

**BMW ACA
Puget Sound Region**

Zündfolge

December 1989



**320: Extended
Use Report**

**Ray Korman
Speaks at Banquet**

**Keystone
Kapers**

Twice As Smart.

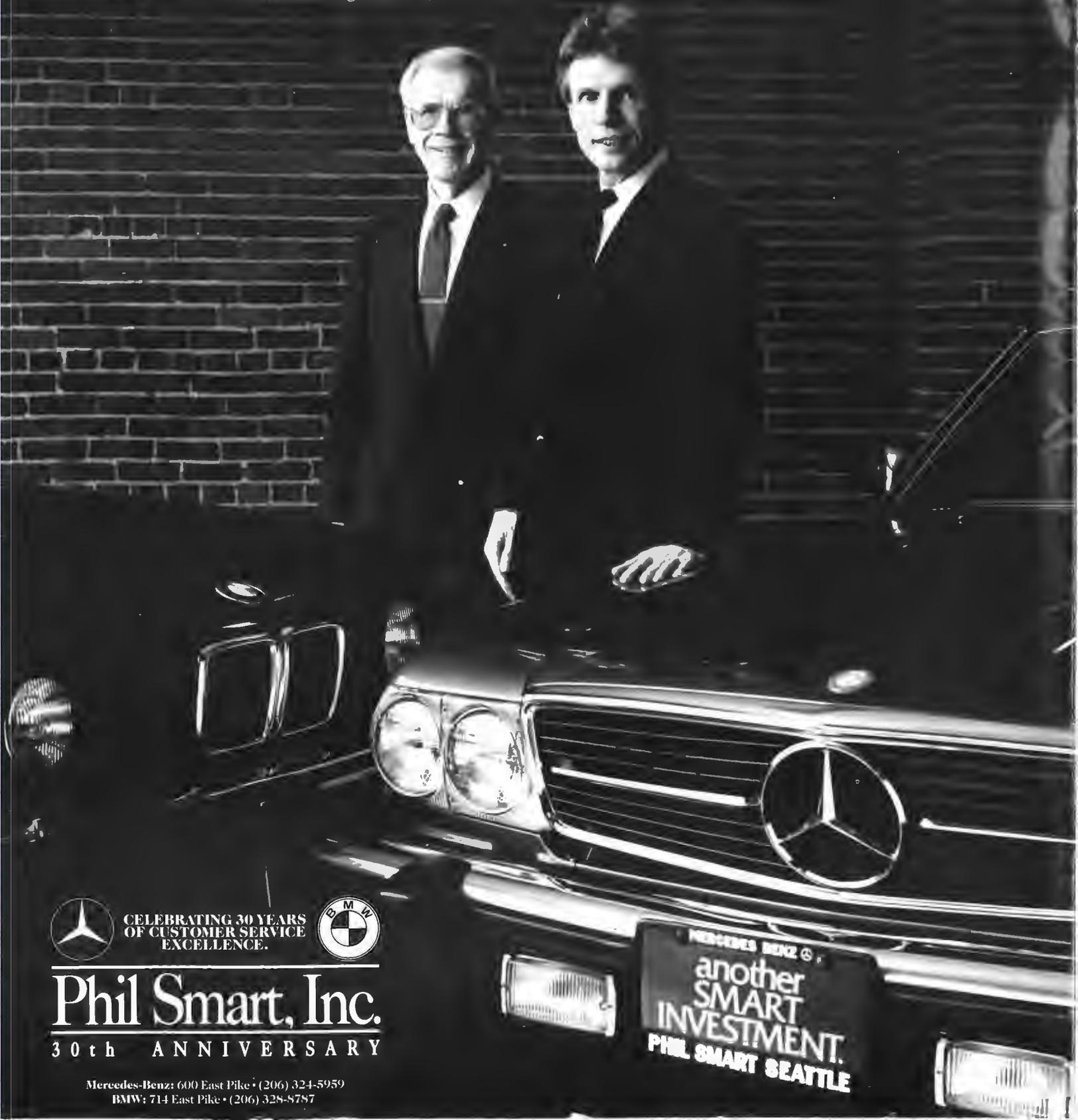
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Cover: The fabulous 750iL in 1990 trim with cross-spoke alloy wheels

Inhalt

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Zündfolge Staff

Editors-in-Chief

Lucetta and David Lightfoot

Production Editors

Tom Williams
William Linder

Photographers

Tom Cox
Paul Touby
Greg Mierz

Editor Emeritus

Denny Organ

Columnists

Thomas B. Nast
Denny Organ
Bill Muse

Illustrator

Kirk MacGregor

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Activities

Automatic Stability Control Standard in BMW 750iL for 1990

Woodcliff Lake, New Jersey . . . A significant new driving aid is standard in BMW's flagship sedan, the 750iL, for 1990. Called Automatic Stability Control (ASC), the system reduces or eliminates wheelspin to improve driving stability, primarily on slippery road surfaces.

ASC uses the same wheel-speed sensors as the antilock braking system to sense when the drive (rear) wheels are beginning to spin, then limits the spinning by automatically adjusting engine power. A typical example of ASC operation would be when the driver is stopped at a traffic light on an icy morning. The light changes to green; the driver steps on the accelerator pedal. Without ASC, the driver might need to "feather" the accelerator to avoid wheelspin.

ASC performs this function automatically, allowing the driver to concentrate more on the road and traffic. As soon as one or the other rear-wheel speed sensor senses that a wheel is beginning to spin, it signals this to the ASC computer, which then "instructs" the engine's electronically controlled throttle to reduce engine power. (The 750iL's V-12 engine here has no conventional mechanical throttle.) Even if the driver keeps pushing on the accelerator - even all the way to the floor - ASC "throttles down" the engine, allowing it to deliver only as much power as can be transmitted to the road without wheelspin. Thus controlling the car is made easier for the driver.

Although slippery roads are the primary venue of ASC operation, it can come into play on a dry road should the driving be so vigorous as to induce wheel-spin. This would occur primarily in racetrack-style driving, where an expert driver might want to avoid ASC intervention. Furthermore, under certain slippery conditions - such as loose sand or gravel, or deep snow

Calendar

- December 7** Board meeting at home of the Lancasters in Kent. All are welcome. Call them for directions at 854-4100.
- January 4** Board meeting at Tom Williams' home. All club members are welcome and encouraged to bring ideas for events for the coming year. Call 283-1056 (leave a message) for directions.
- January ??** The date for scheduled appearance of the BMW NA Gallery Show at SAM has not yet been set. We'll let you know as soon as we know the date.

Also — The Board would like any and all club members willing to devote a minimal amount of time to help with the club. Call Tom Williams at 283-1056 or better yet, come to the next board meeting. Everyone's ideas and help are appreciated!

