

**BMW ACA  
Puget Sound Region**

# Zündfolge

**September 1990**



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**Banquet to Feature  
Racer Kathy Rude**

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**Driving School  
in October**

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**Ray Korman's  
Day of Disaster**

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# WHAT WAS ONCE A SMART BUY JUST BECAME AN IMPECCABLE ONE.

THE BMW 3-SERIES STARTING  
AT \$24,650.\*

"The sound investment." In the financial realm, it usually refers to one of a number of blue-chip bonds. In the world of art, it can be anything from a Lichtenstein to a Van Gogh. And in automotive circles, it refers more and more to a single name: BMW.

The 3-Series BMW, for instance, has long been considered one of the better buys on the automotive market.

And this year, every 3-Series model will cost precisely what it did last year. Making it, in the face of inflation and cost-of-living increases, the best buy it has ever been.

The 3-Series BMW, of course, has always offered value on a number of levels. The things you can easily see, like its distinctive body lines and luxurious interior. The things a bit harder to find, like the precise tolerances and exacting machinery of its powerplant and chassis. And the things you can't

see at all, like the six decades and the millions of miles it has spent proving its roadworthiness on Europe's most rigorous racetracks and motorways.

So the next time you desire to broaden your base of equity, don't talk to your investment broker. Rather, we suggest that you consult your BMW dealer. He will demonstrate how a 3-Series BMW can not only help to enrich your portfolio, but also accelerate your pulse.



**THE ULTIMATE DRIVING MACHINE.**

\*MSRP for a 1990 325i 2-door is \$24,650. Actual price will depend upon dealer. Price excludes taxes, license, options, dealer prep, destination and handling charges.  
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## BMW SEATTLE

714 E. Pike St., Seattle, WA 98122 • 206-328-8787

Cover: The fabulous 850i. Look for a feature story next month.

# Inhalt

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## Stalls

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Activities/Calendar	2
Stalls <i>by Thomas B. Nast</i>	4
Annual Banquet	5
Driving Schools	6
Day of Disaster <i>by Paul Touby</i>	8
Motorsport Report <i>by Bill Muse</i>	10
 M-formation <i>from the Editors</i>	12
Board of Directors	14
Classified Marketplace	15

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# Activities

## Help Wanted: Apply Here

This club has hundreds of members, yet only a tiny percentage are active at any one time. Now is the time to change that. We're looking for some new blood, or more precisely, for some fresh ideas to guide the Club into the future.

How can you help? Glad you asked. There will be several vacancies on the board this year and we will need people to fill these positions. These spots do not require huge amounts of time (a couple of hours a week on average).

We especially need some help in membership recruitment and advertising. Success in these areas enables us to expand the magazine and thus enhance your enjoyment of the club. So if you can provide any help here, be it anything from distributing membership applications to potential members or calling on a few potential advertisers, please call a board member and get involved.

If you don't want a Board position, there are a lot of other ways to contribute. Perhaps you could chair an event, say a tour or a social function. You'll get to meet new people and have a lot of fun besides. The possibilities for involvement are unlimited. Remember the saying, the more you put into something, the more you get out of it? It applies here too.

Finally a special appeal to those who have been active in the past but are not now. Apparently there are a number of long-time members who have been critical of the way things have been run the past couple of years. Well, (and you know who you are) here's your opportunity to alter that!

Give a board member a call if you have any questions or would like to help in some way. Perhaps you have an idea for an event. We're open to all, and I mean all, thoughts on this. Remember, it's your club, and it needs your help, constructive input, and open exchange of ideas if it is to succeed. Thanks in advance your involvement and support.

-Tom Williams

# Calendar

September 22

**Multi-marque car show at Auto Gear** in Bellevue. Bring your Bimmer, enjoy the other cars, all at Auto Gear in Bellevue's Overlake area. See the accompanying article for more.

Sept. 28-30

**Victoria Tour.** There is still time to make arrangements to take part in this fun event. Call Gail Davidson in Victoria at (604) 652-1025; she can help with accommodation arrangements. Don't forget the welcoming party Friday night, the German feast Saturday night, plus the driving tour of the Vancouver area on Friday. If you have any questions you can call Gail or locally, Tom Williams in Seattle at 283-1056.

October 13

**Fall Driving School at SIR.** Last chance this year to run your BMW on the track. Both novices and experienced drivers are welcome. See the article within for more details.

November 17

**Annual Banquet** at the Select Grill in Lake Forest Park. An entertaining speaker, a silent auction, in addition to the chance to renew old acquaintances. A registration form and more on the banquet are in this issue.

## Auto Gear Car Show

Our friends at Auto Gear and the Overlake Fashion Plaza present their "Fall Classic Car Show." Our club is invited to participate as are these other marque clubs: Cadillac, Jaguar, MG, Mustang, Triumph, Citroen, Mini, Packard, Renault, Volvo, Lotus and Micro and Minicar. There's going to be some interesting machinery to view.

This event is low key and not judged like our Concours d'Elegance. There will be Peoples Choice awards for each marque and the trophies will be nice.

