

**BMW ACA
Puget Sound Region**

Zündfolge



**Concours
d'Elegance**

**Rally Round
Tacoma**

**Driving School
at SIR**

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Cover: Nancy Martin's newly restored BMW 328. This car will be at our July 1st concours (assuming decent weather).

Inhalt

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Activities

How To Be A Complete Prat

1. Never drive when you've had more than eight pints of lager, because you have to stop too often.

2. Always carry a baseball bat in the car with you, for defensive purposes. There are some right nutters about.

3. The best way to make a quick start from the lights is to give it 6,000 rpm and drop the clutch. Maybe it's not the quickest way, but all that tyre smoke shows them you mean business.

4. If you're really a good driver like me you can overtake on the approach to blind bends. You see, I've got the reflexes to get out of the way when some berk comes the other way on the wrong side of the road, OK?

5. Fog—that's what sorts the men from the boys. Some people slow down when visibility gets bad. Not me. I don't need to.

6. I'm really quick, so as soon as I get on to the motorway I pull straight out into the right-hand lane — that's why it's called the fast lane, right? Except, of course, you get a load of jerks there, so I often pass them on the inside and then pull out again and give them a brake test. Sometimes there's too much traffic around, so I use the hard shoulder to get past them.

7. I always switch my rear fog light on as soon as it gets dark, and that's really good when it's raining, because it blinds people so they won't get too close to me. I'm not bothered about fog lights on other cars, as I always wear my shades. I never switch my headlights on until it's really dark — I can see where I'm going, so why can't everyone else, right? But as soon as it gets dark I switch my headlights on full beam all the time. See and be seen, that's what I say.

8. When I'm on a country road and the guy in the car in front of me pulls to the right to see if he can overtake other vehicles ahead, I accelerate up the

June 24-25

Pacific Northwest Historic Races, S.I.R. Annual event staged by the Society of Vintage Racing Enthusiasts (SOVREN). Many cars on display, all marques. Admission is \$5 adults, \$2.50 for children under 12. For more info, contact Donna Thorson, 641-3551, or Sharon Webster in Tacoma, 759-4476.

July 1-3

3rd Annual Fest Northwest. There is something for everyone at this year's event. You can take part in one or more fun events.

The weekend kicks off on Saturday, July 1 with the **Concours d'elegance** at the Ste. Michelle Winery. Take the opportunity to show off your automotive pride and joy, or bring a picnic lunch and admire the efforts of others. Registration is at 9:30, judging to begin at about 11:00.

On Sunday, take part in a **rally/tour** of the Tacoma area. There will be a nice drive, followed by a relaxing dinner.

Then, on Monday, July 3, we will have a **driving school** at Seattle International Raceway. You'll learn the limits of you and your car in a controlled, safe setting. Experienced drivers will have the chance to refine their skills.

See the separate articles inside for more information on these events. Come on out and join the fun!

July 4

Alfa Romeo Club Ralli-Round Time Trials, S.I.R. Registrations postmarked by June 24 are \$50, others are \$65. Make checks payable to NWRC and mail to Gary Kenyon, NWARC, 753 No. 81st, Seattle, 98103. For more information call Gary at 784-8739 between 6-9 p.m. only.

inside, so he can't pull back in. He who hesitates deserves a smack in the mouth.

9. When I'm approaching a T-junction to turn left, I don't slow down, I just chuck the car sideways and join the traffic flow at 70 mph. If they hit me up the back, that's their fault, right?

10. If I'm going along the road and someone shapes up to pass me, I pull out a few feet to stop them. Anyone who tries to pass me must be a right nutter, because I'm brilliant and nobody's as quick as me. If they try a second time, I give them a brake test. If they get alongside me, I'll accelerate and prevent them from getting ahead.

11. When I'm on the motorway and it narrows from three lanes to two, I always drive right up to the cones and then pull in to the left. People hoot

sometimes, so I give them The Gesture, and maybe a brake test too.

12. The basic rules of good overtaking are: Swerve to the right — Indicate — Use the horn — Look in mirror — Swerve to the left — Give The Gesture — Brake Test.

13. Because I'm such a brilliant driver, who never makes any errors of judgment, it's quite impossible for me to have an accident unless it's caused by someone else. There are some real berks around, believe me.

This article is published posthumously.

Ed. note: This article was taken from the newsletter of the Hoosier Chapter, BMW CCA. It originally appeared in the British magazine Fast Lane. Recognize anyone?

Sprechen Sie Bosch?

3
July 1989

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

Bosch designed and produced your car's electronic ignition, fuel injection, anti-lock braking systems and other electronic components. So it makes good sense to bring your BMW service to a service center trained and equipped by Bosch.

Luckily, it's not hard to decide on where to go. There's only one authorized Bosch service center in Seattle—Hermann's German Auto Service.

And at Hermann's, we not only know Bosch, we also know **Bayerische Motoren Werke**. So call Hermann. When it comes to fine cars, we speak fluent German.

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Stalls

by Thomas B. Nast

An Open Letter to the New Jersey Chapter

It has recently been brought to my attention that Vic Lucariello is selling copies of articles I have written, for fifty cents apiece. I thought you should know that I will sell you limited editions of the same articles for only \$1.50. Only by purchasing copies of these writings from the original manufacturer can you be guaranteed the same level of quality and engineering that went into the article in the first place. Furthermore, I guarantee the article will be free from defects in materials and workmanship for six months (typesetting errors excepted). As a further service I carry a complete inventory of parts, so if some of your article is damaged you will not have to buy a whole new one. Does Vic Lucariello offer *any* of this? By now you should appreciate that these gray marketeers of articles don't deserve your business, and I look forward to keeping all of it for myself. Or else.

I have also been told that my *name* is being used in conjunction with the unauthorized resale of my articles. My crackerjack attorneys, Rakus, Over & Goode, have instructed me to tell you that you cannot use combinations which include my name. If you break it up it's ok, such as "by Thomas B. Na St", but otherwise we'll have to break your bank account, if we can't find your kneecaps first. Living in New Jersey, I'm sure you understand.

