

Zündfolge

Zündfolge

**BMW ACA  
Puget Sound Region**

# Zündfolge

**September 1989**



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**Concours in  
Victoria**

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**Saturday  
Driving School**

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**Leavenworth  
Tour**

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# Twice As Smart.

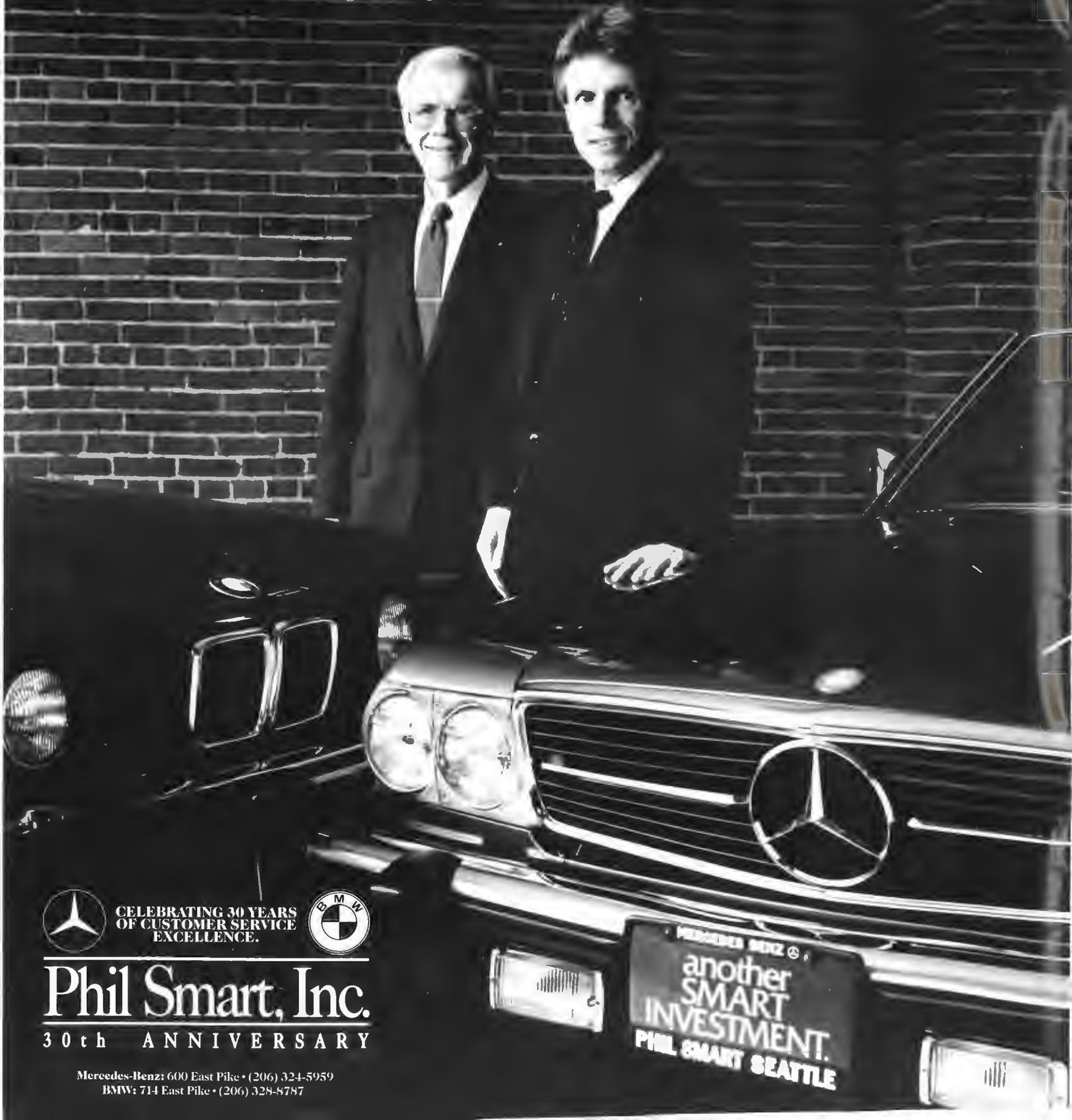
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Cover: The German-market 3-Series station wagon, known as the Touring.

# Inhalt

Vol. 19, No. 8  
September 1989

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# Activities

# Calendar

## Speedline Victoria Concours

Dear Automobile Enthusiasts,

You are cordially invited to participate in the "Speedline Victoria" Concours 1989, to be held in beautiful Beacon Hill Park, at the corner of Lovers' Lane and Circle Drive, Victoria, British Columbia on August 27th, 1989.

1989 marks the 10th anniversary of the Concours and we are expecting another fine turnout of Exotics, Classics - import and domestic, and Epic designs of the 90's, as well as custom designs limited only by the owners imagination.

For the 10th anniversary there will be no entry fees. There will be classes for Judging and Display. Each entrant will receive a commemorative dash plaque, a Limited Edition Program as well as a Concours gift package. Registration closes on August 19th, 1989. Participants are asked to register at Speedline Imports either by phone or return mail. Secure your place in Concours '89.

The 10th anniversary is dedicated to the memory of the late Constable Andrew Davidson of the Oak Bay Police Department. The Best in Show award this year is a perpetual trophy in Andrew's spirit.

The net proceeds of this year's event are to benefit the Search and Rescues Society of British Columbia's child survival program; "Lost in the Woods."

We heartily encourage you to come out and share this years display of automotive excellence. See you at the Concours.

-Diego Trozzo

*(Editor's Note: Andy Davidson was an active, long term member of our club. Andy died of cancer earlier this year. The perpetual trophy has been donated by Andy's widow, Gail. We encourage club members to attend this concours and spend the weekend in Victoria. To register for the concours call*

- August 27** **Speedline Victoria Concours.** An all marques concours in Victoria; this year in honor of Andy Davidson. See article to the left for more details.
- August 30** **Wednesday Night Track Session at S.I.R.** To participate, you need to be signed off to Level I or have been to at least one driver's school. Those not signed off need to call Paul Touby to arrange for an instructor.
- September 7** **Board Meeting.** At Mike and Mary Lee Helton's home. All members are welcome. Please call if you plan to attend.
- September 23** **Drivers' School at S.I.R.** A full day school on a Saturday! This is your chance to drive your BMW the way it was meant to be driven. See the article in this month's *Zündfolge* and then register.
- September 28** **General Meeting.** Wine Tasting at Kozak's. Please see the separate article in this issue for details.
- September 30 - October 1** **Leavenworth Tour.** Joint event with the Inland Empire Chapter. See article, this issue.
- November 18** **Annual Banquet** at Triples on Lake Union.

*Speedline at 604-479-7278. For general information call Lucetta or David Lightfoot at 282-2641 in Seattle.)*



## Entertainment '90 Books

Entertainment books will again be available to the club this year. The cost is \$38. Entertainment books offer discount coupons to restaurants, hotels and sporting and cultural events. Using just a few coupons usually pays for the book. Bob Paisley will be handling distribution of the books to club members. Call Bob at 454-3486 to reserve a copy.