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

with tire chains mounted - some wheelspin is desirable for best traction. For such unusual conditions, ASC can

be turned off via a switch in the center console.

- BMW NA Product Information



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Sprechen Sie Bosch?

3
December 1989

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Stalls

by Thomas B. Nast

Britain's Crystal Balls

Yr clmst recently inherited a ten-year supply of *Autocar*, *Auto Motor und Sport* and about every BMW club magazine published from the early seventies through the early eighties. In this unusually rich lode, much of which is deservedly destined to contribute to the success of Seattle's recycling program, are buried a few gems.

Autocar is (or was, when I lived in Britain) the leading automotive weekly. It was always better than any of our rags, through its pronounced list toward the domestic product would shame even Pisa's Tower. However, as demonstrated in the 10 January 1976 issue, prognostication was not always its strength — witness the lead article, "Who's who in Europe?":

Of BMW, what can we say? It makes no sense that a company making such sporting and up-market machines (cars and motor cycles), selling perhaps 200,000 in a reasonable year, should face the future alone with any confidence. Even though they did their share of taking over in the 1960s — with Hans Glas, and with Amphicar, both entirely to BMW's advantage — their size is still suspect.

We might be wrong, but by 1980 we doubt if they will still be on their own. State-owned, perhaps, and certainly much-influenced by the Bavarian authorities, but no longer completely self-governing. We do not wish such a change on them, but with the experience of others — some more widely-based than BMW — it looks more and more likely as every year passes.

To be fair, *Autocar* did identify a trend which accelerates to this day. But it should have expanded its forecast a decade and looked closer to home. Ford has bought Aston Martin and Jaguar, and GM has bought Lotus



(and Honda has moved in with a vengeance, teaming up with whatever British Leyland is called this week). Maybe that's why I like BMW; they're an independent bunch of cusses.

And from *Autocar's* 21 September 1972 "Wide World" pages (more aptly named, "You Heard It Here First — And Last") comes the following revelation:

The announcement from General Motors that they are to start quantity production of the Wankel engine puts an end to months of speculation as to which particular car they will be fitting the unit.

GM now say they will be offering the engine initially as an option on the Chevrolet Vega in two years' time.

This indicates, despite healthy production figures, the degree of unease GM have for the standard four-cylinder Vega engine, a unit which despite constant attention from engineers remains heavy, harsh and rough in many experts' opinions.

There seems little reason to think that this Vega engine option will be the limit of GM's involvement with Wankel, and it cannot be too long before the engine finds its way into the complete range of GM products.

The Nova of course is GM's American car which almost equates in size to the Victor range manufactured by Vauxhall, England's GM subsidiary. There is no reason why the Wankel should not be offered in this country at the same time as the Nova launch in the States.

General Motors will be paying Curtiss-Wright, the American licensee of the Wankel, a reported \$50 million for the manufacturing rights, an indication of the degree of involvement with the engine the giant company contemplates.

Of course, 1974 brought the debut of the much-delayed Cosworth Vega (with, ironically, the engine mods sourced from England). By June of that year, GM hinted that it would give up on the C-V after producing 1000 of the originally scheduled 5000, and at the same time announced that it had abandoned the Wankel engine.

And in our "Read It and Weep", "Where Was I Then" and "Now You Tell Me" Departments come the following classified advertisements from *Auto Motor und Sport* of 19 August 1972 (names, addresses and telephone numbers omitted):

BMW 3, 2 V8, 120 PS, Bj. 59, TUV 74, 120 000 km, Autom. Radio + Ant., Extras, aus 2ter Hand, Zylinderkopfdictg. defekt, sonst guter Zustand, VB 2500.- DM.

BMW Bertone 160 PS, Bj. 65, 140 000 km, ATM 35 000 km, el. SSD und Fenst., techn. O.K. VB 5500.- DM oder Tausch PKW (sic) bis 2000 ccm.

BMW 3200 CS Bertone, Bauj. 64, viel Zubehor.

BMW-Glas 3000 V8 Frua Bj. 1967, AT-Motor, TUV 10.73, Firmenwagen. Preis Verh.-Sache.

BMW 1602 Cabr., Bj. 71, rot, Zweitw., 9000 km, 9800.-DM.

Koepchen 2000tii Touring 150 PS, Kotflügelverbreiterung. Frontspoiler, 8J x 13" Mini-litefliegen, div. Zubehor, alles TUV genehmigt, zu verkauf.

Notverkauf: BMW V8, 2,6 Ltr., Bj. 58, TUV 74, ATM, 60 000 km, nur 1200.- DM.

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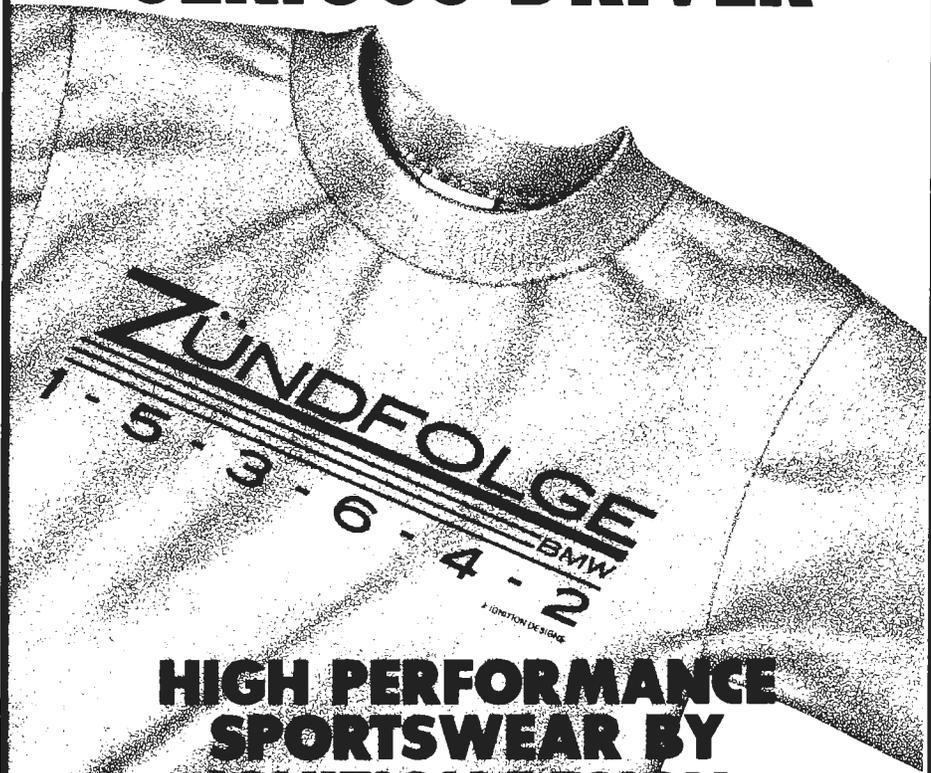
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320i Extended User's Report

by Russell Johnson

When *Car and Driver* reviewed the new BMW 320i in December of 1976 they concluded that "it's not just a successor to the great 1600/2002 legend; it's a whole new level of sophistication and style in the 20-year evolution of BMW ..." I bought my shining, fjord blue 320i in that month and have now owned it for thirteen years and driven it for over 210,000 miles. During that time both this car and I have evolved considerably due in no small part to the influence and participation in our local club.