One last thing. The "Roundel" is threatening to reprint my more recent "Buying a 2002" article, so you probably don't have to send me the \$1.50 (or support those cost-cutting scoundrels which seem to breed in the vicinity of Peapack). Instead, spend a quarter protesting the Roundel's refusal to give its contributors' the smallest honorarium, like a year's subscription. How cheap can you get? Where do those guys spend your dues, anyway?



Thanks for listening, and don't forget to write.

—Thomas B. Nast
Columnist & Gadfly
Puget Sound Chapter ACA

The Unspoken Truth

K-jetronic is no substitute for a carburetor. It's about time that somebody said it: K-jetronic sucks. I have driven countless cars with this injection system, and every one of them feels like it has a rubber band between the go pedal and the motor. Push the pedal down, it's like ringing down to the engine room's narcoleptic operator for more power; release the pedal, and the car just coasts, the fuel trickling into the cylinders obliterating most of the otherwise-available compression braking. This does about as much for the joy of driving as does an automatic transmission, and for the same reasons.

There are many good reasons for the K-jetronic's existence. The most compelling reason was the two barrel Solex carburetor on the late 2002s. The nicest thing to be said for these is that their bolt pattern is the same as Weber's 32/36 DGV. The K-jetronic is a vast improvement over the Solex (just as the triangular wheel was a vast improvement over the square wheel,

eliminating one bump per revolution). Other positive points: The K-jetronic is inexpensive, as Bosch fuel systems go. It is durable, at least durable enough to get through the 50,000 mile emissions warranty with minimal claims. It is simple, rarely stranding the motorist (the "tronic" in a K-jetronic was, for many years, a complete misnomer). It is simple because it is mechanical, which also meant Mercedes would use it (a brief, bitter experience with early Bosch electronic injection soured Mercedes on the technology for about two decades). And it can hold emissions to pretty close tolerances, which was why it was adopted by so many carmakers in the first place.

Unfortunately, its approach to emissions control is what makes it so unresponsive. When you open the throttle there is no rush of air and fuel like a carburetor gives you (thanks to an accelerator pump augmenting the rapidly opened butterfly). Rather, K-jetronic meters in a more closely controlled mixture, taking a few seconds to catch up to the changed demands. And when closing the throttle, it allows the motor to overrun as this produces far fewer pollutants than simply closing the throttle, which produces an emissions spike. (The spike was eliminated on carbureted cars with a dashpot, which was usually the first control the owner removed.)

A properly tuned L-jetronic system is far more carb-like in performance. Because switches are placed on the throttle plate shaft, the injectors can be told to squirt in more fuel the instant the plate is shoved open. And overrun is eliminated by turning off all fuel flow during idle-condition deceleration, until idle engine speed is reached. The penalty is higher cost and higher consumption, though the latter may be due to a more willing right foot.

BMW no longer uses K-jetronic, and its only appearance was on the 320i model. As these cars age and get

overhauled, more and more of them hit the streets with carburetors. It is ironic that the 320i engine performs best when backdated to 2002 configuration. I interpret BMW's abandonment of the K-jetronic as tacit agreement with my criticisms (Porsche has abandoned it also), and question why Audi, Volvo, Mercedes and other "premium" manufacturers continue to use it. It's fine in an appliance, but has no place in an automobile meant to be *driven*.

Well, never having seen a word of criticism in the automotive press about this efficient, sturdy and deathly boring injection system, I have remedied the omission.



South Puget Sound Poker Rally

by Dan Alvis

You Tacoma members asked for it. Now, at last, the rally/tour of Los Tacoma (less the Los). Get your car and camera ready for the BMW Fest Northwest rally and tour of the South Puget Sound area. The rally promises to be challenging but fun for the beginner and very picturesque. The winding route will take you through some of the most breathtaking views in the area. The tour will include the Point Defiance Park, the Narrows Bridge, Gig Harbor and the township of Cromwell. All in all, a lovely drive.

This will be a Poker Rally. There will be five checkpoints along the route. Each car will pick a card at each checkpoint. The best poker hand at the end of the rally wins. Some of the fabulous prizes already contributed are: a breath of fresh air, peace of mind and a case of mistaken identity. We are hoping for some consolation prizes as well.

The rally and tour will begin at 10:00 a.m. on July 2nd, Sunday, at the Quality Inn parking lot at the Tacoma Dome and conclude at Katie Down's Tavern at 3:00 p.m. Cars will be staged out every two minutes. The rally is not a timed event. In fact, you are encouraged to bring your cameras and take advantage of the five hours to complete the drive. The event will finish at the world renown Katie Down's Tavern on the Tacoma waterfront. Katie Down's is noted for its casual atmosphere, light seafood and killer pizza. The establishment is throwing in a keg of beverage and is looking forward to a parking lot full of Bimmers.

Although the rally and tour is a great event for the whole family, Katie Down's liquor license allows only those 21 or over. Families are encouraged to attend the rally but will need to make their own arrangements for dinner. If you have any questions, contact me at 535-8937 in Tacoma. Oh, and p.s., this is BYOB (Bring Your Own Bimmer).

After all lies are told and phone numbers of new acquaintances are exchanged, the event will conclude around 5:00 p.m. The northern contingent can still make the trek home for the six o'clock news, and get plenty of rest before the Driver's School at SIR the next day (the fun just won't stop). Hope to see a lot of new and familiar faces at this one.