## Drive to Win Video

The club owns a copy of the video, Drive to Win, featuring Mario Andretti. It's an excellent video on driving skills that lasts about two hours. The video is available for rent by club members for \$5 per week. Contact me at 282-2641, 9 a.m. -9 p.m., to make arrangements for the video rental

- Lucetta Lightfoot

# Sprechen Sie Bosch?

Today's German cars have some of the world's most advanced electronics under the hood. Electronics created by Bosch.

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# Stalls

by Thomas B. Nast

## The Butler Did It

Now I want to be clear that I have nothing personal against the Ford Motor Company. I lust after a drive of the Yamaha-powered Taurus SHO. The new T-Bird is a great looking car, even if every copy sold owes a royalty to the 6-series BMW. And the Probes are slick looking (in the Japanese tradition), never mind the manner in which their current crop of owners drive them, if the word "manner" has any application here.

But Ford has a soft underbelly as well, a period when it exhausted its better ideas, from maybe the late sixties through the mid-eighties. And it is the lint from the navel of this period which Butler Ford rents to me when I visit Ashland.

I am not ungrateful. My ten bucks a day does, after all, get me a running car (as opposed to, say, a Pinto). And Butler will leave a car for me at the airport, or pick me up there, at no extra charge. But these cars, refugees from the trade-in lot, are not destined to make conquest sales. They are to the automobile what the quill and inkwell are to the ballpoint.

It is said that the difference between "state-of-the-art" and "obsolete" is that obsolete works. And so it does. But the minter of that coin never spent a week with a 1980 Ford Granada, or a 1980ish (bless my short memory) Ford Fairmont, or he would have a corollary covering products which were obsolete the day they were built.

Every time I rent one of these beasts, I spend the time it takes to drive two exits on I-5 marvelling that somebody actually bought this car when it was *new*. One pictures a couple in their fifties, Pop's hairline receding, Ma's hair already blue. They own Fords because Pop's dad had a tin lizzie and always bought Fords thereafter, despite Ford's abandonment of its monochrome paint scheme. Their car was an appliance, had to have four doors, be "mid-size", nothing extravagant, and would be traded in shortly after the



loan was paid off, assuming they couldn't foist it off on Son. Always air conditioning (which always works), usually an aftermarket radio (which sometimes works), always bench seats. At that time (circa 1980) Butler was also the Peugeot dealer, but Pop never took a second look at the world's second most rustworthy car. Butler no longer carries Peugeot. It now carries Acura, as well as Ford.

Picking up the Granada in June, my first question was whether the fuel gauge worked, for it was pegged on the left side. The lot boy removed the cap, leaned over and sniffed, then assured me there were sufficient vapors to get me four blocks to the nearest gas station. There I requested twelve dollar's worth of the cheapest, and escaped sixteen dollars poorer. People who live and work around these cars tend to lose their sense of hearing, if not their sense of smell.

And the muffler did, indeed, emit a throaty growl suggestive of nearly-connected exhaust pipes. This was accompanied by a chunk in the front end, which I decided was a broken engine mount, though I did not bother to confirm the diagnosis. Diagnosing the rattles in the rear of the Fairmont (last year) was much easier. There were several broken ceramic power line

insulators loose in the trunk. How they got there I'll never know, but the trunks in these cars are so small that I tossed the insulators to make room for essentials.

A subject I am annually forced to ponder is how Ford managed to get so little useful space into so large a car. I find it incredible that I can safely get more baggage and people into a Cessna 177 than into the rental car it flies me to. The engineering practice of putting the spare tire in the middle of the trunk doesn't help, of course, and neither does the use of a solid rear axle, which robs a trunk of depth. But for a car larger than a Volvo 240 series (which also has a solid rear axle), it holds maybe 30% less.

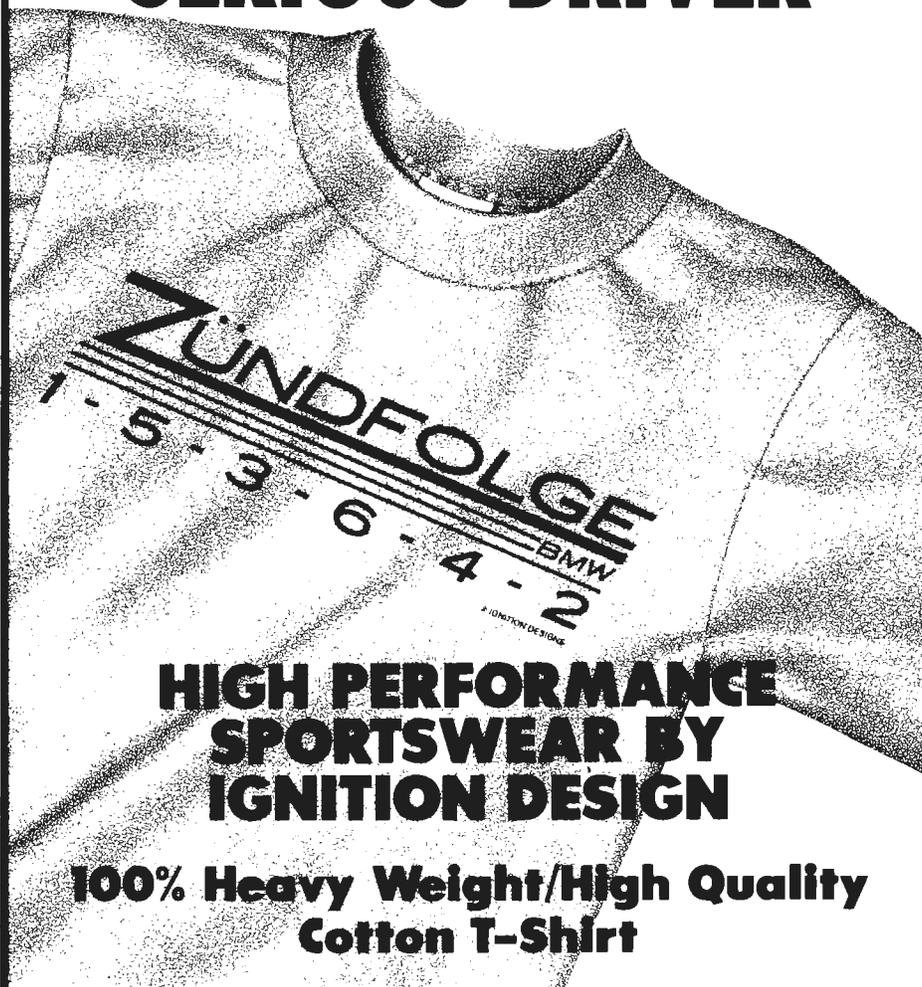
Parked at my campsite a few miles down the road, I always take a closer look at the tank Butler has issued me (I am a car guy, after all). I scrape the windows from their opaque state into one of the semitranslucence; I top off the radiator and check the other bodily fluids. I ponder why the radio doesn't work. On the Granada, there was a peculiar, tiny red light (maybe part of the aftermarket cruise control?) hanging under the dash which never went out - I never did figure this one out, but it didn't seem to drain the battery.