I remember thinking that at \$8230 (which included dealer prep.) that this was an expensive car. I added two options; metallic paint (\$255) and a sunroof (\$310) which when combined with sales tax and license brought the total price to \$9459. The sales person at L.E. Belcourt where I bought the car assured me that not only was the 320i beautiful and well-constructed, but in head to head races which he witnessed, this car was faster than the 2002.

Thirteen years of ownership have proven that Belcourt was at least half right. The 320i has proven reliable, free of squeaks and rattles, and with a few exceptions repair free. The body and interior still looks almost as though the car just came off the showroom floor. Considering that this car has been used every day to commute to work, hauls kids, a labrador and just about everything else, this is commendable. Faster than the 2002 ... well more about that later.

My introduction to the club occurred in 1979. While waiting for the paperwork to be completed on a routine servicing, I picked up a rather drab looking copy of *Zündfolge* which was sitting in the waiting area. Not only were the articles informative and interesting, but I was impressed with the "hands on orientation" of the club. Shortly thereafter, I attended my first

meeting. I was made to feel very welcome, but was surprised to learn that most of the club members viewed the 320i with less than awe.

My first activity with the club, was the annual brake fluid changing session. Someone made the comment that "The great thing about BMWs is that they are not only made to be driven, but are simple enough to be worked on by the owner." He went on to explain that many of the routine maintenance activities can be accomplished with little more than the tools in the trunk. A few months later, a club member spent one Saturday morning showing me how to adjust the valves, and perform a tune up. Since that day, I have done essentially all the routine maintenance as outlined in the owner's manual. I don't consider myself a mechanic, but have enjoyed working on my own car, and have saved hundreds of dollars in the process.

It was my first drivers' school at SIR however, that really opened my eyes.

This experience in driving at track speed was not only thrilling, but made me appreciate the capabilities of my car. Although I thought the car handled beautifully, it was easily passed by you guessed it, 2002s, mostly with round taillights. Later in the day, I was assigned to ride with Chuck Christensen in the "Green Car". After I got my knees out of my mouth, I quickly realized that this driver was considerably more skilled than I was, and also that the car was simply faster, and handled better.

From that day on, my 320i and I have made small improvements in driving and handling capabilities. I started with Bilstein shocks at 66,280. At 90,000, I added firmer springs and replaced the sway bars with thicker ones. At the same time, I added wider alloy rims and bought wider lower profile tires. The results of these modifications were astonishing in improving the handling of the car.

When the car reached 71,400 miles, the club held a tech session to remove the pollution equipment (desmog) from club members' cars. It was anticipated



that this would improve performance and increase gas mileage. I participated in this event, removing what seemed like about 40 lbs of hoses and pollution paraphernalia. As had been predicted, my emission tests improved after removing the equipment. The average HC level has been at 49 ppm (maximum acceptable level 800); and CO at .75%. (maximum acceptable level 3.00%). I could not however discern any difference in performance, and as my mileage study showed, gas mileage actually declined 5.61%.

At 160,000 miles, when changing gears, I was noticing a blue cloud puffing out the exhaust and felt it was time to rebuild the engine. The engine was using a quart of oil about every 600 miles, but was running strong and my track times were as fast as ever. The desire for additional horsepower, however, was compelling. After talking to many club members, I decided to increase the compression level from 8.2 9.0. The stock camshaft was replaced with a Schrick 292. A tii mechanical distributor was installed and the standard fuel injection system was replaced with dual Weber (40s) carburetors.

The machine and rebuilding was done locally by a specialist on BMWs, but the new fuel delivery system was purchased in New York from a company in *Roundel*. This dual Weber set was advertised as the "finest quality". When the rebuild was done and the manifold and linkages finally installed, the car would hardly run. The engine sputtered, idled rough, and I was afraid I had just made a serious mistake. Hours of shop time were spent trying to smooth out the engine. It didn't. Finally in desperation I had the entire carburetor setup taken off the engine and returned to the supplier. I was told that the shop didn't make refunds on "used" equipment. After much haggling, a 20% "restock fee" and lost time and expense I was refunded the balance. It was a hard lesson.

I then called Korman Autoworks in North Carolina. Their dual Weber system was priced slightly higher than the New York distributor, but they assured me that it would work. It did! The equipment installed without a fuss and the car immediately ran smoothly. In the 50,000 miles that I have had this setup on the car it has run beautifully. I have found it easy to adjust and synchronize the carburetors and from tune up to tune up absolutely no adjustments have been necessary.

The benefit of this modification clearly is additional horsepower. I really don't know how much horsepower the engine is producing, but would estimate somewhere around 140. This is a 27% increase over stock (110). The car feels hundreds of pounds lighter. In every gear it is noticeably quicker. It has more torque for around town driving, especially in 3rd gear which had previously had seemed a long distance from 2nd. On the track (SIR), my times improved about 4 seconds (1:56). Gas mileage, which I expected to decline, actually improved slightly (1%) over what I had been getting with the desmogged engine.

At 193,000 miles I replaced the stock exhaust manifold with a Stahl Header. I felt a small but distinct improvement in performance. Finally at 200,000 I replaced the driver's seat with a Recaro. On the track, of all the improvements which have been made to the car none

is more helpful and confidence inspiring than having a secure seat.

There are several advantages to owning a 1977 320 set up the way mine is now prepared. First the car is very easy to work on. With no "engine computer" and pollution equipment the engine compartment is uncluttered with plenty of room to work. In addition even after the cost of rebuilding the engine and otherwise improving an older 320, it would still save thousands of dollars over purchasing a new model.

I drove a new 325i the other day. It was quieter than mine, the 5 speed transmission would be a definite asset, and four wheel disc brakes with ABS are absolutely a real improvement. Moreover, I believe the new car was a little quicker than mine. My overriding impression however, was how similar to and favorably my 1977 320 compared to the 1989 325i. Perhaps *Car and Driver* was right after all.

Repairs: Three clutches (40,000; 93,800 and 161,000); a rear main oil seal (40,000); 2nd and 3rd gear synchros (93,800); fuel pump (109,000); two water pumps (116,800 & 206,000); thermostat (116,000); heater valve (117,000); starter motor (172,000); dimmer switch (194,000); replace fuel tank (201,000). Most important at 161,000 a major engine rebuild was done.