Uniformed security guards will protect your prize.

So clean up your special BMW and bring it out. There's no limit to the number of cars we can display. The event is scheduled for September 22nd, Saturday, from 10:00 a.m. to 4:00 p.m. The Overlake Fashion Plaza is located south of Sears in the Bellevue-Redmond area at 148th NE and NE 24th.

Call Jeff Girard of Auto Gear at 562-1800 for information. And stop by Auto Gear; they've got a nice new 535i model in 1/24 scale.

-David Lightfoot

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

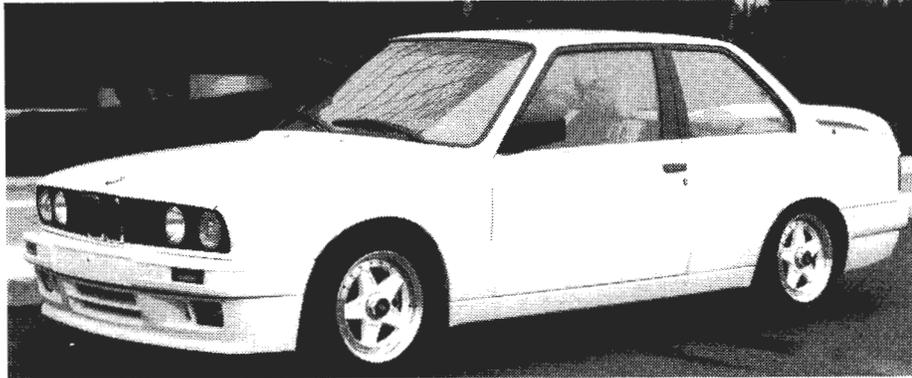
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# Stalls

by Thomas B. Nast

## Junkers of Jackson County (A continuing adventure)

Time for the annual roundup of the Junkers of Jackson County. This year's exploration took me back to Butler Ford, always a more agreeable experience than that inflicted by the miscreants which populate Hertz and Alamo, to name but two.

Late June found me back in Ashland, in 100+ degree weather. (This was good preparation for the 115 degree weather which greeted me in Albuquerque, and the turbulence I flew through on the way. With a little breasting and a few herbs, Colonel Sanders could have turned a tidy profit on me.) My June jalopy was a 1984 Pontiac 6000. Assuming Butler Ford rents this out so you won't be tempted to buy any cars from the General, it has succeeded beyond its wildest hopes.

Butler, you may recall, has a calibrated eyedropper with which rental cars are carefully fueled, so the first stop is at a gas station about a quarter mile away. No sooner did I leave Butler's parking lot than the oil light came on. Coasting into the station, it came on again. Later that day, I installed a quart of the cheapest 30 weight I could find. Now, the light would only come on during moderate (or greater) cornering, instead of during dips, potholes or any cornering. One day and two quarts later, the level was almost up to the "full" mark. The owner's manual described a 4-quart sump, so this car was delivered with less than a quart of oil in the engine. I'd love to see what the rod bearings in the Pontiac look like!

Continuing from the outside in, the once-silver paint had the appearance of shredded wheat, the lock was missing off the gas flap, the rear left tire had a large bulge where a blowout will soon occur, and the shocks were such that Dramamine should be a mandatory option.

The inside wasn't any better. The filthy seats were decorated with cigar-



ette burns in a pattern filched from Frank Stella. A 2"x4" wood block was thoughtfully included to prop up the collapsed armrest between the seats. Unusual for an American car, the air conditioning did not work (and this was certainly the the occasion to use it), and neither did the windshield squirter, which was just as well, since the "wipers" on this particular car were really a species of spreader in search of something moist to spread.

It wasn't until later that I realized that this Pontiac was a rare Burlesque Edition. Consistent with its being a stripper, the instrumentation consisted of the VW beetle set: a speedometer, a fuel gauge and a couple of lights. Not even a temperature gauge. The digital radio was especially eccentric. The left speaker was intermittent, and the right speaker could play anything at high volume, so long as it was below 120 hz. Mid-range and treble were not installed in this particular example. Neither was a "seek" function, something I expect to find on any digital radio. There wasn't even a light installed in the trunk.

It was without sorrow that I left this heap at the airport and departed for Elko.

When I returned in August Butler was down to the bottom of the barrel – the rental trade was so active that it actually had to dip into its stock of somewhat respectable cars. In this case,

I drew a 1987 Ford Tempo All Wheel Drive with 37K on the clock. Oh sure, there were little things wrong. A loose rear view mirror, an unsubtle exhaust system rattle, a bit of paneling peeling off the dash, a sticking rear left shock, for examples. But most of it worked, things like the radio, the a/c, and wipers that actually cleaned the glass. Best of all, the car would actually go around the corner in a moderately flat attitude (and without the oil light igniting), and with a few springs and shocks it might actually corner inspiringly. So this car may actually have been representative of its breed; it may not have been so trashed as to reflect more on its masters than its makers. Which is too bad.