I count the cylinders, puzzled that a V-8 cannot go up a hill at over 45 mph, but then it gets mileage as good as a four-cylinder Volvo. Its acceleration is not quite up to Volvo's (to even mention BMW in the context of these Fords would be unfair), being reminiscent of a gazelle wearing Jimmy Hoffa's last shoes. I am also consistently impressed by the crudity of the body stampings and construction, all the more remarkable for preceding this era of *glasnost*, for the heavy hand of Russian engineering seems present. No tight seams in these babies. Pounds of caulk everywhere, factory installed, keeping the elements out of the gaps. Mouldings peeling off, brightwork that doesn't fit, rubber gaskets hanging

# STANDARD EQUIPMENT FOR THE SERIOUS DRIVER

limply. A wiring harness which looks like Ford never really tooled up for it, just sent out plans to the Lady Garment Workers Union and had it done as piecework. The fit of the trunk lid is such that it must have had more grand slams than José Canseco.

These cars do provide a large measure of anonymity, at least for me. Some friends looking for me in June drove right by my campsite, presuming I would not be caught dead in a Granada with oxidized powder blue paint. *Au contraire*. The price is right, and a warm, fuzzy appreciation of what ya left back home overcomes any flush of embarrassment which may be felt. One also gains an appreciation of how far Ford has had to travel in the thirty years which have elapsed since 1980, a year when it manufactured the epitome of a 1958 car.



## HIGH PERFORMANCE SPORTSWEAR BY IGNITION DESIGN

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#### Write On!

As a BMW ACA member, you probably consider your monthly *Zündfolge* as the most valuable benefit of membership. The *Zündfolge* has enjoyed a long tradition of excellence. This, thanks to some excellent writers, some very fussy editors, and some steadfast advertisers.

We'd like you to become a part of this tradition of excellence. *Zündfolge* editors are soliciting contributions in the form of articles. Technical tips are always needed. Or tell us about a special BMW road you know about (this means you, Bill Proud!), or how you became a BMW enthusiast. Got a funny story involving your BMW? We'd like to hear it. Almost anything related to BMWs is desired. We will even print opinion pieces in The Parting Shot. The only thing we won't print are Valentines or brickbats related to experiences with businesses.

Submit your articles either neatly printed or (preferably) typed and double spaced to the club post office box. Call an editor if you have any questions. See your name in print!

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## September Meeting World of Wines

Just another nudge to remind you of the Special general meeting Sept. 28th 7:00 pm at Kousak's Crystal, 1911 22nd Ave. S. BMW "World of Wines" will host examples of fine wines from various award winning vineyards worldwide. A \$15 dollar per person cover charge has been decided upon to allow us to cover a much larger and distinctive set of wines and accompaniments. A pamphlet with a history and grading of each wine will be made available to every individual for their own personal critique. Here are a coupon of examples of previous wines Mr. Banchemo has hosted.

### HUESGEN, MOSEL-SARR RUWER, GERMANY

From Germany's Mosel River Valley we offer the Huesgen Reisling. Made from the most Honored Grape variety in Germany. This wine offers a phenomenal value. I have had German Estate wines selling for two or three times the price, that are no better wines. For a party where a light and lively wine is called for Huesgen is the answer.

### WEIBEL SPARKLING ZINFANDEL

This unique and delightful varietal sparkler combines the delicate salmon blush colour and fresh fruit of White Zinfandel wine with the refreshing taste of sparkling wine. A winner of fourteen awards since its introduction in 1982.

### 1983 ROBERT MONDAVI CABERNET SAUVIGNON NAPA VALLEY, CA

Recently rated "94" by The Wine Spectator, this beautifully proportioned cabernet is full of plummy, raspberry flavors. It's dry and full body adds to it's soft, subtle structure and velvety texture.

### 1983 SEQUOIA GROVE CHARDONNAY, SONOMA, CA

After limited skin contact, the wine was barrel-fermented and aged for seven months in Limousin and Trancais oak. This gold medal wine has the rich, round flavor of the fruit, subtly balanced by the oak. (1769 total cases produced).

Mr. Banchemo has promised a unique and entertaining tasting experience, combined with the sparkling ambience of Kousak's Crystal and the company of Kousak's world renowned crystal etching artisans. Due to the special nature of this event we again urge preregistration. Registration or any other specific questions should be routed to Al Lancaster. His address and phone number can be found in the Board of Directors listing. This is a Can't Miss Event!!!!

-A.A. Lancaster

## Leavenworth Tour

This year's Leavenworth Tour will be the weekend of September 30-October 1. To make this an even more enjoyable event than in the past, we've gotten together with our friends in Spokane and made this a joint event, one of several we're going to do in the next year or so.

The Leavenworth trip is always a lot of fun. In addition to the wonderful drive, at this time of year the town is celebrating its Oktoberfest, one of three festivals the town puts on each year. Included in the weekend activities will be a parade, sightseeing, shopping and eating. We may plan a dinner together as a group for Saturday if there is enough advance interest. Give me a call at (206) 283-1056 if you're interested - there are a couple of places in town that have accommodated groups in the past.

A few other items that you should be aware of. The plan is to caravan from Seattle to Leavenworth beginning

around 9 am Saturday. Depending on group wishes, we can gather together for lunch or go our separate ways for the afternoon before possibly getting together for dinner. Anyone wishing to drive their car in the parade should be able to do so; you can contact the Leavenworth Chamber of Commerce directly for more information. If you are concerned about your car during such a busy weekend (and who isn't?) don't worry unduly. There is plenty of parallel parking on side streets away from the center of town, thus enabling you to avoid the dreaded door ding.

Finally, I'd be remiss if I didn't mention that the most fun way to enjoy this event is to make a weekend out of it. While some rooms may still be available in Leavenworth, your best bet will probably be in Wenatchee. We've stayed at the Red Lion before - it's quite good albeit a bit expensive. Again, contact me if you're planning to spend the night - we can then possible reserve a few rooms in the same complex.

More specifics will be provided in the next *Zündfolge*. If you have any questions in the meantime, please contact me at (206) 283-1056.

- Tom Williams

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# Howdy, Neighbor



Photo provided by: Washington Historical Society

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## September Driving School At SIR

by Paul Touby



With the great response that we had to the Driving School on July 3rd, I have decided to go ahead and run another school on Saturday September 23rd. For those of you that couldn't make the July school because you had to work that day, here is your chance to get into a Saturday School. We haven't had a weekend Driving School for a couple of years because of the cost involved in renting the track and the lack of participants to help defray the costs of putting on a Driving School. So whether or not we continue to offer weekend Driving Schools depends on the membership's support of the event. Students that I talked to at the July School were quite pleased with what they had learned. I am hoping that the students that were out for the first time at the July School will attend this school also while what they learned in July is still fresh in their memories. This will give them the opportunity to practice what they learned and to learn a few new things also. They will also have the chance to demonstrate their skill in high performance driving and to be signed off to

level 1 so that they can attend open track events without the need to have an instructor ride with them.