Keystone Kapers

by Tom Williams

Some of our readers may be aware that there is another BMW club in the US: namely, the BMW Car Club of America, or BMW CCA. Those who aren't can be forgiven; the club is headquartered in Boston and the vast majority of members are east of the Mississippi. Be that as it may, the CCA stages an annual BMW bash called the Oktoberfest. Don't let the name fool you; these things are generally held in July or August. Either way, it is still a lot of fun.

Marcus and Lois Schack and Gail Davidson of our club, who had planned to go for some time, mentioned the event to us and suggested that my spouse Trish and I tag along. It would be a special time for them, as they had attended their last O'fest in Monterey in 1985 and were going to renew friendships with people they had met there. Together this group formed the infamous Monterey 10. As this event was as close as it was going to get to Seattle in quite some time and the people we were traveling with were the best anyone could ask for, Trish and I needed little persuasion.

This year's event was held at Keystone, Colorado, about 70 miles west of Denver in the Colorado Rockies. As you can imagine, the setting was beautiful. At 9900 feet, it was truly a Rocky Mountain high, and the effects on car performance were predictable. This led to some clever self-deprecating wit: "LOST: 65 hp from my 325ic. If found, please return to ...". Unfortunately, it also led to some less-than-charitable responses: "Buy an '02. 325i cabrios are for posers." This exercise in snideness was directed at a most inappropriate target: Leif Anderberg, who founded *our* club and is one of the earliest members of the CCA besides.

Against the incredible scenic backdrop, many driving and social events were held. The driving school was



A star at Keystone: the 507.

held at Second Creek Raceway (some 90 miles away) and was divided into 6-cylinder cars (Monday) and 4-cylinder (Tuesday). It was a fairly tight track with the emphasis on handling rather than power. While the 6 cylinders were at the driving school Monday, the 4-cylinders autocrossed. On Tuesday, they swapped places. A gymkhana was held both days, and a time-speed-distance rally was held Wednesday.

In addition to the driving, there were some top-notch social events. Receptions were held Monday (Goodyear), and Tuesday (Korman). Yokohama sponsored a barbeque and bierfest at the top of Keystone mountain, and Pirelli hosted the awards banquet Thursday. Let's just say that one need not have gone hungry (or thirsty!). This largesse undoubtedly caused distress to some of the owners of local restaurants. They undoubtedly had visions of Gold Card bearing yuppies descending upon Keystone and environs in hordes to soften the off-season business blues.

If all this sounds like fun, it was! But it was a lot of work for the organizers, the Rocky Mountain chapter of the CCA. Putting together such an event requires the efforts of many to make sure none of the little things that separate a good event from a great one don't

get missed. Suffice it to say, it was a great event. So here's to you, Rocky Mountain BMW brethren: ya done good! You deserve every bit of praise you've gotten for your event and then some.

A good share of the enjoyment for such an event is the trip itself. We were blessed with the best possible travelling companions: Marcus, Lois, and Gail. These hardy souls got up at 2 AM on the morning of our departure and drove down from North Vancouver and met us in Seattle. Some 12 hours and 823 miles later we stopped for the night in Ogden, Utah.

With the bulk of the drive behind us Friday, we took our time Saturday and visited the Temple Square in Salt Lake. Very interesting and worth a visit. Then it was on to Moab, Utah for a rendezvous with a few other West Coast CCA members. Along the way we 1) enjoyed beautiful scenery, 2) avoided a radar trap thanks to Marcus' good eyesight and quick reactions, and 3) washed the cars of course! This was but the first of several baths for the Schacks' car; ours didn't see a hose again until we got back to Seattle.

At the rendezvous Saturday night we met a few old acquaintances and made a few new ones as well. Moab may be in the middle of nowhere, but

few places are blessed with two national parks (Arches, Canyonlands) and a major river (Colorado) on the doorstep. Nothing like the Northwest, but beautiful just the same. On Sunday morning Trish and I took a side trip to Arches while Marcus, Lois, and Gail headed directly to Keystone.

Our Sunday evening featured a variation on the old telephone booth-stuffing trick, renamed for the occasion "How Many Consenting Adults Can Fit Into A 5-series And Still Find A Mexican Restaurant & Country/Western Bar In Dillon, Colorado?" The answer is 6, the food was fine, the music was lively, and the only two BMWs in the parking lot were ours and a 535i from Texas whose owner undoubtedly felt right at home. As did the six of us!

Although all events were generally well-managed, the highlight of the week had to be the concours de'elegance. The organizers went all out on this one: silver champagne service, string quartet, the works. And the cars: a 507, M1, 1600 GT, and 700, all owned by the same family. There was a 328 and a beautiful 3.0 CSL coupe. There were several 750s and M-cars of every description.

Although we didn't enter our car (anyone who has seen it can tell you why) we all pitched in and helped Marcus, who had entered his in the super-clean category (exterior, interior including trunk, engine compartment). He had spent many hours working on the car before entering it in our event at Fest Northwest, and this plus the help of others gave Marcus a very commendable third place showing in class, just one point out of second.

Marcus is a true enthusiast in that while he is fanatical about this car's appearance, he loves to drive it just as much. Unfortunately the same couldn't be said of some of the other participants. The most blatant example was the owner of a 3.0s who didn't even bother to have fluids put in the car.



The concours is a lot of work! An army descends on the Schacks' 535i the afternoon before the event.

There was an army of ants all over this thing all week, cleaning things like brake calipers (unused of course) with Q-tips! To me, taking a car in this state to a show is akin to stuffing dear old Rover and entering him in the next dog show—it's tasteless. If people can race their vintage machines at Laguna Seca and in Mille Miglia revivals, than there isn't much excuse for anyone else to show a car that won't even start.

In addition to the events, BMW of North America provided several cars which could be taken for test drives: 325i and Cabrio, M3, 525i, and 735i. No prizes for guessing which car sold out of its allotment of ride times first. Company staff were available to answer questions about the cars or BMWs in general.

Needless to say, the 4 days at Keystone went very quickly. We took off Friday morning for the trip home, which included a couple of days in Yellowstone and the Tetons. It wasn't until we got home that we found out that Marcus and Lois had a bit of a problem Thursday night while parked at a gas station. Apparently a woman

who was driving her drunk boyfriend home decided to take a closer look at the Schacks' car. Unfortunately, the pickup she was driving (and which she had never driven before) sported a bumper roughly the size of the Kingdome, and the resultant meeting of bumper and BMW was not pretty. Fortunately the BMW was drivable, and the car is now fixed, although at considerable expense to the Schacks, since the owner had no insurance. The lesson for the rest of us is: even with mandatory insurance laws people will drive without insurance and gamble they won't get caught. The policeman who investigated the accident told the Schacks that driving without insurance was quite common.