Howdy, Neighbor

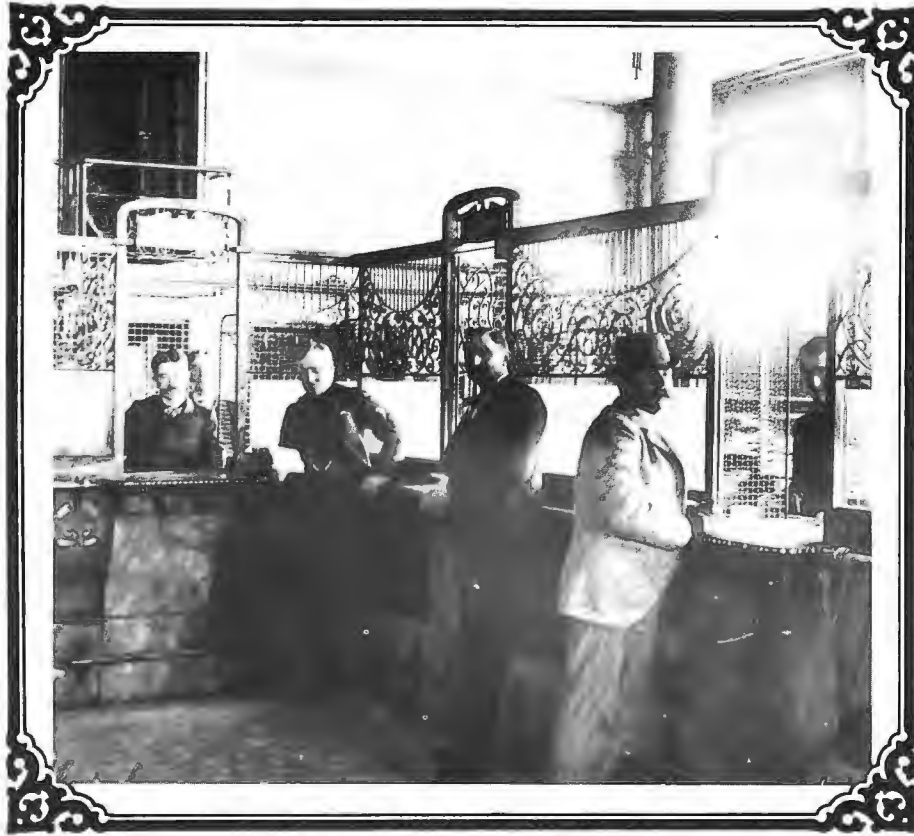


Photo provided by: Washington Historical Society

100 years ago, in the “good old days,” people looked for a safe and friendly place to keep their money. Today, members save at Weyerhaeuser Tacoma Credit Union (WTCU) for these very reasons.

If you are a BMW ACA member, you are eligible to join WTCU.

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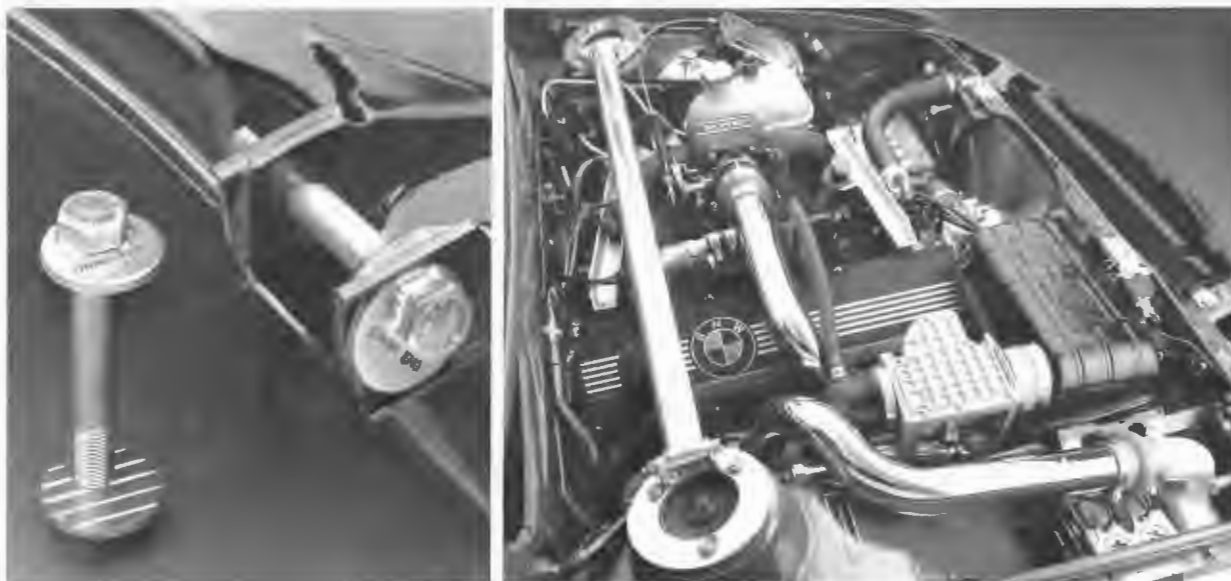
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What To Expect At Driving School

by Paul Touby

In last month's article I made frequent references to the feel of the car. Getting a feel for the car will be the main theme for this year's driving school. I believe that having a good feel for the car is the key element to driving a car in a high performance way. When I say in a high performance way I **don't** mean driving fast. What I am talking about is having complete control of the car at all times. Also, it means knowing what messages the car is sending you and knowing how to react when the car tells you that it is getting into trouble.

The drills at this year's school will be geared towards obtaining these skills. For the experienced track driver the drills will be geared toward refining those skills and learning some new specialized skills for track use. The best drill for acquiring a feel for the car is the skid pad. What a skid pad consists of is a section of track that has been watered down to make it slick. Having a slick surface will make it easy to put a car into a skid at a relatively slow speed. Hence the name skid pad.

The purpose of the skid pad is to help you get a feel for your car. That is what is so great about it. The skid pad is an environment where you can push your car beyond its limits in safety. This is where you learn how your car feels when it is about to lose control.

In the skid pad drill you will put your car into a skid, into a spin, lock up the brakes, and spin the tires. You will learn how to **recover** from all those mishaps! The instructors will take time to explain the physical events that lead to loss of car control and what corrective actions to take to regain control of the vehicle. This drill, along with a couple of other drills will prepare you for high performance driving.

After the morning drill stations you will then be ready to run the full track

in the afternoon. This is the part that most people enjoy the best. The full track session gives you the chance to put all that you have learned in the drill stations to use. For those that are first-timers to running the track, the instructors will teach the safest way around the race course. They will point out certain areas of the track that can get you into trouble if you are unaware of them. Those that are Level 1 or 2 will simply go on out and run the course. Of course, if you wish, you may have an instructor ride with you to critique your driving skills.

For those of you worried about mixing experienced and novice drivers

together on the track, don't worry. There will be separate sessions for different levels of ability. That way the new drivers can drive at whatever speed they feel comfortable without having to worry about more experienced drivers always catching up to them and wanting to pass.