For I regret to report, the AWD Tempo has shortcomings not offset by its acceptable handling and construction. For starters, it is slow, bog slow. Diesel slow. I drove a 4-cyl. Toyota Camry two weeks later, and the Toyota was a rocket compared to this Ford. And J. Edgar Hoover would have felt right at home in this Ford, so strong was its tendency to veer right upon even moderate acceleration. One would expect a more powerful motor in a car capable of developing such reserves of torque steer, but Ford has arranged an unhappy marriage twixt motor and chassis. And the brakes were spastic. While the front right locked up first and early, the rear drums were in no danger of locking up at all, having decided to spend the summer in Venezuela.

Finally, the AWD feature was no boon in the summer. Although operated by a dash switch (which turned off every time the car was turned off), some rather expensive-sounding clunks were known to emerge from the drivetrain after AWD was turned off while at rest. The AWD is hell in parking lot situations, about which the owner's manual warns you but it still limits the feature's utility. And no doubt the AWD is a reason for the car's truck-like turning radius.

# Annual Banquet

The Pontiac 6000 was so stepped-on that it is hard to draw any conclusions beyond the (lack of) quality of GM paint and the surprising fact that Pontiac will deliver a car with so little equipment installed but with such tolerant rod bearings. I find it extraordinary that GM builds cars with air conditioning but no gauge to show you when the a/c is overheating the engine. The Ford was a better example of what you get when the new wears off. I really wanted to like this car, as it is a viable alternative to Subaru (hell, *any* car is a viable alternative to a Subaru). I could even see my way to owning one if I needed a 4WD car one week a year. But its anemia and torque steer, not to mention disturbing drive train 'clunks', prevent this from being a car I could love, or even respect in the morning. Ford, I'm disappointed. GM, I'm not surprised.

## Banquet Reservation Form

Select Grill, Lake Forest Park  
November 17th, 1990

Number of dinners:

\_\_\_\_\_ Prime Rib at \$25.00

\_\_\_\_\_ King Salmon at \$25.00

All dinners include salad, roll, potatoes, fresh vegetable, chocolate mousse, tea or coffee.

Name(s) \_\_\_\_\_

Phone \_\_\_\_\_

Please make check out to:  
BMW ACA Puget Sound Region

Mail to:  
BMW ACA, P.O. Box 1259,  
Bellevue, WA 98009

## Select Grill Site Of Annual Banquet

The Select Grill at Lake Forest Park will be on the site of this year's club banquet on Saturday, November 17.

As per custom, there will be a speaker and a silent auction for your enjoyment.

A no-host bar will be provided beginning at 6:00 p.m. The silent auction will be held from approximately 6:15-7:30, with dinner served immediately afterwards.

As for the dinner, there will be two choices available: broiled salmon or prime rib. Each comes with salad, baby red potatoes, seasonal vegetable, roll, and dessert (chocolate mousse!), plus coffee or tea. The complete dinner including dessert, tax, and gratuity is \$25.00. A registration form is elsewhere in this magazine. Just send it in with your check, payable to BMW ACA, so that it arrives no later than *Wednesday, November 14th*.

Plenty of free parking is available at the restaurant, so let's have a big turnout for the club's premier event of the year. If you have any questions about the banquet, please call Tom Williams at 283-1056.

## Silent Auction Items Wanted

In the past our silent auction has relied primarily on donations from our supportive business friends to run the silent auction. However, we all know there are a lot of talented and successful people in our club who might wish to donate a product or a service to the silent auction. In the past we've had everything from gourmet chocolate to preparation of a tax return donated, so the possibilities are endless. If you'd like to donate something, please send a short letter to the club P.O. Box stating what you'd like to donate. Your support of the club is greatly appreciated. If you have any questions about this, please call Tom Williams at 283-1056.

## Kathy Rude to Speak at Banquet

The November 17 banquet at the Select Bar and Grill in Lake Forest Park is the BMW Club's prelude to the holiday festivities. This evening will be a time for club members and guests to socialize, swap car tales and enjoy a pleasant dinner. We are pleased to announce Kathy Rude, renown sports car driver, will be our guest speaker. Kathy is a world class driver having raced competitively and is now a principal in Kathy Rude Advanced Driving Techniques driving school.

This lady is an accomplished driver! Kathy's list of accomplishments include being the first woman to win a Formula Ford race, the only woman to win at Daytona, setting lap records at Charlotte Motor Speedway and Long Beach (1985 Toyota Pro Celebrity race) and driving numerous PPG Indy car Pace Cars. The list of accomplishments goes on and on for this world class driver. Her first hand experiences will be interesting and informative.

So, ladies and gentlemen, reserve the evening of November 17 and join us at the BMW Club banquet. Kathy Rude's hubby, Ludwig Heimrath will be joining us so it should be a fun evening for all. As you race fans know, Ludwig is a competitor on the CART Indy car circuit. See you at the Select Bar and Grill on November 17!