Despite this unfortunate turn of events, the Oktoberfest was a lot of fun. It is unfortunate that virtually all of the chapters either interested or capable of holding the event are located much further away than Colorado. Unfortunate, because we'd certainly go again.

Annual Banquet

Another year of club events were wrapped up by the annual banquet on November 18th and the Ray Korman driving school at SIR on the following day. The banquet evening started with a silent auction of items donated by BMW-related businesses.

This was followed by a fine dinner. The meal and auction were enhanced by the beautiful night view of Lake Union from Triples Restaurant. After dinner, President Tom Williams presided. David Lightfoot announced a special perpetual award, the Andy Davidson Memorial Trophy, which will go to the Best of Show winner in each year's Concours d' Elegance. The 1989 winner was Lee Yates.

Our featured speaker was BMW racer Ray Korman who came all the way from Greensboro, North Carolina. Ray related the travels of his 1989 season racing an M3. After Ray spoke, Bill Muse conducted an oral auction of a ton of goodies Ray brought with him. Ray graciously autographed posters afterwards.

Fine evenings like this are possible through the generosity of the club's supporters. When making purchases, please think first of the businesses listed in the side bar.

Korman School

Ray Korman spent Sunday, the day after the banquet giving personalized instruction to 17 lucky club members. To get one-on-one instruction from a master driver like Ray is a rare treat. Ray started the day with a 45 minute chalk talk. The rest of the day he rotated through the students' cars, offering advice. It was a wet day resulting in a slippery track and there were off road excursions aplenty. Hopefully, everyone came away a better driver. Photos and more info next month.



Auctioneer Bill Muse.



Staging on the SIR track as fog lifts from the background.



Tony Longinotti from Spokane displays the beautiful autographed poster he successfully bid for.



Drivers' meeting including SIR cat rubbing against the car.



straight while the
kside of the



uding Vivant, brand-X car, and the official
st Ray Korman's leg.

Auction Donors

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 Alan BMW — BMW Calculator with pens
 Alan BMW — BMW Knit Shirt
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The operators of SIR and the property owners have reached an agreement on an extended lease. Long term expansion of SIR is in the works. This will include the widening of Highway 18. The widening will occur at the 304th Interchange, which will provide direct access to SIR's main gate. Construction won't occur until '94 or '95.

Skip Barber Racing School will offer several programs at SIR in Formula Fords starting in June 1990. If you are interested, call Barber at 1-800-722-7223. (*SIR Racing News*)

The new 3-Series, scheduled for 1992 release, will be four inches longer and two inches wider than the present 3. Most of the additional space will be devoted to the passenger compartment.

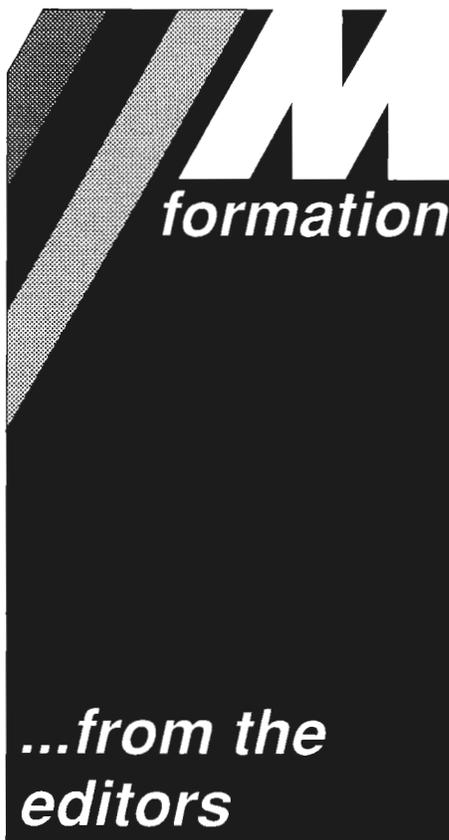
Engines, at least in Europe, will include a 1.4 liter four for the 314is, a 1.8 liter four for the 316i, a 1.8 liter, four-valve four for the 318is, a 2.0 liter, four valve six for the 320is, a 2.5 liter, four valve six for the 325is and a 3.0 liter, four valve V-8 with 230 horsepower, presumably to be called the 330is! (*Autoweek*)

BMW of North America Inc. said it would lower its 1990 car prices on certain American models by as much as 9.3 percent. The company said it was lowering the price of its 1990 model 735i to \$49,000, from \$54,000 in 1989. The smallest price decrease, 4.9 percent, will be on the 535i model, which will sell in 1990 for \$41,500. BMW said the price of its 3-Series model would not change.

(*New York Times*)

BMW AG profits were up 14% in the first half of 1989 (to \$105 million) and worldwide production was up 19.5% (to 272,000 cars), which puts BMW on target to produce half a million cars this year.

(*BMW CCA Roundel*)



...from the
editors

BMW's focus on its automotive mission seemed to sharpen dramatically with the company's latest round of management changes, even as Daimler-Benz's massive reorganization and diversification appeared to be diverting the attention of the Mercedes-Benz car people. This 535i represents the essence of everything BMW has been about since the Sixties. It is beautifully damped, very fast, and everything works as it should. The cabin is roomy and comfortable, with excellent driver ergonomics. BMW suspension design philosophy dictates that the back end ought to be a little loose, and we don't quite agree, but there's no question that this is a car any enthusiast could love, loaded with character plus a kind of athletic physicality that everybody advertises and very few achieve. Only a very mature engineering organization could create such beautifully thought out cars.

(*Automobile*)

Sources say Paul Rosche is working on a modular engine that could be configured as a V-8, V-10 or V-12. Nothing is conventional, including most of the materials used in the engine block and its moving parts.

(*BMW CCA Roundel*)

Discounting fringe exotica like the 750iL and M5, the 535i is the best saloon (sedan) car BMW makes. When it comes to ride and handling the 535i sets the standard.

As with other 5s, rear legroom is a little disappointing but the cabin is otherwise light, roomy and beautifully crafted. The driver's environment is a model of clarity and user-friendliness with instrument presentation and ergonomics that cannot be bettered.

It isn't simply that the 535i does so many things so well but the way all the elements hang together to make an effective whole — the secret that puts the entire 5-Series a step ahead of the opposition. (*Autocar & Motor*)

BMW NA reports that the 5-Series now accounts for 30 percent of their sales. Expectations had been for 20 to 25 percent. (*Autoweek*)

The new BMW 535i is exceptional. The cockpit offers a fine touring environment, with clear instruments, all controls in just the right places, and multi-adjustable electric seats. One thing we'd wish for, however: an adjustable steering wheel. Those willing to pay the price will get what they pay for.