Points to remember if you are going to attend the Driving School:

BRING A HELMET! All drivers and passengers must wear a helmet when a vehicle is on the track.

FILL YOUR GAS TANK. A lot of driving on the track can quickly eat a lot of gas. The nearest gas station is a twenty minute round trip.

PUT EXTRA AIR IN YOUR TIRES. Track driving puts a lot of stress on your tires. Inflate them to 36-40 psi. The instructors will help you

Registration Form BMW ACA Driving School At SIR July 3, 1989

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

Name(s): 1 _____

2 _____

Address: _____

City: _____ Zip: _____

Refund Policy: Full refunds until June 26th. 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

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

set the proper pressure when you get to the track.

TECH SESSION. Your car will be checked to make sure that it does not contain any defects that might cause a problem on the track. It would be a good idea for either yourself or your mechanic to give the vehicle a standard safety check. Common problems found during tech inspections include: batteries not properly secured, loose fan belts, low brake fluid level, badly worn brake pads, and loose wheel bearings.

Schedule For The Day

7:00-8:30 Sign in, get vehicle teched, park in pits and empty vehicle of any loose objects.

8:30-9:00 Ground school

9:00-10:45 First Drill Session

11:00-12:00 Second Drill Session

12:15-12:45 Novice Drivers' introduction to the track. Experienced Drivers' lunch break.

1:00-1:30 Experienced Drivers' track session. Novice Drivers' session.

2:00-2:30 Novice Drivers' session.

2:30-3:00 Experienced Drivers' session.

3:00-3:30 Novice Drivers' session.

3:30-3:55 Experienced Drivers' and Instructors' session.

4:00 Track closed.

A couple of final notes. For those of you that get your registration form in early you will be mailed a packet of information on the Driving School. Others will receive your packet at the track. Please try to arrive early so that your car can be teched in a timely manner.

If you have any questions about the Driving School, please feel free to give me a call at 854-1986. See you Monday, July 3.

Sports Car Open

The first annual Sports Car Open, sponsored by Puget Sound Tire and our club, was a great success. On May 20th 110 drivers and hundreds of spectators enjoyed an open track day blessed with sunshine. The BMW and Porsche clubs each had 48 drivers, with the balance coming from the Alfa club, SCCA and IRDC.

Two pro driving schools took part and several tire manufacturers had tires available to test. Vendor booths

dispensed information.

Denny Organ was event chairperson and did a fine job. The event went smoothly and remained safe. Joe and Candi Stubblefield of Puget Sound Tire were the other workhorses.

One of the most enjoyable things was getting to know some of the people from the other car clubs, especially the Porsche club. Nice people. But it seems that automobile enthusiasts are almost always nice people.

Plan to attend next year. But register early, it's bound to sell out.

—David Lightfoot



Concours d'Elegance

by Brent and Betty Wilde

Look that up in your "Funk and Wagnalls." Well we did and it isn't in there. No concours. So, we tried our "Britannica World Language Dictionary." There, we fared a bit better — **concours** (kon-koor')n. French 1. Course; meeting. 2. Competition; competitive examination. Elegance translates from French as smart or chic. So, we have a chic competition, a car show. Our annual BMW car show and competition. So polish up your pride and joy, dust off the engine and come on out to Chateau Ste. Michelle Winery in Woodinville, **Saturday** July 1st, beginning around 9:30 am. Yes, that's Saturday this year. You can enter your Bimmer in the concours, then go out and have a great time getting it dirty in the driving events.

This is a free BMW ACA event for the entire family. You can enter your BMW in the concours, check out the competition and vote for your favorite BMW. You can enjoy a picnic, stroll around the beautiful grounds of Chateau Ste. Michelle Winery and tour the winery facilities.

Chateau Ste. Michelle's license allows only the consumption of wine purchased there. Ste. Michelle wine may be purchased in the retail shop located in the winery. No alcoholic beverages may be brought onto the premises.

Driving Directions:

From Interstate 405, take the N.E. 124th St. exit at Totem Lake and drive east. Follow 124th St. down into the Sammamish Valley (watch for hot air balloons) to the Woodinville Redmond Road, turn left. Drive north toward Woodinville. At the Hollywood School House four-way stop turn left onto N.E. 145th St. Chateau Ste. Michelle is just past the bridge on the left. Continue past the main entrance



of the winery and keep left. As you start up the hill on 145th, turn left onto a small, tree lined lane. Watch for the concours area in a grassy field on your left after you pass the Carriage House.

We plan to continue the past practice of five judged classes — early 4 cylinder cars (1500, 1600, 2002, etc.); 320i's; late model 3 series (318i, 325 etc.); early 6 cylinder cars; and newer 6 cylinder cars (5, 6, and 7 series).

The maximum points available are as follows:

Interior

Passenger compartment	160 points
Trunk	80

Exterior

Body	40
Paint	50
Surface preparation	20
Problem areas	170
rocker panels, glass, bumpers etc.	

Engine Compartment

Head and block	25
Electrical components	15
Brake and steering	15
Cooling system	25
Firewall, fenders and hood	25
	<hr/> 625

Bonus Points:

One point per year, plus 1 point for every 5,000 miles.

Points will be deducted for dirt, damage, missing parts and visible wear. The judges will look for depth of shine and definition (mirror like reflection). The engine compartment will be checked for grease, dirt and corrosion. The judges will check the interior and trunk. Please remove seat covers, sheepskins, etc. before the hands-off whistle.

An enjoyable task in preparing for the Concours is polishing up that beauty you are so proud of. Some tips from the experts at Meguiar's makers of Mirror Glaze® products:

1. Your car's paint must be **clean**, so first wash the car and dry with a 100% cotton terrycloth towel. If you are unsure of the material in the hemmed edging cut it off. Polyester will scratch your paint.

2. Modern polyurethane and polyester paints may need different products than earlier lacquer, enamel and acrylic paints.

3. Do not use a wool machine buffer on dark cars. Buffer swirls will most likely result. Meguiar's markets a fiber-free foam buffer pad for use on low speed (1000 RPM) buffers.

