. At the Zentrum you may experience the virtual factory tour. This allows you to "ride the production line" via a multi-screen theater and surround sound. There is a separate Video Theater with the most advanced high-definition theater in



the country. Other exhibits on display will include the BMW Art Cars and vintage vehicles from BMW's Munich museum.

Plant Tours are also available, but these are frequently shut down to maintain secrecy about unreleased designs. Plant tours are by reservation only and are offered on Tuesday, Wednesday and Thursday. Group size is limited to 20. Tours last about 45 minutes. Children must be at least 12 to tour the plant.

Admission to the Zentrum is \$3.50 for adults and \$2.50 for seniors and children under 12. The Zentrum is open 9:30 am to 5:30 pm on Tuesday through Saturday. They are closed Sunday, Monday and holidays. For more information about the Zentrum or plant tours, call 1-888-TOUR-BMW.

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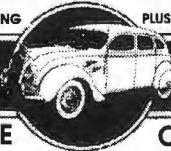
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## ◆ ◆ ◆ Rover Headaches

BMW's acquisition of Rover is proving to be a monumental headache. BMW management is currently grappling with the problems, which are severe. The outcome at this point is not certain.

When Rover was first acquired, BMW's approach was one of cooperation. Rover executives were treated as colleagues. Rover has been given more money and support than they have ever enjoyed previously. In return,

BMW has met with unprofitable proposals, budgets that are unrealistic, resistance and incompetence. While BMW executives have strove to improve their English and be more patient, Rover executives seem unwilling to make a similar effort.

Rover continues to make demands for more money, more time and freedom to make their own decisions. And while Rover's headcount grows, sales have decreased. At BMW, meanwhile, the plants are going full out and headcount is being kept down. In fact, Rover has so much excess capacity that BMW won't be able to utilize it all in the next decade. In fact, had the board known, Spartanburg would have been unneeded.

Rover is so screwed up that BMW now realizes that it must clean up the mess or BMW's core programs will be threatened by the financial drain. BMW is not about to let that happen.

New CEO Walter Hasselkus is currently putting together a team of specialists to put Rover's



middle management in order. Upper management is likely to be soon made up of BMW veterans and a few Rover executives who can figure out who signs the checks.

The new Mini is an example of the problems. First intended for 1998, then 1999, then 2000, it is now scheduled for 2001.

Competing proposals were put together by Rover and BMW. The BMW won. The new Mini has a BMW code-name: E50. While development is to be done in England, the Brits have asked for help from Munich on a few little details. Like the drivetrain.

Rover's new sedans were also designed in Munich. E48 and E49 were to be the front-drive 2 and 3-series, but will now be Rovers and BMW will stay rear drive. And E53, originally to be BMW's sport utility vehicle, has become project Heartland, which will be Rover's hybrid sport ute/estate wagon. In fact, the entire range of new Rover and Land Rover products has been designed in Munich.

If Rover's management was bad, Land Rover's has been worse. Mostly because Land Rover is profitable and successful, thus, arrogant. But BMW has found Land Rover's quality levels to be appallingly poor.

In the end, BMW wants two car companies, each with distinct markets and character. But, BMW and Rover must share much beneath the skin to take advantages of the economies of scale that will be necessary to compete in the 21<sup>st</sup> century. Common platforms are often cited, but BMW executives point out that there is more to be gained from common drivetrains and electronics, the high ticket items in developing new vehicles.

Rover could become a true partner to BMW with far reaching responsibilities. But it is also possible that Rover will end up being an assembly site, an English Spartanburg, with no R & D facilities. Most likely is a scenario somewhere between those two extremes. But Rover must quit creating friction and putting up resistance. So far, the synergy between the two companies has been nil. (Car)

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## Craz-Z

The BMW Z5 is getting closer to final form. The Z3-based two seat hatchback is unconventionally styled and will likely be offered with only the 2.8 liter straight six motor. Production is to start in South Carolina next summer. (*Automobile*)



## Exclusively Z3

*Spartanburg has gone exclusively Z3, ending 3-series production. The bet is that the current enthusiasm for the roadster will continue. Huge order backlogs forced the decision. Right hand drive versions have not yet reached Britain or Japan. This month (October) production of the Z3 2.8 is to begin. The sportwagon version will exacerbate the problem. Still, BMW is taking a big risk. The Z3 is mostly sourced from US suppliers while the 318 and 328 parts come mostly from Europe. If Spartanburg later must switch back to a mix of roadsters and 3-series sedans and coupes, it won't be easy.* (*European Car*)

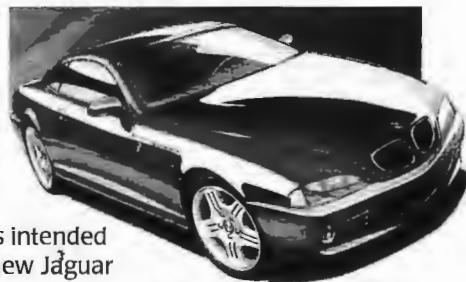


## F1 Rumors

Rumors of a BMW return to Formula 1 continue. BMW admits they are considering it, but they are always considering it. An official did say that if BMW were to enter F1, they would develop their own engine. A reference to Mercedes who puts their badge on an Ilmor engine in return for a fat check. (*Roundel*)

## 1999 Z8

Code-named E52, the spiritual successor to the BMW 507 is coming. The Z8 will have a very long hood, and a short tail. Both coupe and roadster versions should be available. Engine choices will be the 4.4 liter V8, an enlarged V12 of 6.0 liters, and possibly, a 8.0 liter V16! The car is intended to compete with the Mercedes SL and the new Jaguar XK8. The advanced aluminum rear suspension from the new 5-series will be used. The body will also be aluminum. Production quantities will be small, perhaps 1,000 per year. (*European Car*)



## 1997 M3

The 1997 M3 has the 3.2 liter engine, just as the limited-production run '96 did. New for '97 is the four door M3 and the sequential M transmission. Minor adjustments have been made to suspension geometry and tire sizes. *Car & Driver* recorded the highest skidpad lateral g measurement ever for an M3: 0.89.

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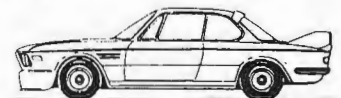
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