## Fall Driving School

by Paul Touby

This year's Fall Driving School is scheduled for Saturday, October 13th, at SIR. I won't go into a long spiel trying to sell the school. I already did that earlier in the year. However I would like to reemphasize that we are not trying to teach you to become race car drivers at this school. What we are trying to teach is how to handle an emergency situation when you are behind the wheel of your car. I will therefore give you an explanation of what will be going on at the school, and what each phase of the school will be teaching you.

The first thing you will do is attend the ground school and tech inspection at Seattle BMW on Saturday October 6th. The time and further details will be sent to you after you register. The purpose of the ground school is to acquaint you with the different aspects involved with high performance driving. The tech inspection is to make sure that your car is in safe condition for the hard driving that it will encounter at the track. Now some people have expressed reservations about that hard driving that they will do at a driving school, and the negative affects that it might have on their car. All that I can say about that is if your car is in good shape, then the only negative affects that your car will suffer is some higher than normal wear on the tires and brakes. For those of you that have engines with high miles, you will probably burn up more oil than usual. For people whose cars are not in that good of shape, they do run the risk of breaking something that is near the point of failure. However, how hard you run your car is entirely up to you. In no way do we try to make you drive faster or harder than you want to.

Next it's on to the Driving School itself. Below is the schedule that we will be running on the day of the event.

## Track Events

7:30- 8:30	Registration
8:30- 9:00	Drivers meeting
9:00- 9:50	Drill Station 1
10:00-10:50	Drill Station 2
11:00-11:50	Drill Station 3
12:00-12:30	Lunch
12:30-12:55	Group A - Intro to track
1:00- 1:25	Group B
1:30- 1:55	Group A
2:00- 2:25	Group B
2:30- 3:10	Group A
3:15- 3:55	Group B
4:00- 4:25	Instructors
4:30- 5:00	Instructors & Level 1

The heart of the Driving School is the drill stations. This is where you will learn how to interpret the messages your car sends you and react to them. Drill Station 1 is the skid pad. Here you will learn how your car feels when it is about to slide or spin. You will also learn how to take corrective actions to recover from a skid or spin.

The second drill station is a combination of accident avoidance and handling course. In the accident avoidance drill you will learn to use your vision properly to help avoid an accident situation. The handling section teaches you proper driving and handling techniques.

Drill station 3 is an introduction to the back side of the track itself. Here you will learn a little about the course at SIR and work further on proper driving technique, concentrating on driving a corner properly and downshifting smoothly.

After a short lunch break, the afternoon will consist of full track sessions. The novice drivers will be introduced to the track by the instructors and then be given an opportunity to drive the full track themselves. After that two groups of drivers will alternate track sessions giving everybody plenty of time to work on all the skills that they have learned in the morning.

### Notes to First Time Driving School Students

If you have never been to a driving school before you must attend the ground school. If for some reason you are unable to attend, call the event chairman to make other arrangements. You must have a helmet to drive on the track. If you don't have one or are unable to borrow one, call the event chairman to check on the availability of loaner helmets. Be prepared for foul weather. You will be required to empty your car of any loose objects. Bring



along some plastic bags or tarps to cover your stuff in event of rain.

More details will be supplied in the letter that will be sent to you after your registration is received. Remember, the Fest Driving School was a sell out, so get your registration in early to assure yourself a spot in the Fall Driving School. If you have any questions please feel free to give me a call at 752-7549 in the evenings.

## Other Track Events

### Portland

The Portland chapter of BMW ACA is hosting a track day at Portland International Raceway on October 28th, Sunday. Portland is a fun, flat, well maintained track that is part of a city park.

Portland chapter track events are always a good value (track rent is cheap since the municipality owns the track). Their club requires Snell 80 helmets and fire extinguishers mounted in the car.

We are invited to attend but make sure you reserve in advance. Call Driving Event Chairman Doug Wilson at 503-297-6625 for information. Also call Tech Chairman Rick Parmeter at 503-644-5297 to arrange for safety inspection for your car.

BMW Clubs from Eugene, Boise, Spokane, Vancouver as well as Seattle are being invited to participate. Saturday night before the track day, BMW fans from all over will gather for dinner at the Reinlander Restaurant, 5035 NE Sand Blvd. in Portland. Time is 7:00.

### Alfas at SIR

The Northwest Chapter of the Alfa Romeo Owners' Club has invited us to participate in their Ralli-Round Time Trial on September 29th at SIR.

## Fall Driving School October 13, 1990 Registration Form

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

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

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

Phone: Home: \_\_\_\_\_ Work: \_\_\_\_\_

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

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

Track Driving Experience:	Driver #1	Driver #2
None	<input type="checkbox"/>	<input type="checkbox"/>
Have attended club school	<input type="checkbox"/>	<input type="checkbox"/>
Other track experience	<input type="checkbox"/>	<input type="checkbox"/>
please detail _____		
Level 1 or higher	<input type="checkbox"/>	<input type="checkbox"/>

*Deadline is October 6th*

Make checks payable to BMW ACA

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

Send registration form and check to: Paul Touby, 3517 S. 8th, Tacoma, WA 98405

- \$ 75 Single car and driver
- \$110 Two drivers, single car
- \$100 Single car and driver, non-member
- \$135 Two drivers, single car, non-members

Schedule for the day is 7:45 a.m. for Registration and Technical Inspection, 8:45 for Drivers' Meeting and on to the track after that. Usually, the Alfa club events include a warm-up open track session in the morning and time trials in the afternoon. Time trials means only one or two cars on the track at a time. Each car is timed for two or three laps. Prizes are awarded to the fastest. This format means less track time than our club events but it's fun to compete against the clock and against other marques of cars.