Concours registration will be from 9:30 am to 11:00 am. After 11:00 am no cleaning will be allowed. The judging will begin at 11:30 am. About two to three hours later, award winners will

be announced in the following categories:

Class Winners — The top two or three cars with the highest point accumulation in each class.

Best of Show — the car accumulating the most points, regardless of class.

Entrant's Choice — the car voted to be the favorite by fellow entrants in the concours.

Spectator's Choice — the car voted to be the favorite by spectators attending the concours.

Plan on entering your BMW in the annual concours and enjoy a display of fine automobiles in a beautiful setting. We will see you on Saturday, July 1st.



In Munich recently BMW exhibited some futurethink, including a peek at an electric-powered *front-wheel-drive* 3-Series. But don't worry, that doesn't mean one of your favorite cars is going the way of the pencil sharpener. BMW just wants to show that should OPEC ever run dry, it will be ready.

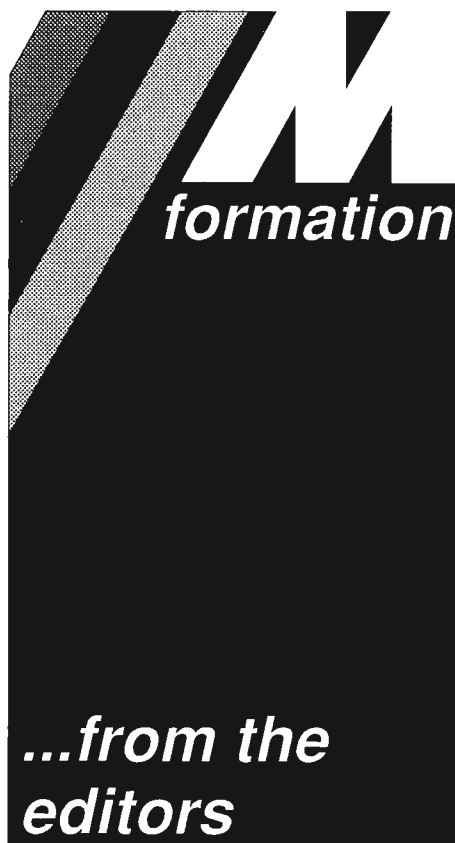
Munich's electric car is a joint project with BMW and Asea Brown Boveri (ABB), a battery manufacturing company. Contending current electric vehicles are too heavy, require batteries far too big and travel only short distances, ABB developed a 584-pound liquid sodium sulphur-celled battery which it says is feasible for road use.

Eight electric cars are in BMW's test fleet, all based on the 325ix and using an ABB direct-current motor, which develops 145 volts at 2400 rpm driving the front wheels. The prototype's transmission is a semi-automatic two-speed with no clutch. First gear is only needed for steep climbs.

BMW claims a 0-31 mph time of about nine seconds, a 62 mph top speed and a cruising range of about 93 miles on a full charge. Because the batteries are maintenance-free, ABB estimates the systems' life could be as much as 124,000 miles.

Installing the electronic system in the 3 was no easy task. In the conversion to fwd, the driveshaft tunnel is occupied by batteries and the fwd shafts were adapted to drive the front wheels. The rear suspension was modified to allow the 56-inch battery to be installed from below. This changed the shape of the rear seat because the battery protrudes into the cabin. Trunk space, however, was not notably hindered by the setup.

Headlights and blower motor are handled by a standard 12-volt car battery. The heating system is supported by a warm water heater in



partnership with a standard 3-Series heat exchanger. The engine and all of its power functions, charging systems, transmission and all power output functions are controlled by a BMW drive management system.

BMW officials acknowledged that an electric vehicle is not appropriate for everyday use as an exchange for the gasoline engine. They insist, however, that because of a low noise level and freedom from toxic emissions, future electric vehicles could be used in mass transit, trucking, rental fleets and by law enforcement officials.

BMW, which will handle all aspects of the testing plus studies of possible production and marketing, says it hopes to finalize development of its electric car by 1992.

—*Autoweek, May 15, 1989*

Autoweek showed a photo of a BMW styling exercise for the 535i. The full-scale clay model was done at FIZ, a BMW styling studio inside the new R&D center in Munich. Unfortunately the photo was too poor to reproduce here. The model was quite radical compared to the final production 5 and shows an encouraging aggressiveness not usually seen from our favorite marque.

BMW has unveiled a new safety-belt system in which, for the first time, the belt is actually part of the seat itself. Thanks to the clever geometry, the belt automatically adjusts to the position of the seat. Even the headrest is always in the correct location because it is linked to the height adjuster for the seat cushion.

The integrated safety belt holds the driver's body much more firmly than a conventional belt does, but the feeling of being strapped to the seat—which reminds one a bit of a full harness—is by no means unpleasant.

Other interesting features include a belt tensioner that prevents the driver's torso from jackknifing, a ramp-shaped seat bottom that eliminates submarining, and an unusually rigid seat structure. The power-operated safety seat will make its debut this fall in the pillarless BMW 8-series coupe, for which it was conceived. Step by step, the integrated belt should become available in less expensive BMWs.

—*Georg Kacher, Automobile*

Four hundred of BMW's M5s will be heading to the U.S. during the 1990 model year. Power comes from a 315hp version of the 5-Series' 3.5-liter inline six, and the car will be priced in the \$60,000-\$75,000 range.

—*Autoweek*

BMW Technik has a new boss, 37 year old Klavs Faust. Faust, who has degrees in economics and physics, was project manager for the Z1. He replaces Dr. Ulrich Benz who departed to command Porsche's R&D operations.

—*BMW CCA Roundel*

According to the German publication *Bunte Industrierte*, BMW is developing a "Volks BMW" series, smaller than the 3-Series and powered by a 1.4 liter engine with four valves per cylinder

—*BMWCCA Roundel*



BMW is investigating liquid hydrogen as an alternate power source. Along with the electric-powered 3-Series, it exemplifies the national concern in Germany over environmental issues, hydrogen being nontoxic and available in nearly unlimited quantities.

BMW's liquid hydrogen-powered 735iL, with its 3.5-liter inline six, carries its hydrogen in a 24.6 gallon tank in the trunk directly behind the rear seats. BMW claims this is capacity enough for a 186-mile cruising range. The fuel tank is insulated with 70 layers of aluminum foil and fiberglass mat to keep the liquid hydrogen at minus 487 degrees Fahrenheit—its most effective level. A dash gauge keeps the driver apprised of the hydrogen's condition and levels.