The price schedule will be the same as it was for the July School. Take a look at the registration form for the prices. Speaking of prices, I would like to emphasize that even though we have had to raise our prices in the last couple of years, the Club's Driving Schools

are a bargain compared to other schools around the country. Below I have listed a few examples of current Schools and their prices for a one day event, if it's offered, or their least expensive program.

**SKIP BARBER RACING SCHOOL:** They provide the cars for their driving courses. They consist of Dodge Daytonas and BMW 3 series cars. The cost of a 3 hour introduction course is \$250. The cost of a racers car control clinic is \$500. They also, in conjunction with BMW, put on schools at different tracks around the country for owners of BMWs. SIR is one of the tracks that they use. The cost of a one day session is \$450 and BMW provides new cars for the students to use.

A student at the July Drivers School participated in one of these BMW/Skip Barber schools. He had a lot of fun thrashing the cars provided, but didn't actually get very much time on the track. It was mostly drill stations and rides with instructors. He stated that in light of the prices involved, the Club's Driving School was a tremendous bargain.

**BOB BOUNDURANT SCHOOL OF HIGH PERFORMANCE DRIVING:** Their one day Advanced Street Driving Course using your own car is \$325.





*Fun on the skid pad. Sometimes full opposite lock isn't enough!*

**THE DRIVERS CONNECTION:** \$400 for a one day course with Toyota Celicas provided.

**FORD MICHELIN ICE DRIVING SCHOOL:** If you are planning to take a ski vacation to Colorado, go to Steamboat Springs so that you can attend this bargain of a driving school. They provide the cars (Fords of course) and their half day rate is only \$60. A full day is \$120 and includes a videotape analysis of your driving. And finally, they offer a day and a half course which is the same as the full day course except that you get an extra half day to practice your driving for \$210.

**PITARESSI RACING SCHOOL:** Here is one that is near by using Portland International Raceway as their home base. Unfortunately they do not offer a one day course. Their 2 day course is \$600 using your own vehicle.

**PORSCHE PRECISION DRIVING SCHOOL WITH DERECK BELL:** For those of you that own a constantly updated Beetle Evolution, (called a 911 by social status seeking yuppie track types) a chance to embarrass yourself in front of a big time international racing driver for only \$550 per day. Bring your own car to spin.

**PROFORMANCE ADVANCED DRIVING SCHOOL:** Another one that is close to home. Home based at Westwood in BC, their one day course is \$350 Canadian.

**JIM RUSSEL RACING DRIVERS SCHOOL:** A three and one half day introductory course is \$249.

**BILL SCOTT RACING SCHOOL:** They offer a one day Accident Avoidance and Highway Safety Course

with GM cars provided for \$245.

As you can see the price of the Club's Driving School is quite a bargain when compared to other schools around the country. Plus the fact that the school is held in our own backyard makes it a double good deal.

This school will be limited to 30 students. So send in your registration as soon as possible to assure yourself a spot in the school. In my next article I will give all the details of the school itself. Hopefully we will be able to secure a facility to hold the ground and tech inspection prior to the Driving School itself. This will allow for more track time for the students. If you have any questions at all feel free to give me a call at 854-1986.

## Registration Form BMW ACA Driving School At SIR September 23, 1989

- \$65 One driver, early registration
- \$75 One driver, after September 1
- \$100 Two drivers one car, early registration
- \$115 Two drivers one car, after September 1

**Refund Policy:** Full refunds until Sept. 15th. After that there will be a \$15 service fee for cash refunds. Or you can receive a certificate good towards another driving school in the next two years.

Make checks payable to:  
BMW ACA

Send Registration Form and check to:  
BMW ACA  
PO Box 1259  
Bellevue, WA 98009

Name(s): 1 \_\_\_\_\_

2 \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

### Track Driving Experience:

Driver(s)	#1	#2
None	<input type="checkbox"/>	<input type="checkbox"/>
Have attended club school	<input type="checkbox"/>	<input type="checkbox"/>
Have track experience but not with BMW Club	<input type="checkbox"/>	<input type="checkbox"/>
Level 1	<input type="checkbox"/>	<input type="checkbox"/>
Level 2	<input type="checkbox"/>	<input type="checkbox"/>

For further information call Paul at:  
854-1986

The final decision won't be made for another year, but there is a good chance that the two-door BMW 3-series replacement may be unveiled carrying a 4-series badge. Why? Because the shape of the new model differs substantially from that of its four-door stablemate (with which it shares chassis and drivetrain). The two-door model has a lower and sleeker roofline, a more steeply raked windshield and backlight, and no B-pillars. The new 3-series sedan is expected to feature quad round headlights, and the 4-series range will have rectangular lamps complemented by wider BMW kidney rings.

The all-new four-door 3-series notchback will be introduced in January 1991. One year later, the four-seat, two-door 4-series derivative is due to follow – probably called the 425is in America – and in late 1992 BMW is expected to add a 4-series convertible.

To keep costs down, the new 3- and 4-series BMWs will use an updated version of the existing chassis, but techno-addicts will not be disappointed. The small BMWs should offer a more affordable four-wheel-drive system, a five-speed automatic gearbox, traction control, and at least three new engines: a 1.8-liter, sixteen-valve, 139-bhp four (318is); a 2.0-liter, 24-valve, 150-bhp six (320is); and a 24-valve, 2.5-liter six that should be good for 190 bhp (325is). (*Georg Kacher, Automobile Magazine*)

The BMW Z1 is a limited volume car and the first several years of production have already been reserved. Thus no U.S. shipments are planned. At \$46,000 BMW breaks even. The Z1 is an image car that is meant as a rolling testbed for some of BMW's advanced technology. (*Road & Track*.)

# formation

## ...from the editors

Driving lights are auxiliary lights intended to supplement the high beams. They should be used just like high beams, that is, turned off whenever they might dazzle other motorists.

Foglights are auxiliary lights that give added illumination in fog, rain or snow. They should be mounted as low as possible and aimed low to prevent backscattering to the driver's eyes. They have a wide beam to illuminate the sides of the road and are less likely to irritate oncoming drivers. They are not intended to allow driving as fast in fog as one would drive under clear conditions. They are used with low beams or with no headlights at all. (*Road & Track*)



BMW's proposed 425is.

Mercedes-Benz insists it does not intend to compete directly with BMW's rumored 6.6-liter V-16, but M-B does admit that, at Untertürkheim, engineers have tested virtually every engine configuration under the sun, including a V-20. (*Automobile*.)