Cost is \$70 per car per driver. Street legal mufflers are required and you must drive a BMW. Snell 1975 or later helmets are required. For information call Joe Faherty at 848-8324 or Chuck Lewin at 821-0299.

### Westwood

In the mountains near Vancouver, B.C. sits one of the most challenging and beautiful road racing courses in North America. And this is your last chance to drive at Westwood Racing Circuit as the track is to be closed after this season due to encroaching development.

This last chance is provide by the West Coast Chapter of the BMW Car Club of Canada. The event date is September 30th, Sunday. For information, call Bill Dick at 604-266-4848 or Hubert Kan at 604-266-1824. Bill and Hubert are also members of our club and have attended many of our events at S.I.R. As this is the weekend of our Victoria Tour, you could combine the two and have a hell of a good time. Fee for the day is \$50 Canadian.

Leading up to the race in Portland, Ray Korman and his M3 hadn't been faring too well. In the first five races of the year for the Grand Sports division of the Firestone Firehawk Endurance Championship for Showroom Stock cars, the best that Korman could manage was a 7th place in the first race of the year at Sebring. But after last year's win at Portland, Ray and his team was looking forward to having a good run.

Things looked real good with Ray qualifying his car in the #2 position on Friday. However, when I visited Korman's pits on Saturday there was a bit of confusion. The problem stemmed from the fact that Ray only brings two or three pit people with him when he travels to race at Portland. He usually fills out the rest of the crew positions with volunteers from the local area. In the past, these volunteers had usually made contact with Ray long in advance of the race. They were usually other racers who had experience with getting a car ready for a race. However, this year's group of volunteers was hastily assembled at the last minute, and to me, it didn't appear that they were experienced in doing this sort of work. Just a couple of hours before the race, the crew chief was going over pit stop procedure with them, while Ray was practicing the driver change with his co-driver. This was something that I hadn't seen in the previous years that I had visited his pits. But I thought that his main crew people would have the car all ready for the race and that the volunteers shouldn't have any problems handling the pit stops. Unfortunately, that didn't prove to be the case.

The race preceding the Firehawk race was for Touring Sedans. There were two BMWs entered in the race, both of them 325is'. The entry of Charlie Downs was an absolutely beautiful car. It had a fresh, meticulous black paint job featuring full M-Tech body work. Even the engine bay was spotless. From the looks of it, I would guess that this was the car's first race.

## Day of Disaster

by Paul Touby

But it was a runner, it sat 6th on the grid about 2 seconds off the pole-setters pace. Also, it was interesting that even though this was an IMSA sanctioned race, there were a number of SCCA International Touring Sedan cars entered. They were listed as non-standard class on the score sheets. Generally the SCCA cars were about 10 seconds a lap slower than the IMSA cars. There was one 2002 in that group.

At the start of the race the 325is that Downs was driving was passed by a number of cars down the main straight. This always seems to happen to BMWs at Portland. The green flag is dropped and other cars just seem to have better acceleration and simply out drag the BMWs to the first turn. Then the BMWs start to repass those cars when they get up to racing speed. Anyway, back to the race. Downs was in about 10th place after the first lap. He then began to chase down the cars that passed him at the start and pass them at the rate of about 1 car every 2 laps. By the halfway point of the race he was up to 6th. But by then his engine started to cut-out and miss badly in the corners. But he doggedly hung on to finish the race. Meanwhile the 2002 was eating up the other cars in his non-standard class. I didn't keep tabs on how the BMWs finished because there was such a fantastic race for first place that I keep my eyes on that most of the time.

By the half way point of the race it

had boiled down to a battle between Garth Ullom in a Eagle Talon and, right behind him, Pepe Pombo in a Nissan 240SX. At about that point Pombo passed Ullom under braking going into turn 1. But immediately after that going into turn 2, Ullom tagged Pombo in the rear bumper causing Pombo to get sideways and allowing Ullom to pass for the lead. Towards the end of the race Pombo again passed Ullom going into turn 1. And again Ullom tagged Pombo from behind, this time going into turn 4. But Pombo was ready for Ullom that time. When Pombo was hit from behind he immediately hit the brakes causing Ullom to again hit Pombo in the rear. That helped Pombo to keep the car straight and slowed down Ullom enough to keep him from passing. From there Pombo held off Ullom for the win. A most exciting race.