The fuel system in the 735iL was modified by the German Aerospace Research and Testing Institute. Chilled hydrogen is injected directly into combustion chambers with the cool, dense charge giving greater efficiency.

But a few details still need to be worked out. BMW officials say they would like to try a smaller car, but they can't reduce the size of the tank, so considerable modifications to the car's body would be required.

And ever since the Hindenburg disaster gave hydrogen a bad name in 1937, safety has been a concern. BMW claims the tank is strong enough to withstand impact. Fuel lines lie within the framework of the car for extra protection and fuel line joints are flexible to reduce breakage. In an accident, sensors automatically open the trunk, sunroof and windows, to circulate air and lessen the chance of an explosion. Said a BMW spokesman, "It's no worse

than being hit in a gasoline-powered car." Also, the cold hydrogen causes frostbite if it comes into contact with skin, even though, in theory, it would evaporate quickly once out in the open.

Like BMW's electric 3-Series, production of a liquid hydrogen-powered 7-Series is unlikely. Rather, it's an opportunity for BMW to study alternatives to gasoline powered vehicles—should the need arise.

—Autoweek May 22, 1989

BMW AG worldwide sales increased 26% last year to a record \$13 billion.

—BMWCCA Roundel

Paul Rosche, BMW's racing engine genius, sent an emissary to the U.S. to look for exotic engine technology for use in a special Formula 1 or Indy car project.

—BMWCCA Roundel

BMW reportedly has commissioned Paul Rosche to develop a V12 for use in Group C racing, and has March working on a new chassis for the 1991 season.



Spied in Carmel, Calif., by an *Auto-week* reader, this "Bigfoot" BMW 6-Series certainly appears to have what it takes to make an impression.



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Letters

Zündfolge

Letter to the Editors
Lucetta and David Lightfoot
2641 39th Avenue West
Seattle, WA 98199

Dear Lucetta and David,

I am now a staunch believer in the virtues of a clean engine and a factory recommended battery. This past month, while driving around town, my '79 320i started acting up. Unbeknownst to me, the battery cable was slowly being frayed due to a non-factory battery which was taller than recommended and left the cable no room for slack. Eventually the cable insulation wore off and the battery started to arc. As I pulled onto my street, smoke started coming out of the engine compartment. I immediately stopped the engine, unlatched the hood and with fire extinguisher in hand was ready to put out what I thought was a serious engine fire. Luckily, there was no apparent damage other than fried battery cables and a portion of the hood insulation was toasted. I had the car towed to BMW Seattle where they checked the entire electrical system for any potential damage. Fortunately, no major work was necessary except for replacing the battery cables and the foam insulation.

Coincidentally, there was another Bimmer in the shop — same year, same model — with the exact same problem as I had, except with more unfortunate results. The interior of the engine compartment was a total mess. The person who owned the car must have forgotten to steam clean the engine and the oil and grime probably fueled the fire. Thankfully, my engine was clean or I too, could have been singing the Burnt-up Bimmer Blues.

Sincerely,
JoAnn Frugé

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Gentlemen,

Please consider this letter as an application for membership in your club. In August of '88 I became the proud owner of a 1973 2002tii which I purchased from my brother. He had purchased it in Portland in 1976.

In September Dan Patzer and I rebuilt and balanced the engine and rebuilt the transmission, the body and interior are in almost flawless condition making the car about ninety-five percent restored. Dan threatened me with my life and dignity if I didn't join

the club, but I would consider it an honor and would have joined even if Dan hadn't told me to.

As the car now stands it has 250,000 miles, is Atlantic blue with beige interior and tii rims. As I now stand, I am twenty-three, work as a research technologist at the University of Washington, and currently living in Federal Way.

Thank you for taking the time to review this letter. I will be looking forward to hearing from you.

Sincerely,
Jeff R. Peterson

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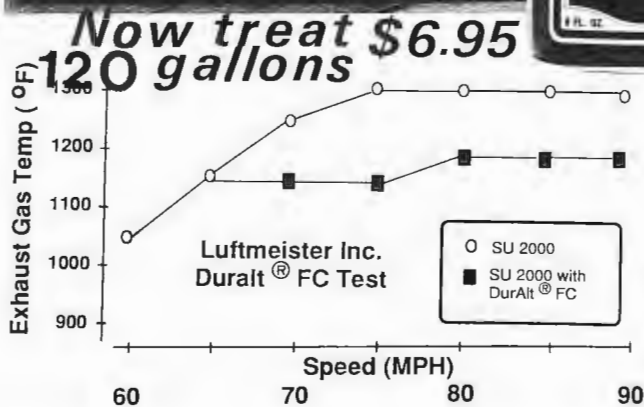
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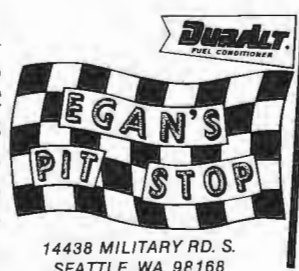
Equally important was the reduction in wear. While spark plugs would normally show considerable deposits after 24 hours at maximum throttle, the plugs in Bob's engine showed **none**.

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Driver Error To Blame For Unintended Acceleration, Say Canadians; U.S. Waffles A Bit

Automobile manufacturers are breathing easier after a National Traffic Safety Administration study concluded that the most likely cause of sudden acceleration is "pedal misapplications that may be aggravated by vehicle design." This is much softer language than that used by Transport Canada after it studied the phenomenon. The Canadians simply blamed driver error, without qualifications.

The year-long study found no electrical or mechanical cause for the reported incidents investigated that could not be controlled by braking.

While Audi (and other manufacturers) hailed the study's conclusions as vindication, others who have pressed the issue say the story's final chapter is yet to be written. Clarence Ditlow of the Center for Auto Safety blames cruise-control failures and says the NHTSA study supports his view. In this he is contradicted by George Parker, NHTSA defect investigation head, who noted that applying the brakes would cause two separate devices to disconnect the cruise control. No defects were found in these devices. Furthermore, many of the cars in the study didn't even have cruise control, yet had the same rate of sudden acceleration complaints as those equipped with cruise control. In addition, says Parker, half of the incidents occurred in reverse, when most cruise controls don't work.