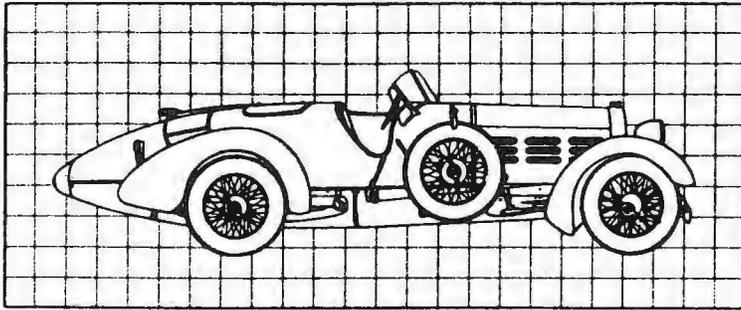
At the Frankfurt Motor Show, BMW will take the wraps off its new 850i coupe, which goes on sale in February 1990. One year later, at the Geneva show, the convertible version of the 850i is expected to appear. Although Karmann and Heinz Prechter's ASC Incorporated are still possible suppliers, the Munich grapevine suggests the softtop 8-series coupe will be built in-house.

Initially, the car will be available exclusively with the existing 300-bhp, 5.0-liter V-12, but it is an open secret that BMW is working on a 48-valve, 5.4-liter V-12 that delivers an extra 100 bhp.

The open-top 850i is not the only new fun-in-the-sun model that BMW has conceived. For this year's Geneva show, BMW prepared a 5-series convertible in M5 trim, but the car was withdrawn at the last moment. Explains a BMW official: "We don't need it right now because the 5-series sedans are selling like hotcakes. But if the face-lifted mid-size Mercedes does better than we expect, it is good to know we can fight back within eighteen months."

Both new convertibles have tops that can be lowered by remote control. The cars also offer BMW's new front seats with integral belts, heated glass backlights to replace the scratch-prone flexible versions, and optional lightweight hard tops. (*Georg Kacher, Automobile Magazine*)

10<sup>th</sup> Annual



# SPEEDLINE VICTORIA CONCOURS

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September 1989

SIR news. Concrete barricades and fencing have been installed along the SIR straight. A pro road race of some sort is planned for August 19-20. Skip Barber plans to open their Formula Ford racing school at SIR in April or May of 1990.

Publication Director David E. Davis, of *Automobile Magazine* put together his list of the ten best cars in the world. Included in the list was the 750iL, about which Davis said, "Electric-motor smooth and silent. Probably the best car in the world at this moment. If you can't afford one of these twelve-cylinder paragons, buy the six-cylinder 735iL, which is almost as much car for quite a bit less money."



*The 850i convertible with 5.4-liter, 48-valve V-12. This is the BMW that will break the \$100,000 barrier in America.*

An embarrassing thing happened on the way to this article: our race results didn't show up. Does this stop the Fearless Muses from writing? Not a chance.

First we'll borrow some information from *Road and Track*, which tells us about the BMW teams and drivers we reported on last month. It seems that Group A touring-car racing is alive and well in Europe, thanks mainly to the Germans. The Germans saw the big crowds that follow NASCAR, IMSA, and SCCA and their mainly production-based racing cars, and have a very active national championship series in Britain, Germany and Italy. The German series has perhaps the strongest following because three of the major car companies are located in "Der Vaterland". In fact, the GTCC is so popular that it has spread over the borders into Belgium and Austria. Unfortunately, only the German marques are currently represented. (The British series, though strong on domestic products, nevertheless has some German entries.) But that has not diminished the popularity of the series that draws some of its acclaim from its lineup of drivers: Group C/IMSA GTP endurance racing champions Klaus Ludwig and Jochen Mass, Rial Formula 1 driver Christian Danner, and four-time European Touring Car champ Dieter Quester, to name but a few.

Unlike IMSA GTO, SCCA Trans-Am, and NASCAR racers, these machines are not, for the most part, one-off tube frame jobs with fiberglass panels that look like hell; instead, they somewhat resemble the car they're supposed to be. The Group A cars are closely based on their road-going counterparts, which are mass-produced (5,000 units in a 12-month period), 4-seat production cars equipped with factory engines, drivelines, and suspensions. All of these components can be modified, but not moved from the original location. Early Trans-Am cars were like this, and IMSA International



# Motorsport Report

## Bill Muse X 2

Sedans still are. Except for showroom stock, this is about as pure as production car racing can be.

Because Group A cars may not be built from scratch, the original product has to be pretty darned good. Enter BMW, Mercedes, and Ford, with their so-called homologation specials, namely the BMW M3, the Mercedes 190 16-valve, and the Ford Sierra Cosworth. Although the rules stipulate that much of the car must remain stock, certain things are free to be changed: pistons, camshafts, valve material, lubrication, below-the-manifold exhaust systems, clutch, anti-roll bars, shock absorbers, wheels and tires – as long as they fit into the original bodywork. Of course, all cars must have the required safety gear: rollcage, 6-point belts, fire extinguisher, and plastic fuel cells.

A typical Group A racer such as the BMW M3 weighs 572 pounds less and has 125 bhp more than its road-going counterpart. The modified M3 weighs 2068 pounds, putting out 320 bhp from its four cylinder engine, lowering its 0 to 62 mph (100 kmh) time to 4.6 seconds and raising its top end up to 175 mph, compared to the M3 road version Bimmer, which turns in a very good 6.9 seconds and 143 mph, respectively. Of course, they have put on bet-

ter brakes and quicker steering to handle these increased speeds. So much for the hardware – let's see how the teams are formed.

In the German Touring Car Championship, the task of putting these cars on the track falls mainly to privateers who often get financial, technical, and other support from the factories. In the BMW camp, there's Team Schnitzer, whose association with BMW goes back a long time. Herbert Schnitzer and his half-brother, Charly Lamm, have fielded many cars that have won numerous hill climb and road racing championships. Schnitzer-prepared cars, driven by Roberto Ravaglia, have won the now-defunct European Touring Car Championship twice, and the Group A World Championship once. For 1989, Team Schnitzer is campaigning a trio of M3s, driven by Ravaglia, former F1 driver Johnny Cecotto, and 1987 French Group A champion Fabien Giroix. Joining the Bavarian brothers in the BMW camp is Team Zakspeed, which is providing rides in the form of two M3s, for Denmark's Kris Nissen and England's Steve Soper. Finally, there's BMW M Team Linder, which is fielding M3s for Altfrid Heger and Christian Danner. Other BMW privateers are entering M3s driven by Dieter Quester and Emanuele Pirro. Now that we have an idea of the cars and the drivers, let's get to the important part – WHO'S WINNING?