Then came the main event of the day, the Firestone Firehawk Endurance Race for showroom stock cars. There was a very large field of 56 cars that took the green flag. The entire mile long front straight was filled with cars at the start of the race. There were so many cars on the track that the back markers were being lapped within four laps. In the race itself Ray Korman in his M3 got off to a typical BMW start, getting passed by four cars at the drop of the green flag. Ray pretty much paced himself and stayed in 6th place for the early part of the race. About 20



Charlie Downs' 325is Touring Sedan.

minutes into the race Ray got the car loose coming out of turn 3 and lost two more places. This put him in 8th place which he maintained for a while. With about an hour gone in the race Ray began to make his move. He started to pick off the cars ahead of him one by one. By the time he came into the pits for fuel and driver change he was in third place.

The pit stop went smoothly with Ray giving way to co-driver Mike Ham. When everything got sorted out with all the pit stops by the leading cars completed Mike was still in third place about seven seconds behind the second place Porsche, but a full 25 seconds in arrears of the leading Porsche. Mike was cutting the time down between himself and the second place Porsche little by little. Unfortunately a couple of Camaros decided it was time for them to make their move. So while Mike was making up ground on the Porsche, the two Camaros managed to get around him, pushing him back to 5th place.

Then Disaster struck. Mike had a run-in with a Honda in the back part of the track causing him to go off the track and run over some curbing. That incident left him with a bent tie-rod. So it was into the pits for a lengthy stop to replace the tie-rod. With the new tie-rod in place, Mike went back out onto the track. But within a couple of laps he was back in the pits. This is when disaster nearly struck, and the inexperience of the pit crew working together really showed. From my vantage point across from the pits it appeared that Mike's radio was out because he was talking to the crew chief through the window. Now, for some reason, the fuel team began to put more fuel in the car. In the meantime Mike and the crew chief had finished their discussion. A crew member standing in front of the car then signaled Mike to head back out onto the track, apparently not knowing and not seeing the fueling going on at the time. Mike, also un-



aware of what was going on, began to leave the pits. When he took off that pulled the fuel nozzle out from the car and sent the fueler scurrying. It was fortunate that Mike noticed the commotion and stopped quickly. The gas cap was replaced on this car and out he went again. Unfortunately that wasn't the end of his bad luck. A few laps later he again had an off track run over the curbing, this time punching a hole in the oil pan. So that was the end of the race for him.

But that still wasn't the end of misery for the Korman crew. Towards the end of the race, Ray decided that he was going to drive the second car the rest of the way. The car came into the

pits, was serviced, Ray got into the car, was ready to leave when a IMSA official stood in front of the car and held him up. Again the inexperience of the crew showed up. IMSA was giving Ray a time penalty for having too many crew people over the wall. After that Ray went out onto the track and soldiered home in 19th place. The car with the punctured oil pan was placed in 41st place, amazingly enough ahead of three cars that were still running at the end of the race.

From the highs of winning the race the year before, to the downer of this year's race has to be a big disappointment for Ray. But hopefully he will be back next year and have better luck.



*The Korman Autoworks' M3.*

This place is flat, dry, dusty and covered with corn! My God Toto, this must be Kansas! Dorothy wasn't the only one looking for the yellow brick road. On the weekend of August 4th and 5th, a group of our guys were doing their imitation of those well-known characters, Tinman and Scarecrow.

Actually Terry Flanagan and Mike Helton left the Emerald City in search of Heartland Park, outside of Topeka, to pit their hearts and brains against a national group of drivers in the I.T. Pro-Vee Shootout. This new 2.1 mile track was described as "great", and 47 cars from all over the USA rolled out for this new SCCA event.

Mary Lee Helton greeted Steve Ingersoll, Larry Nobles and crew chief Brian Parks after a "very long tow" of the three cars that they took to this race. She also gave me the results for this report. The first heat was a good race with Terry finishing 4th and Mike coming in 6th. The second heat, however, turned into a disaster. This heat was started with an inverted grid, the winners of the previous heat going to the back, and with the faster cars and drivers trying to get to the front, a lot of tin was bent. In fact it started on the pace lap and continued throughout the race. The outcome was not good for the local boys! Mike lost a transmission and clutch and finished in 2nd gear. Terry didn't fare much better when his throttle linkage broke.

The three crew members worked into the night and put a transmission together only to have it break again in the warm-up laps on the fifth. The crew got this fixed and had Terry's ITA car ready after fixing the fuel pump, and he finished third in the "last chance" extra race.

With this great crew work the cars were ready for the Feature Race on the afternoon of the 5th. Both cars got a good start and Terry was running 4th behind the New Jersey Volvo from Hell and a very quick VW Sirocco that



# Motorsport Report

**Bill Muse**

most of the ITB drivers had protested as being a "little too quick" for a Sirocco. Mike was in 5th behind Terry and a CRX was running 6th. The CRX had tried the whole race to pass Mike but couldn't get by him and his 2002, so on the last corner the CRX driver remembered that old Japanese war cry, "Bonzai", and tried to go through. Unfortunately what he went through was Mike's rear quarter panel, and spun them both out of contention. Terry held his place and finished fourth. "I guess it was fun. Came home with three unraceable cars that look like they were in a demolition derby. We will be back on the track for the September 8th Double Regional at PIR if #17 gets a transmission, and #1 ITB gets two doors and front glass and if #1 ITA gets doors and a rear quarter panel." Sounds to me like the Wicked Witch had a friend she was trying to help along in his new career, namely the Tinman!