As for solutions, NHTSA found that installation of the Audi-style shift lock on automatic transmission-equipped vehicles has "lowered significantly" the number of sudden acceleration complaints. The shift lock functions by requiring the driver to depress the brakes prior to putting the car in motion. The report recommended installation of the shift lock on all automatics.

The report also said that the accelerator and brake pedals could be spaced further apart and the brake pedal raised to better distinguish between the two pedals. But NHTSA's Parker says that doing so would increase brake reaction time, and thus may be trading one problem for another.

—*Motor Trend*

Electrical Tech Tips For Older BMWs

At least on earlier BMWs, a non-operating turn indicator, parking, or running light does not necessarily indicate a burned-out bulb. The problem might be a simple matter of corrosion on the spring tab which makes contact with the base of the bulb. After years of exposure to the elements, the corrosion can inhibit the flow of electrical current.

The cure is to remove the lamp assembly and carefully clean the places where contact is made. Use of fine sandpaper at the contact points, or judicious bending of the thin metal tabs might be just what is needed. Another point is that the front parking light assembly does not have a ground wire, but is grounded by the mounting screws. Use of a test lamp can help in determining the problem.

When removing the front assembly on a 2002, carefully mark one wire and its terminal before removing the second wire. The bulb is a double-element

type; one wire controls the low-intensity parking light element, and the other is for the much brighter turn signal. It's amazing how many are reassembled incorrectly—it happened to me. And, yes, it is possible for only one of the two elements to go bad. Not recognizing the effects of this problem can waste much time.

If the green indicator light for the turn signals in the instrument cluster lights only once when you use the turn indicator, and you can hear the flasher clicking, that is an indication that either the front or rear light is not working. The system is wired in this manner to tell you that one or both lights are not working.

If the turn signals stop working completely, first actuate the hazard flasher button ten or twelve times. The wiring for the turn indicators runs through the hazard control, and sometimes corrosion on an internal contact in the control can keep the turn signals from working.

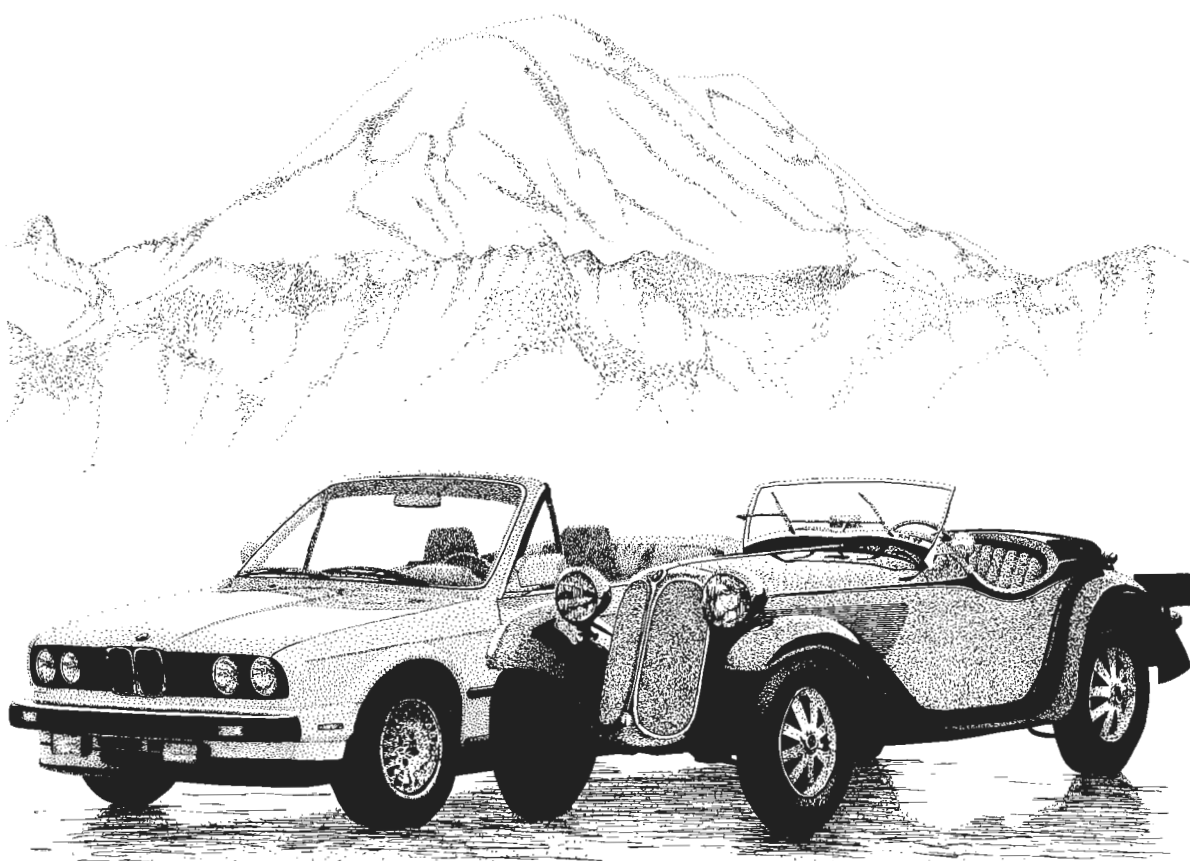
Finally, never do any electrical trouble-shooting until you do the following:

1. Carefully inspect every fuse in the fuse block to insure that the thin metal strip is intact. If you wear glasses to read, wear them to do this.

2. Next, tightly squeeze the two spring tabs which hold each fuse with the thumb and forefinger of one hand, and hand rotate the fuse several times. There is a tendency for corrosion to build up—sight unseen—which can stop movement of electrical current through the fuse. If that happens, none of the components controlled by that fuse will work. This is the standard 16,000 mile fuse check which has been learned the hard way by many owners of older BMWs.