(*Sports Car International*)

For those who are counting, this is the third permutation of the 5-Series. It's also the best of the brood, a splendid, down-size version of the 7-Series that may just be the most handsome 4-door sedan in the world. (*Road & Track*)

BMW is building a 3.5 liter engine, and although it's been said the German factory is planning a Group C effort, it now seems much more likely the engine will be developed strictly for F1. (*Autoweek*)

The Beverly Hills office of Budget Rent a Car will rent you a 750iL for \$250 a day. Some budget.

(*Autoweek*)

BMW's forthcoming 850i coupe will be equipped with a new multilink rear-suspension system that should eventually find its way into other upcoming BMW products. With this system, each wheel is located by a trailing link, three lateral links, and a unique vertical link that connects the upper lateral link to the trailing link. The coil spring and shock absorber at each rear corner are attached to the rear lateral link. The components have the following basic functions: The trailing link locates the wheel longitudinally and provides good compliance through its relatively soft leading-edge bushing. The three lateral members locate the wheel transversely. The two lower lateral links provide toe control, while the control arm at the top of the hub assists in camber control. The vertical link connecting the upper lateral link to the trailing link contributes to the system's anti-dive and anti-squat characteristics. With the exception of the trailing link, all the members are carried on a rubber-isolated sub-frame. *(Car & Driver)*

BMW displayed a hydrogen-powered V-12 engine at the Frankfurt auto show in September. Though still a long way from production, the engine is a good indication of how BMW sees the future. The West German automaker is also reportedly getting ready to replace its current 7-Series cars with a new design — and some newly developed V-8 engines — for 1992. *(Road & Track)*

Johanna Quandt, 67, of Wiesbaden, Germany, and her family rank 23rd on Fortune magazine's list of the world's richest people. Quandt was the second wife of the founder of BMW AG, Herbert Quandt. The family holds 60% of BMW AG and has substantial stock holdings in 100 other companies. Total family fortune is estimated at \$3.6 billion. *(BMW CCA Roundel)*

If Lincoln, the man, drove a car, would it be a Lincoln? More likely a BMW 750iL or Corvette. J.D. Power and Associates says the average principal driver of a 750iL is the industry's tallest at 5-foot-11; the Vette's next at 5-10. Less lanky than Lincoln? Try a Subaru three-door, whose drivers average 5-5, or the VW Cabrio and Nissan Pulsar NX, each at 5-6. Is this evidence of sexism, or is there a lesson here about personal stature and that of your bank account? *(Autoweek)*

Engineering studies have been completed on a BMW minivan. According to one BMW marketing executive, the Bavarian box is much different from any such vehicle on the road to date. He described the van as an "executive cruiser that would probably cost about \$40,000." If given board approval, it wouldn't be introduced until the mid-90's at the earliest. *(BMW CCA Roundel)*

The new M5 is scheduled for U.S. introduction in the Spring of 1990. But your Editor-in-Chief spotted one in front of the North Hollywood BMW dealership in September. It wasn't for sale; there was no sticker in the window. No surprises, it just looked like a black 5-Series with M5 badges.

The rumors continue regarding the future of BMW's 3.5-liter V-12 racing engine that is being built by Paul Rosche. While most insiders say it is for a World Sports-Prototype Championship effort, there are some who say F1 is its future and Brabham will be the team. At least no one in Munich is denying the engine's existence. *(BMW CCA Roundel)*

Popularity of the 3-Series Touring in Europe has prompted BMW to introduce a 318i version of the little station wagon. Already available with a six-cylinder engine as a 320i, 325i, 325ix and 324td, production of the four-cylinder model began at the Regensburg factory in April where about 90 Tourings are built a day. *(BMW CCA Roundel)*

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All good things must come to an end, why I don't know, but they do, and in keeping with that tradition, the 1989 racing season is over.

To bring you up to date, the end of September was the time for the next to last race of the Italian Touring Car Championship. The site was Vallelunga, Italy and this race was longer than most, being termed a "mini-endurance" event, but unfortunately the report did not specify the actual distance. However they did give us the results.

First race

- 1 - Lafitte, BMW M3, Team Bigazzi
- 2 - Pirro, BMW M3, Team BMW Italia
- 3 - Martini, BMW M3, Team Bigazzi
- 4 - Tarquini, BMW M3, Team Bigazzi

Second Race

- 1 - Morbidelli, BMW M3
- 2 - Martini, BMW M3, Team Bigazzi
- 3 - Cecotto, BMW M3, Team BMW Italia
- 4 - Ravaglia, BMW M3, Team BMW Italia

Although the class leader in overall points, Johnny Cocotto, could do no better than fifth and third, he still leads for the series.

The weekend of October 28th and 29th was the time for it all to come to a

Motorsport Report

Bill Muse X 2

head, and Johnny Cocotto, the twice world motorcycle champion from Venezuela was able to bring glory and the Italian Championship to himself, BMW and Team BMW Italia. Cecotto's most tenacious pursuers on his way to the title, were not only the more powerful turbo charged Alfas, but particularly the BMW driver from Team Bigazzi, Marco Brand. Cecotto managed to secure the title with two sixth place finishes in this tenth and final race of the year, and relegating the excellent Italian driver to a second overall. The results for the meet were:

First race

- 1 - Morbidelli, BMW M3, Team Bigazzi
- 2 - Girox, BMW M3, Team Italia
- 3 - Tamburini, BMW M3, Team Bigazzi
- 4 - Lafitte, BMW M3, Team Bigazzi
- 5 - Livio, Alfa 75 Turbo, Team Jolly Club
- 6 - Cecotto, BMW M3, Team BMW Italia

Second Race

- 1 - Francia, Alfa 75 Turbo, Team Jolly Club
- 2 - Lafitte, BMW M3, Team Bigazzi
- 3 - Livio, Alfa 75 Turbo, Team Jolly Club
- 4 - Tamburini, BMW M3, Team Bigazzi
- 5 - D'Amore, Alfa 75 Turbo, Team Jolly Club
- 6 - Cecotto, BMW M3, Team BMW Italia

Final results for the year, and the Championship were:

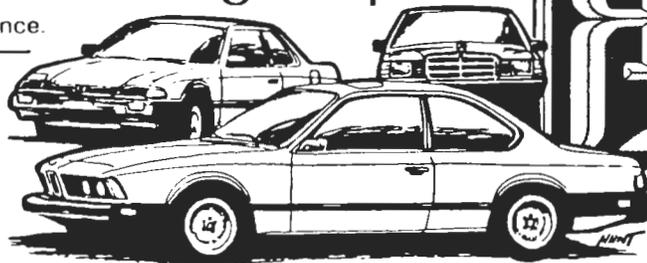
- 1 - Cecotto, BMW M3, Team BMW Italia, 130 points
- 2 - Brand, BMW M3, Team Bigazzi, 121 points
- 3 - Naddeo, Peugeot 205/Golf GTI, 109 points

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The big one for we German car types, is of course the German Touring Car Championship, and once again we can be very proud of BMW.