Mary Lee hopes that next year the race stewards will clamp down on the overly aggressive participants, and give fines for hits. This might reduce what would seem to be a high level of carnage for a roadrace. She would also like to thank the crew for their hard work, and I would like to thank her, Terry, Mike and the Munchkins for representing the BMW ACA Puget Sound region so well. We may not give you any money, and we don't help in your efforts, but we will certainly try to share in your glory by offering our moral support. Sure you would rather have money, I know doors and trannys are expensive, but hey, even our moral support check would probably bounce!

There was also a lot going on further east of Kansas. At England's Brands Hatch race course, round 7 of the Esso British Touring Car Championship took place on July 22nd. In qualifying, John Cleland and Chris Hodgetts headed Class B with a pair of front wheel drive Vauxhall Cavaliers. Cleland set their best at 49.55 sec. in the afternoon. The competitiveness of Class B was demonstrated as 1 second in time covered the first 11 cars in class B qualifying. That's close! Even closer was the .04 seconds that separated the three Pyramid BMWs in this group of eleven.

The Class A Ford Sierra led the race but the main action was in the Class B cars. Lap after lap a train of seven cars chased each other with Sytner's M3 leading Cleland's Cavalier. Cleland said later that "The way I was having to push, it might have needed a tire change". That decision was never made however, since the Cavalier suffered a driveshaft failure after 22 minutes. After the mandatory pit stops had been completed, the Prodrive BMWs resumed in their leading formation with Luby over Burt by 3 seconds. Berridge took over the second Cavalier and was soon back in the thick of the Class B action. At the end of this 73-lap race, the finishing order was -



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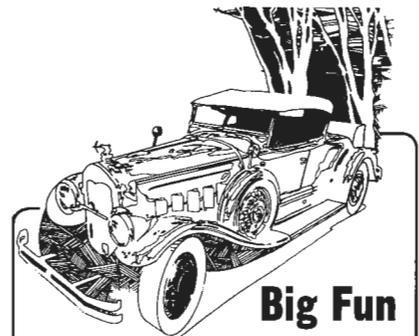
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Both of the disqualifications came as a result of over-size fuel tanks. On August 9th, at Diepholz, Cindy (someone suggested that should be the new name for the re-united Germans, better than West Poland I guess), Kurth Thiim and Joachim Winkelhock scored victories for Mercedes and BMW respectively in the 17th and 18th rounds of the German (or Cindy) Touring Car Championship.

At the start of the first race Johnny Cecotto made a flying start and led the pack down to the first corner, followed by Thiim, Hahne and Heger. Thiim slipped by on the second lap while Hahne pitted to change a damaged tire. After 15 laps Thiim was just clear

of a train of five BMWs. The quintet was reduced to a quartet when Schmickler stopped with rear suspension damage. Meanwhile Heger had ousted Cecotto for 2nd place. The final phase of the race was action-packed. First Heger took to the grass with locking brakes and dropped to 8th. Then on the last lap there was mayhem at the chicane when Soper collided with Ludwig. Wendlinger was also involved in this bit of Kansas-style driving. Soper and Ludwig just made it to the finish line. Behind the Merc of Thiim there were the BMWs of Cecotto, Giroix, Winkelhock, Heger and Kreutzpointner. Although Thiim performed the best start from his pole position,

the Dane's chances of winning the second heat too went away, just as did his car at turn one. By the time he could get back on the track he was at the end of the field and out of it. Heger was in the lead at the end of the first lap followed closely by Winkelhock, Rohrl's Audi, Cecotto and Cudini. The Frenchman soon slipped by Cecotto but retired on the 15th lap with ignition trouble. In the meantime Winkelhock had taken the lead from Heger. The Bigazzi pilot pulled away from his Linder Team rival to eventually cross the finish line 5 seconds ahead. A disappointed Hans Stuck came home 8th losing his championship lead to Cecotto, who finished third. In fourth place was Lafitte, BMW; fifth Hahne, BMW; sixth Ludwig, Mercedes; seventh Kreutzpointner, Mercedes; and eighth, Stuck. In the next report we will have the results of the Italian Touring Car Championship, rounds 13 and 14.

German rock band 'Von Shocker' have a close affinity with BMWs. As lead singer Rudi Heitz said, "The Mercedes is either an old man's car or a truck. A Porsche is for men with chest hair, you know what I'm saying. An Audi is for people who can't afford anything better. VWs, I mean, what's the point? But the BMW is a way of life."