— *Harman Fischer,*
BMW CCA, Bayou Chapter

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Tire changer and wheel balancer, almost new. Package price from Roger Kraus Racing is \$555 or \$445 + \$135 separately, plus shipping. I'll sell both for \$400 plus throw in a box of stick-on weights.

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Volvo 240 series factory trailer hitch, including ball, bolts to frame, fits 78-86 — \$90

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Ted or Joan Rodgers 432-2336, evenings

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FOR SALE: '72 2002tii by original owner. Anniversary Gold. 86,000 miles, all records. Good condition. Relocation to Japan forces sale. Best offer. Connie Hubbard (206) 758-7120.

FOR SALE: Set of four 6J X 14 stock BMW wheels for 318 or 325. \$400. Bill Linder, 393-3964 (W), 246-5292 (H).

FOR SALE: 2002: Bilstein sport shocks, \$320/set. 2 x 45 DCOEs set up comp., \$500. Rebuilt 4 speed, \$600 exchange. 320i: 3.9 limited slip, \$800. Stock mags, \$80 ea. 318/325: 14 X 6 TRX style mags, \$100 ea. (fit 2002). Stuff: 15 years worth of parted out 2000 4cs, 2002, 2000/1800, Bavaria/3.0 parts. Try me! Bill Proud 824-8242 eves.

FOR SALE: '76 2002 3.90 differential, good condition, \$150. Prima Flow rear muffler, \$25. 320i driveshaft, \$20. 363-0186.

FOR SALE: Six series front windshield, fully tinted, has some tiny pits, no cracks or chips. \$50. 643-0080, leave message, will call back.

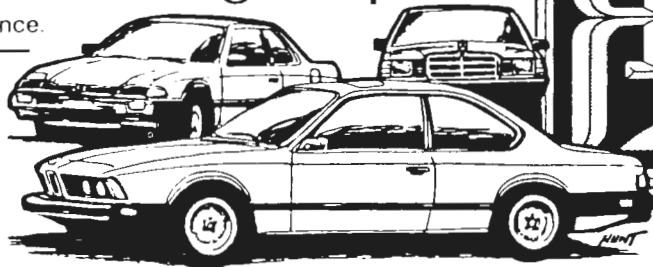
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The Parting Shot

Miami Police Capture An Unregistered Outlaw

by Dave Barry

Probably the greatest thing about this country, aside from the fact that virtually any random bonerhead can become president, is the American system of justice.

We are very fortunate to live in a country where every accused person, unless he has a name like Nicholas "Nicky the Squid" Calamari, is considered innocent until such time as his name appears in the newspaper.

Also, you have the constitutional right (the so-called "Carmen Miranda" right) to be provided — at the taxpayers' expense, if you cannot afford one — with an enormous fruit-covered hat.

But the most important right of all is that every criminal is entitled to a Day in Court. Although, in my particular case, it occurred at night.

Let me stress right out front that I was as guilty as sin. I was driving in downtown Miami, which in itself shows very poor judgment because most Miami motorists graduated with honors from the Moammar Gadhafi School of Third World Style Driving (motto: "Death Before Yielding").

So I probably should never have been there anyway, and it served me right when the two alert police officers fired up their siren, pulled me over, and pointed out that my car's registration had expired.

I had not realized this, and, as you can imagine, I felt like quite the renegade outlaw when one of the officers painstakingly wrote out my ticket, standing well to the side of the road so as to avoid getting hit by the steady stream of unlicensed and uninsured motorists driving their stolen cars with their left hands so their right hands

would be free to keep their pit bulls from spilling their cocaine all over their machine guns.

Not that I am bitter.

When he gave me the ticket, the officer told me that I had to appear in court. I had never done this before, so I considered asking my attorney, Joseph "Joe the Attorney" DiGiacinto, to represent me. Unfortunately, Joe is not a specialist in traffic matters, in the sense that — and I say this as a friend — he is the worst driver in the history of the world. I figured he might not be the ideal person to have on my side in Traffic Court.

JOE: Your honor, my client . . .

JUDGE: Wait a minute. Aren't you Joseph DiGiacinto?

JOE: Um, well . . .

JUDGE: The person who had driver licenses revoked by *three different states*?

JOE: Well, I . . .

JUDGE: The person who once, during a crowded street festival in New York's colorful Chinatown district, attained a speed of almost 45 miles per hour on the *sidewalk*?

JOE: Well, yes.

JUDGE: I sentence your client to death.

So I thought I'd be better off representing myself. I've watched "The Peoples Court" for years, and I pride myself on my ability to grasp the issues involved, even in complex cases involving highly technical points of law such as, does the dress shop have to take back the defective formal gown if the buyer got B.O. stains on it?

In fact, I have always secretly wanted to be a lawyer. I could picture myself in

a major criminal case, getting the best of my opponent through clever verbal sparring and shrewd courtroom maneuvers.

ME: So, Mr. Teeterhorn, you're telling us that you "can't recall" why you happened to bring a flamethrower to the bridge tournament?

WITNESS: That's right.

ME: Well, perhaps *this* will help refresh your memory.

WITNESS: *No! Get that thing away! Ouch!! It's biting me!!!*

OPPOSING ATTORNEY: I object, your honor! Mr. Barry is badgering the witness!

ME (cooly): Your honor, as these documents clearly prove, Rex here is a wolverine.

JUDGE (examining the documents): OK, I'll allow it.

But the night of my Traffic Court appearance, I had worked out a subtle yet crafty defense strategy: groveling. My plan was to beg for mercy and ask for the judge's permission to buff his shoes with my hair.

Only there was no judge. They herded us traffic violators into a courtroom with flags and a judge's bench and everything, but instead of an actual human, they had a judge on *videotape*. Really. I could have just stayed home and *rented* the American system of justice.

The video judge welcomed us to Traffic Court and explained our various legal options in such careful detail that by the time he was done, none of us had the vaguest idea what they were. Then some clerks started calling us, one by one, to the front of the room. I thought this would be my opportunity to grovel, but before I had a chance, the clerk stamped my piece of paper and told me to go pay the cashier.

That was it. Within minutes I was back out on the street, another criminal released with a "slap on the wrist" by our revolving-door justice system.

The first thing I did, back on the Outside, was make an illegal U-turn.



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