The Italian driver Roberto Ravaglia secured for himself the much sought after German title in his M Team Schnitzer BMW M3. This was the eleventh weekend of racing and it was held at the Motodrome of Hockheim. The winner of both the last runs was Klaus Niedzwiedz in a Ford Sierra Cosworth, but his total points for the year only got him a second overall, which is something to be proud of in this hotly contested series.

Ravaglia's success was almost prevented, when another BMW driver, Steve Soper, spun his car directly in front of Ravaglia, but fortunately he was able to brake and drive around in a dramatic finish. This second place finish in the second race won him his fourth title in as many years. He was the European Touring Car Champion in 1986 and 1988, and the Touring Car World Champion in 1987. The results for this weekend were:

First race

- 1 - Niedzwiedz, Ford Sierra Cosworth
- 2 - Biela, BMW M3
- 3 - Cecotto, BMW M3
- 4 - Brancateli Ford Sierra Cosworth
- 5 - Ludwig, Mercedes 190 E
- 6 - Reuter Mercedes 190 E

Second race

- 1 - Niedzwiedz, Ford Sierra Cosworth
- 2 - Ravaglia, BMW M3
- 3 - Girox, BMW M3
- 4 - Cecotto, BMW M3
- 5 - Reuter, Mercedes 190 E
- 6 - Biela, Ford Sierra Cosworth

The final results for the year and the German Championship are:

- 1 - Roberto Ravaglia, BMW M3, M Team Schnitzer, 285 points
- 2 - Klaus Niedzwiedz, Ford Sierra Cosworth, Team Eggenberger, 274 points
- 3 - Fabien Giroix, BMW M3, M Team Schnitzer, 265 points

- 4 - Kurt Thiim, AMG Mercedes, 235 points
- 5 - Steve Soper, BMW M3, Team Zakspeed, 233 points
- 6 - Manuel Rueter, MS Mercedes, 214 points
- 7 - Johnny Cecotto, BMW M3, M Team Schnitzer, 206 points
- 8 - Altfried Heger, BMW M3, Team Linder, 175 points

The success of the BMW M3, now in its third year of racing, would certainly indicate that its performance and reliability are unequaled at this time. With the increasingly keen competition, next year should really be something to look forward to. Congratulations to all of the drivers, owners (both here and in Europe) and a big cheer to BMW for designing and building this winner!

Looking forward to next year, let

me take a moment to thank the editors of the *Zündfolge*, Dave and Lucetta Lightfoot, for this opportunity to report the various race results, and to also thank the readers of this feature (I'm assuming there are some) and say "I hope you found it interesting." Next year we hope to have more thorough coverage of the European scene and the results of the USA races, especially our racing club members, of which there are many. If any of you wish to express what a great job of writing this father and son team have done, the elder Muse will gladly accept them, if however you want to voice complaints, I'll give you the younger Muse's address. If you want to read some pretty funny stuff, written by the younger Muse only, he now appears every other week in the *Seattle Weekly*. See you next year.

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IMSL Libraries Drive BMW Research And Development

by Victoria Hodge Lightman

(Note: Zündfolge editors never underestimate our readers. With that mind, we bring you this article from Directions, the quarterly publication of IMSL, Inc. Thanks to Ted Rodgers for spotting it.)

In the United States, the unique character of BMW cars creates a vivid image of lifestyle. A BMW owner in the U.S. assumes an air of conspicuous, but discriminating, consumption. Discriminating because BMW also denotes dependable engineering and aesthetic design. This technical fascination guarantees that Germany's Bayerische Motoren Werke automobiles are bestsellers, not only in the U.S., but internationally. Built in the Federal Republic to meet German standards of quality, BMW cars and motorcycles are leading products of technology.

The automobile industry has contributed much to world economics in the 20th century. Automobiles provide that essential factor for modern industrial societies: mobility. As a significant player in the world economy, BMW has, in the last five years: created approximately 14,000 new jobs in Germany; purchased a second test track in the South of France; opened new facilities in the United States at California, Virginia, and Georgia; built an engine plant in Austria; and opened its sixth production facility in Germany. BMW now employs nearly 70,000 people worldwide.

The demands of international competition require the selective application of every technical advantage. The extension of the BMW product line, with additional body, drive, and engine versions, increases the work load on the development, production planning, and logistics divisions. These essential

functions work together at the Research and Engineering Center in Munich. The close cooperation of the various divisions in each phase of development results in increased efficiency and a faster reaction to changing market conditions.

Dr. Hallermayer, a physicist and software engineer at BMW, works with a development group that designs software and hardware for testing automobiles. The requirements comprise both testing of car components in special test houses and driving tests with the whole vehicle on a small test track near Munich. They have an IMSL Workstation Site License to use 50 VAXstations and Micro VAX II units and a VAX 8550, which are all tied together with DECnet. "We bought the IMSL Libraries especially for the workstation and VAXcluster environment," Dr. Hallermayer explained.

Test requirements on BMW automobiles are tremendous. Every single part of the product (there are over 40,000 parts in each car) has to be checked during development and production for functional behavior, quality standards, durability, and reliability. "We do heavy life-cycle testing on vital automobile components, like the connecting-rod, wheel bearings, brake boosters, transmission, steering box, and shock absorbers," Dr. Hallermayer said. "The experimental setup simulates the actual environment on the street, including all relevant physical parameters. The field tests concern the vehicle behavior under specific circumstances like side-wind effects, aqua planing, and skidding. All experiments deliver measurement data of various channels that have to be transformed and analyzed. After all the results are presented in diagrams and plots, they

are summarized and interpreted in experimental reports. The IMSL Libraries routines are used, for instance, in computing the cross correlation function of two mutually stationary time series. The measured data are processed with interpolation and approximation routines before they are depicted in a smooth manner. So the Libraries help the software engineer to make faster application programs that cover the specific evaluation requirements of the experimental engineer."

In BMW's computing department, one of the methods that the programmers work with is systems simulation. "We map existing or planned hardware to the computer by using physical rules leading to differential equations, which need to be solved with the computer," said Mr. Plitt, mathematician and software engineer at BMW. "Thus we can even analyze the dynamical behavior of the full car. The analyses range from identifying peak values (for example, maximum lateral acceleration during a lane change maneuver) to computer animation, which gives a qualitative impression of the vehicle dynamics as in a movie.