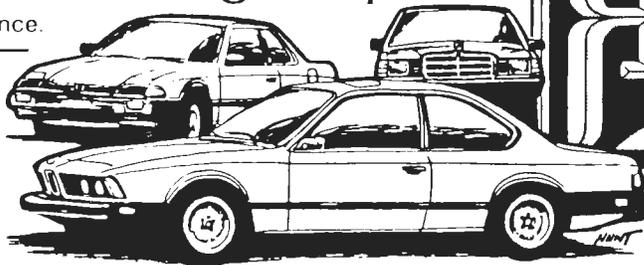
Well, it would seem that our favorite marque is doing very well. After six rounds (GTCC events include two races per venue), it's BMW 5 and Mercedes 1. Not too shabby, we'd say! We owe our instant pride to Ravaglia, who won the first two heats; Ludwig, the third; Cecotto, the fourth; and Steve Soper, who took the fifth. And if that isn't good enough, the constant high placing of Giroix puts him into the points lead with his BMW. He is followed by Niedzwiedz, for the time being, who has his Ford in second place in the points department.

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We will have further results in this very competitive series next month. Until then, let's toast our drivers and, of course, our own good judgment for buying the best car!

Since we're a little short of car-racing information this month, the younger Bill Muse would like to share his wisdom with you on another form of competition - namely, professional horse racing.

"The Sport of Kings", is more popular than ever today, even though kings are not. I think they should rename it "The Sport of Chain Smokers in Loud Jackets." But YOU don't need tobacco or a free-association wardrobe to play the ponies. All you need is a few dollars and a little help from Lady Luck, who is no lady at all. She is a malevolent shrew who's still bitter that her older sister, Mother Nature, got the plum job of frolicking through forests full of cute woodland creatures, while Lady Luck is forced to hang out in casinos, basement poker games, and race tracks, her only joy coming from instilling false hopes, setting you up for the big fall, and making your cash leave quicker than a crack dealer out on \$500 bail. She is that faint chuckling sound you hear just after you drop a wad on a "sure thing."

But don't be discouraged. Someone has to win; it could be you. (HA HA) OK we've had our little joke, right? If you're going to lose your money, you should at least sound good, so it's important to learn the horse tracks lingo so that when you're "talkin turf" you won't sound like a "dork." There are several terms for horses, such as "stallion," "colt," "filly," "mashie niblick," "quisling," "fiduciary," and

"@#\$\$%!". These terms are pretty much synonymous; sprinkle them in your speech whenever possible.

The next thing you should learn is how to reach the racing form. The racing form, despite looking like proof that typesetting machines vomit, contains every atom of information about the horses racing that day. Study this example racing form entry closely:

Future Glue 8f 47 33 2h 1blastoff  
\* El Lame-O 1<sup>o</sup> 11 = 8

Write Off 9perp. b19 6 ?\* 47789993  
Any questions? Good. You'd better make money on your first wager because you're already in the hole \$2.50 for the racing form and \$1.00 for the official program. This program contains the Clocker's Selections for each race and if you want to put any faith in the word of a guy who gets up at the crack of dawn to time a horse, go ahead, but we would then advise you to also buy a tip sheet from one of the many shifty characters selling their priceless "inside information" so you'll look like a total geek.

Which brings up our next topic: placing your bet. There are two basic strategies:

**Betting Made Easy:** Throw \$100.00 through a sewer grate.

**Betting Made Hard:** Fret and stew while pouring over your racing form, which you are probably holding upside down, before you stand in line at the parimutual (Latin for "queue of fools") window, where you will blurt out \$5 on #7 to win in the 2nd, when what you meant was \$2 on #5 in the 7th. You'll be spared the embarrassment of trying to cash your incorrect ticket because while you were trying to fold back your racing form and move your program

to the hand without the pencil and cup of beer, you dropped the ticket anyway. Repeat for each race or until your money is gone, or see Betting Made Easy!

Now that your money is gone, and hopefully you still have a little beer left, I'll share some of my ideas for making horse racing more popular with the car buff.

**IDEA 1** — Let's all go out for speed, but which I mean Indy car style aerodynamics. Young horses could be raised wearing lightweight fiberglass fairings. Soon, horses would not balk at spoilers, or front air dams. Perhaps fully enclosed body work. For further wind cheating, the jockey could be strapped UNDER the horse. Dragster-type parachutes would add a colorful ending to each race. And did somebody mention safety? No? Good! Forget safety. In fact, let's strap a little nitroglycerin to those critters and put some real thrills into those tightly knit packs of jostling jockeys.

**IDEA 2** — Horse Motocross. Similar to steeplechase, but with a dozen horses at once, all going for the same water hazard.

**IDEA 3** — Grand Prix style starts, where the jockeys have to run to their horses and mount them when the race starts. Better still, a biathlon in which the jockeys first run the race distance, say five furlongs (go on-say it), before mounting their steeds (or getting on the horse, whichever they prefer). They would still be allowed to use their sticks in the jockeys-only portion of the race. Would we be entertained by fast horses lapping very slow jockeys? You can bet on it!

# South Puget Sound Polker Rally

by Ted Chetnik

*(Editor's note: As noted last month, BMW Fest Northwest this year included a rally in the Tacoma area. And a very successful rally it was. Although Dan Alvis was given credit last month, the actual rally route was laid out by Ted Chetnik, who is also the member who originally suggested the event. Here's Ted's story on this fun event.)*

The first annual South Puget Sound BMW Road Rally and Polker Run, held Sunday, July 2nd, commenced under damp, steel gray skies. Cool winds and rain were offset by warm smiles. The day began with a continental breakfast at the Tacoma Quality Inn, courtesy of Puget Sound Tire. The breakfast was followed by a drivers' meeting. Navigators were given a set of rally instructors and each car full got encouragement and a supply of



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Koala Coolers compliments of National Distributors. At each check point participants got a playing card. Completion of the rally meant each car had six cards. Checkpoint workers were enthusiastic and beamed sunshine despite the dismal weather.

The rally route took participants along Tacoma's waterfront via the new Schuster Parkway. The route then headed through Point Defiance Park's beautiful Five Mile Drive. Moving on, the drivers were directed out across the Narrows Bridge and through Gig Harbor to a checkpoint at the famous Hello HawHa Tavern. I never say it twice the same way! The rally's most challenging roads and intersections came next as the teams meandered over hill and dale, through communities like Rosedale and Arletta and past Kopachuck State Park. Then through the rolling hills of East Cromwell. Finally, participants were routed around Wolachette Bay, past Airshow '89 at the Tacoma Narrows Airport, back across the Narrows Bridge and the final checkpoint at Katie Downs Tavern.

After the results were tabulated

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(actually, polker hands were compared) first went to Mason Kirby with a full house. Ken Nelson (wearing a tee-shirt reading, "Die Yuppy Scum") and Jessica Greenway scored with a straight. Third was claimed by Michael and Mary Lee Helton with a straight. And fourth went to Frank and Mary Erwin with two pair.

A special thanks goes to the sponsors who ensured that all entries took home a memento of the day. Pizza and beverages were provided by Katie

Downs and I-5 Racing. BMW Northwest, BMW Seattle and Bellevue BMW donated tee-shirts, hats, coffee mugs and models. Thanks to Dan Alvis for organization and planning.

So, until next year, I'll say goodbye, safe driving to all and look toward a larger field in 1990. Perhaps next year we'll do a long cross country rally, or maybe a tri-county rally, or how about an eight card stud rally? With odometer monitoring; possibly at night! Or maybe . . .



### Corrections

Last month's Bimmer Bio on John and Nancy Martin's 1938 Frazer-Nash BMW contained several errors. These errors involved the history of the car rather than the restoration. A future article will deal extensively with the history of this fascinating car, but we would like to set the record straight on a number of things at this time.

John and Nancy Martin have owned and driven the car for 40 years. The car was originally purchased by Nancy's father for his collection of over a dozen cars. Nancy's father's name was Charles Chayne and he was Vice President of Engineering, not Design, for General Motors. The V.P. of styling at the time was the legendary Harley Earl. Nancy's father lived in Pebble Beach for 13 years and was a judge for the Pebble Beach concours for over ten years, but was not one of the founders. The 328 was never at Pebble Beach; the Martins had the car in Ohio. The 328 was entered in a class at the Pebble Beach concours with six other cars, including one other BMW 328, this one with special bodywork.

We apologize to the Martins for these errors.

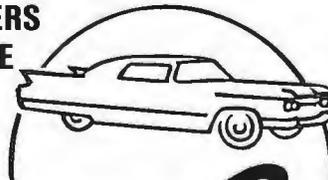
- The Editors

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## High German Tech

by Barry Winfield

*Munich* – At its fourth *Technik Tag*, or technical day, BMW celebrated the opening of a new R&D center in Frie-mann, north of Munich. Called FIZ (an acronym of the German words for “research and development center,” pronounced “fitz”), the complex represents an investment of 1.5 billion deutsche marks and consolidates under one roof all the various departments involved in the development and design of new cars. During the proceedings, BMW showed off its experimental hydrogen-fueled engines and battery-powered electric cars.

Of the two systems, it's clear that the electric 3-series car – which uses high-temperature (660 degrees Fahrenheit) sodium-sulfur batteries – is closer to realization than is the hydrogen-burning V-12, which pings and sputters and requires two centrifugal superchargers to help it produce 200 horse-power because of hydrogen's inherent calorific disadvantages when compared with carbon fuels. Some of the challenges presented by this colorless, odorless, but highly volatile gas include its storage (in liquid form at minus 423 degrees Fahrenheit) and the danger of leakage, which could be appreciated when BMW technicians demonstrated the in-car hydrogen sensor. A whiff of the gas causes the windows, the sunroof, and the trunk to open simultaneously for rapid ventilation and diffusion.

The company also showed some interesting contemporary technology, including axle elastokinematics, four-wheel steering, electronic damper adjustment and tire pressure control systems. These are, of course, already on other companies' production vehicles in the U.S. market, so you're forgiven for asking what the fuss is about. It seems to be about a race for technological superiority, with BMW showcasing gadgetry we might expect only from the Japanese. That statement is

probably anathema to the Bavarians, because they insist that avant-garde techniques usually appear first on top-ranking cars and find their way to market in BMWs only when they're proven to be advantageous.

So there is no modesty when BMW tells you its four-wheel-steering system (dubbed “active rear-axle kinematics,” in the quaintly pedantic style of all BMW technical literature) is the most fully developed of its kind. For one thing, it is microprocessor-controlled. For another, it responds differently in various situations, depending on the circumstances. Control algorithms instruct an electrohydraulic regulator to steer the rear wheels in phase with the fronts (at speeds above 30 mph) in response to steering-wheel-angle and driving-speed data.

That sounds straightforward, but the distinctions are subtle in BMW's system. For example, the control map causes rear wheel angles to be greater at high levels of lateral acceleration than at lower levels to control understeer. When the front tires reach the limits of adhesion, the rear wheels should not steer at extreme angles or their yaw-canceling effect will exaggerate the understeer. Another aspect of four-wheel steering thought to be crucial is phase timing of the interactive wheel pairs. BMW considers this type of control discipline to be essential to optimal steering behavior.

Having designed a “thinking” rear-wheel-steering mechanism, BMW then had to create elaborate safeguards against spurious steering inputs by deranged electronics or ancillary power sources. This calls for extremely fast diagnosis of any malfunction, whether it occurs in the sensors, the control unit, or the regulator – and a correspondingly quick response, supplying either an emergency steering program or a lack on the regulator. This level of fail-safe activity requires considerable equipment redundancy: dual proces-

sors, independent steering-wheel-angle and vehicle-speed sensors, and independent travel sensors in the regulator. Any disparity in processor assessment disconnects the system and clamps the rear wheel position regulator. It all sounds frightfully complex when compared with Honda's simple geared rear-wheel-steering box, but then so did electronic engine management when BMW standardized it years ago on most of the model range.

The active rear-axle kinematics will probably be integrated into a new subframe-mounted five-link rear axle design that will be seen for the first time on BMW's 8-series cars, which make their debut in Frankfurt later this year. This suspension uses elastokinematic geometries to diminish squat, dive, and camber changes in the wheel and to maintain straight tracking while braking. A notable aspect of the new suspension is a vertical link running between the upper track rod and the trailing link. Normally, two trailing links are required to create a rotational axis ahead and above the wheel's center, where it needs to be for optimal squat and dive control, but this integral link transmits velocities to mimic those effects. When probed about this compromised engineering approach, one of the BMW men admitted the design would have been purer if it had been designed for one car only, a clear indication that all currently gestating models will inherit the multi-link rear end.

Careful tailoring of link geometries has provided the new rear suspensions with some beneficial reactions to force and attitude. The cleverest of these is the way in which load reversals (when the power is cut) affect the rear wheels. The force of wheels trailing against the engine causes the rubber-mounted subframe to tilt. As the subframe rocks forward, the altered link geometry pulls each wheel to a toe-in position. To take care of load reversals during

cornering, the geometry is reversed between full compression and full rebound, so the wheel on the high side of the body during roll steers toe out, and the wheel on the low side steers toe in. As a result, both rear wheels steer the same way the front ones do, except in a completely sideways, opposite-lock slide, in which they will continue to "understeer."

A brief drive around a proving ground track in an 8-series mule wearing 6-series bodywork proved it. With the new rear-end underpinnings, you can slice into a long bend at really high speed and then saw on the wheel and kick at the throttle pedal without causing any tail wagging. The positive grip and the unified directional sense feed

into the rear of the car as clearly as sensations from the handle of a boat's rudder. BMW has come a long way from the sloppy semi-trailing arms of early 5-series cars, that's for sure.

Yet the future looks as if it may hold even greater advances. BMW is committed to a role in the European Prometheus project, which will use advanced technology for navigation, traffic control systems, proximity warning, and vehicle guidance. BMW's focus is on vehicle surroundings supervision, vehicle/driver systems, and driver/infrastructure communication. Some of the techniques being explored are infrared and CCD (charged-couple device) cameras to enhance forward visibility; heading control, which uses

a camera and road markings to help monitor the car's steering, actually intervening if the driver miscalculates; and Companion, a car-mounted accident alert that communicates with roadside repeaters.