"Many mathematical prerequisites are necessary for conducting our simulation runs," Mr. Plitt explained. "The IMSL Libraries are used, for example, for interpolation or approximation of measurement data, such as engine characteristic graphs, time step solutions of linear or nonlinear multidimensional equation systems, and executions of eigenvalue and eigenvector calculation.

"Many people here use the IMSL Libraries, though many construction engineers are not aware that they do. The applications that they use for analysis are written to automatically call IMSL sub-routines to perform their calculations; it is implemented in their computing environment," Mr. Plitt said.

Independent research units also work on technical innovations, including high



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performance engines, new car concepts, production automation, new materials technologies, testing and measuring techniques, and data processing. The Z1 roadster, originally a research project for new materials technology, demonstrates the special efficiency and innovative power of the small development units that supplement the main divisions.

Recent technical innovations at BMW include: the controlled three-way catalytic converter, an efficient exhaust purification system; the electronic/hydraulic anti-lock braking system for K 100 Series motorcycles; the BMW Paralever System, a newly developed double-joint swing arm for R 80 GS and R 100 GS motorcycles that reduces load cycle effects to a minimum, thus improving handling; digital diesel electronics, micro-processor-controlled functions for diesel engines; a new bumper system that comprises two

hydraulic shock absorbers and two easily replaceable deformation elements, known as impact boxes; Automatic Stability Control (ASC), which regulates engine power so that driving wheels do not spin uncontrollably on wet or slippery pavement, and that directional control is good when cornering; and ergonomic considerations in production plants for improving working conditions and lessening pollution (e.g., recycling precious metals, determining employees' working rhythms, improvement of workplace structures).

BMW takes a leading position in the field of road safety. Each year approximately 2500 people participate in BMW's driver training courses, which are aimed to give drivers the ability to better handle the car in existing road conditions.

For BMW, driver behavior and reaction are essential criteria for devel-

oping new products. In addition to technical advancements of modern car design and electronic control systems, even greater safety can be achieved.

In addition to current series production, BMW is concerned with fundamental questions and concerns, such as future traffic and fuel demands. Current research projects deal with hydrogen-operated engines and electrically powered vehicles. These projects elaborate the basis for alternative propulsion systems that take into account the kinds of energy supplies that will be available in the future. Cars that run on these fuels have extremely low emission levels. Quality, safety, economic efficiency, and environmental compatibility must meet BMW's highest requirements.

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The Parting Shot

Putting People Ahead of Power Lunches

by Don Williamson

Phil Smart Sr. sells Mercedes and BMWs. His clientele either has or aspires to have the money, status and sophistication that are at least implied about those who drive sleek, overpriced automobiles.

The luxury-car industry caters to high-powered business people, yuppies, serious pretenders or wannabes, the idle rich, and dope dealers and crime figures who are also attracted to motorized toys with names such as SL380 or 525i.

Phil Smart's financial success results directly from this world of iron horses that cost more than some houses and serve as glaring symbols of the conspicuous consumption that's eating away at the fabric of this society.

But what you do to make a living is not always a fair picture of who you really are. Smart is an example. He appears far removed from the world of the crass and calloused and insensitive.

That impression has nothing to do with the fact that he's president of the Seattle Downtown Rotary Club – the oldest and second-largest Rotary group in the world – and has been a member for 25 years.

Actually, membership in most of those Rotary-Kiwanis-Lions-Optimists-Jr.-Chamber-of-Commerce types of organizations doesn't automatically mean you're one of the good guys.

These groups frequently have great-sounding humanitarian slogans and even a worthwhile major charity that bears the name of the organization. But there are usually more than a few members who are more interested in power breakfasts and lunches and stock-market tips and increasing for-profit contracts than making the kind of unique contributions these professional business people are uniquely capable of.

The Rotary motto is Service Above Self.

As a good president would be expected to, Smart points to the goal of all Rotary clubs to immunize every child in the world against polio and the millions of dollars raised in that effort. He's also pleased with Rotary's involvement with Medic 1, the Job Center, and other worthy projects.

But a member of Smart's Rotary board of directors calls him a "true believer." Apparently, the philanthropy that begins and ends with writing a check is not the way this seller of Benzes and BMWs interprets "service above self."

"My city is hurting," said Smart. He cited high-school dropout rates and high levels of illiteracy and homelessness in Seattle. He talked about the pain he had seen after moving back downtown to be closer to his grandchildren after years on Bainbridge Island.

There was moisture in the corner of his eyes when he talked about people who live in doorways, and the necessity of stepping over the bodies of other human beings as he moves around the city.

But he's not a Johnny-come-lately to the business of caring. For a quarter of a century, he's been donating one night a week to read to youngsters at Children's Hospital. He calls those children his teachers and says: "They have marked me. Once you embrace one of those children, you can never be the same again."

Smart has brought that personal crusade to his Rotary administration. He sent out questionnaires to his membership and identified eight areas of pain – the hurt, the hungry, the homeless, the old, the young, the unemployed, the drugged, and the illiterate.

He had ribbons printed up for each of the eight areas and asked Rotarians to pick one of those areas for volunteer service and to wear the corresponding ribbon at each meeting. He hands out cards with contact information for

places Rotarians can volunteer in those areas.

KING-TV volunteered to do a video for him that's been titled "It's About Time – the Third 8" – which says we work eight hours, sleep eight hours, and should donate some of that third eight hours in a 24-hour day to helping people in need.

"President Bush is not going to fix it," said Smart. "The state isn't going to fix it, and neither is the county or the mayor. You and I have to fix it."

What he didn't say – but other rotarians did – was that not everyone in his organization shares his zeal for service, and that some say they stay away because hands-on helping is not their style.

He acknowledges: "Not everyone buys this concept. Many of us in this city spent lifetimes insulating ourselves from these concerns. This cannot be by money alone. That doesn't satisfy everyone, but I can't worry about that."

When Smart talks about his "beloved Seattle," and expresses his concern over the coming of cold weather and the people who will suffer without adequate clothing or shelter, you feel he means it.

And suddenly, you don't care about the naysayers in his organization or elsewhere. You feel sorry for the well-heeled and insulated and uncaring, because they will never be as rich or as wonderful as people like Phil Smart – people who are not spoiled by success, and realize that giving of themselves is the ultimate gift.

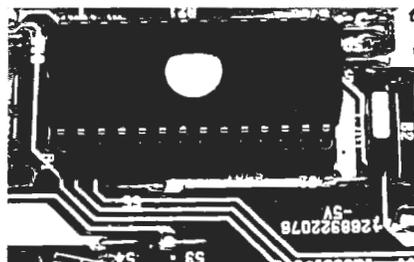
Smart has drawn a promise from the next president – who takes over in July – to continue the program. That's sort of what you'd expect him to do – caring and making sure the caring continues. It almost makes him the kind of guy you'd want to buy a car from.

We'll talk more later.

– Seattle Times

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