Considering BMW's clearly defined and relatively small high-end market position, the extent of the company's investment in technological research is a measure of where the automotive industry is going in the last years of this century, and of how competitive it has become. Next month, we'll take a look at how BMW is advancing its formidable engine-building expertise.

- *Automobile Magazine*



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## In Manhattan: No Radio. Soon, No Car?

by David Margolick

My tired 1981 Datsun had paid its dues. It had logged 73,000-odd miles mostly on the Baltimore-Washington interstate. On the outside, it had suffered numerous bumps and bruises and scrapes. Inside, it was coated with spilled baby formula and Donald Duck apple juice. It deserved a decent dotage. Instead, it was sentenced to Manhattan.

I had heard all the horror stories about auto ownership in New York City, what with its sadistic parking regulations, lunar roadways. But when my brother offered to give me the car, I figured it was worth the price. I thought a battle-scarred pockmarked jalopy with a busted radio made a far less tempting target than all the shiny Volvos, Saabs and BMW's parked nearby.

"No self-respecting burglar would even think of breaking into it," my brother said. Joey, things aren't that simple. I've had your car only a few weeks now, but already, you wouldn't recognize it.

The body count began almost immediately, as the car sat on West 88th Street, when the back lock was drilled out. A few nights later and a few blocks to the south, the lock on the passenger side disappeared. Not long ago, the rear window was kicked in on West 85th Street.

After that, some spray cleaner and a roll of Bounty paper towels, bought to remove the apple juice but foolishly left in the back seat, vanished. Sorry, Rosie, but on New York's streets Bounty is not the quickest picker-upper: The thieves are quicker. Then, a speaker went. And most recently, the radio. The steering wheel remains – at least when I last looked.

I'm hardly the only victim of predators. Walk along Riverside Drive any morning and look down on the ground. Every few feet, you'll see fresh nests of pellet-sized, Coke-bottle-colored glass,

all of which were car windows only a few hours before.

The city is powerless and seems utterly incapable of stopping the problem, if not altogether indifferent to it. Of course, where there are dollars to be made – from parking violations – New York is uncharacteristically, uncannily Johnny-on-the-spot. Oversleep by five minutes or double park for 10, and invariably you'll find a ticket tucked under your windshield wiper.

But there's no profit in crime prevention, so the cars are sitting ducks.

The situation leads to strange con-

sequences. Some New Yorkers take a Zen-like attitude and leave their car doors unlocked. Others adopt a more pragmatic approach. They carry on a bizarre one-way conversation with the pillagers through signs posted on car windows. Some are crude homemade jobs, some are printed stickers; some resemble "Baby on Board" notices. The tone varies, as drivers strive to sound firm without prompting gratuitous vandalism.

Most signs are straightforward. Some more comprehensive: Not only is there no radio; there's nothing in the trunk or glove compartment either. Some are defiant: "No anything." Some are sardonic pleas for sympathy: "No radio – already taken." Some are more informative: "Nothing in the car – just maps."

And some are abuser-friendly, if not downright degrading: "No valuables. No radio. Thanks." Imagine someone thanking a thief for sparing him and victimizing someone else. I was half tempted to scrawl my own addition to that one: "No dignity."

Maybe the most articulate messages aren't signs but wounds: paper bags, cardboard or plastic where windows once were. These drivers are apparently wrestling with the problem I face: whether it's better to fix things or leave them as they are.

The first is expensive and, quite possibly, futile. But the second may be worse. As the hulks along New York's highways attest, vultures can find something of value in even the most picked-over carcasses.

Perhaps my experiences are atypical, like the car itself. My Datsun has an Achilles "wheel": an out-of-state license plate. To local brigands, this is a sure sign of a hopeless rube – the type who couldn't possibly imagine how barbaric life in New York City has become. They're right.

– *The New York Times*

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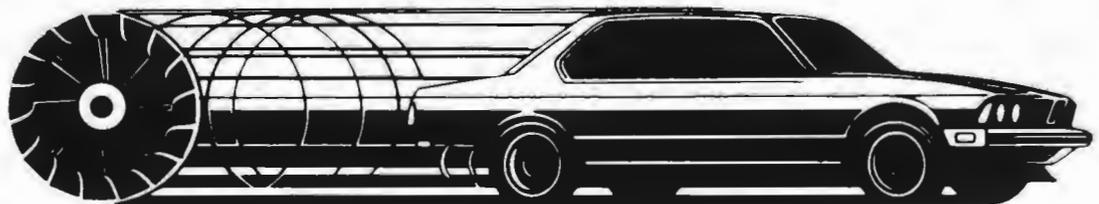
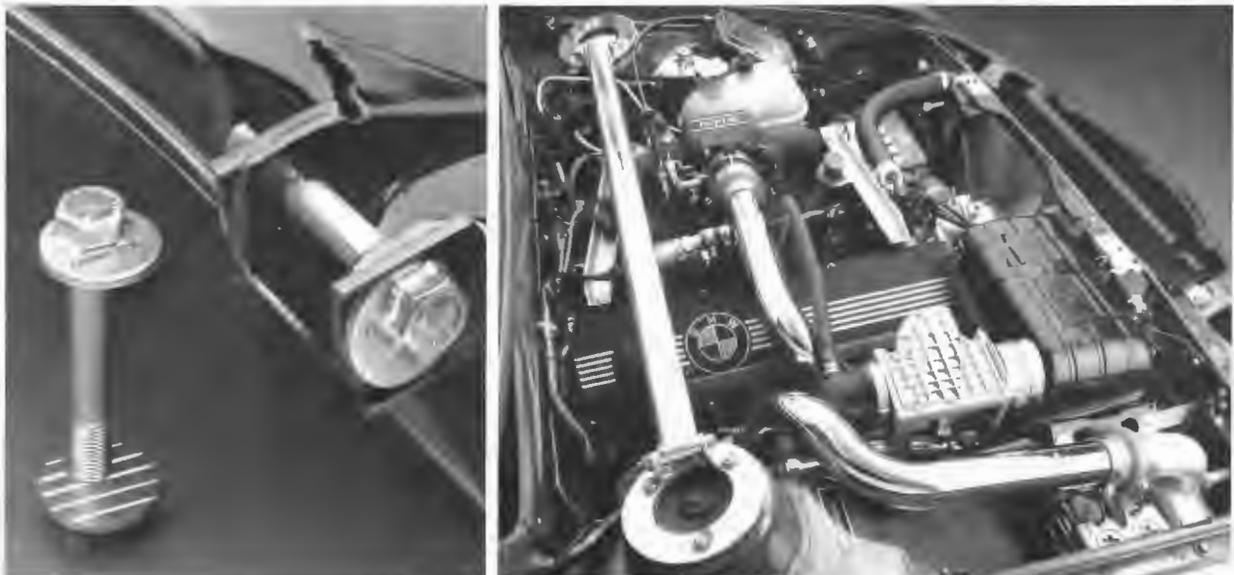
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