Just how closely associated Von Shocker have become with BMWs is displayed in many of their songs. Here's an extract from one of their ditties entitled "Where's the petrol";

*Cruising down the autobahn/ With Heidi at my side*

*Just two hundred kilometres/ let's see if she'll slide*

*In my BMW/ A supercharged three/ Supercharged three.*

*In my BMW/ You'll never catch me/ You'll never catch me.*

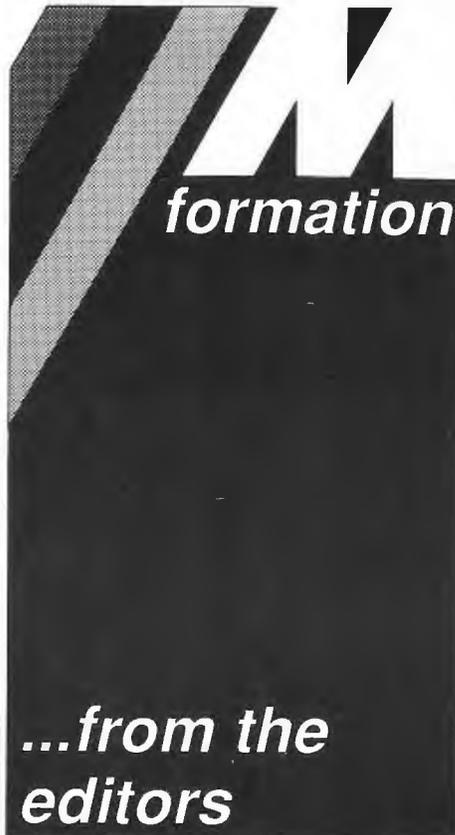
©Von Shocker Sounds 1987.

Although their following is very selective, it is growing all the time. Some of their more enthusiastic fans buy 2002s, 3.0 saloons, or coupés, paint them black, put the band's logo on the hood and install a Blaupunkt New York sound system and then of course play Von Shocker's tapes. When the fans get together they drive in convoy through the cities where the band is playing.

The Band's cars: Rudi Heitz (lead singer) 3.0CSL. Manfred Manther (drums) 2002tii. Peter Verner (guitar) 2002 Turbo. Klaus Harmer (guitar/keyboards) 2800CS. All are finished in black.

The Mercedes articulated truck that carries their equipment has had its three-pointed star substituted by a kidney grille. (*BMW Driver's Book*)

The new M3 will debut in 1992 and will probably use the 2.5 liter four cylinder engine currently found in the M3 Sport Evolution. (*Roundel*)



BMW NA has rejected a dealer request to put the BMW logo on condoms. (*Automotive News via Roundel*)

An automatic top for the 3-Series convertible is available in Germany as a \$750 option. The top will be standard equipment on 325ics sold in the U.S. in 1991. (*Roundel*)

The 8-Series convertible is scheduled for introduction in Europe next summer. The wheelbase is shorter than the 850i coupe. A two-seater, it is aimed directly at Mercedes' SL. Except there will be no pop up rollbar. The BMW will make do with a very sturdy windshield surround.

The top will be power operated. An optional hardtop will be available. It is made of aluminum and composites and has a heated rear window, a sunroof and a clip-on rack for skis or bikes. Price will be about \$90,000. (*Automobile*)



BMW AG's Director of Finance, Volker Dopplefeld has reprimanded R&D head and fellow board member Wolfgang Reitzle. It seems that Reitzle violated the company's hiring freeze and did not meet return on investment goals for the new 5 and 7-Series cars.

This may be early political jockeying as either Dopplefeld or Reitzle will probably succeed Eberhard von Kuenheim as Chairman of the Board when he retires in two years. Dopplefeld is a conservative 59 year old who has criticized recent BMWs for being too complex and expensive to build. Reitzle is a 40 year old engineering whiz with lots of ideas but little experience outside Germany. (*Roundel*)

The use of plastics in engines is expanding rapidly, with BMW likely to become the first company to sell cars in the United states with plastic intake manifolds installed on engines, while Ford is testing Fiesta in Europe with a 1.0-liter, four-cylinder engine using many plastic components.

BMW has a recyclable thermoplastic intake manifold already in use on 520i and 525i models in Europe. The 2.5-liter, 24-valve engine produces 192 hp. The plastic manifold weighs less than half of what an aluminum manifold weighs.

The company believes it is the only one with a plastic intake manifold on a production vehicle. It will debut here in 1991 on BMW's next-generation four-valve engines.

The manifold is produced using a low-pressure, injection molding process. Plastic is injected around a metal core. Heat is applied and the metal, with a lower melting point than the plastic, is removed. BMW claims the plastic material can withstand temperatures of 842° F. (*Autoweek*)



Here are the best photos so far of the new 3-Series. The four-door will be available in Europe in Summer '91, look for introduction as a '92 model for the U.S. The coupe version, which has considerably different styling than the four-door, will follow by about six months. A convertible and wagon (Touring) will also be available in Europe. It remains to be seen as to what BMW NA will decide about the wagon.

The new 3 has substantially better aerodynamics than the current car and is quite a bit bigger in all dimensions. The four ellipsoidal headlights hide behind a faired-in cover. The coupe will feature frameless doors and no pillar, ala the 850i. *(Car)*

BMW's Motorsport subsidiary builds 2,000 cars a year in a small building with hoists but no production line and utilizing only 72 craftsmen. Two man crews take from four to six weeks to assemble an M3 or M5. The work is so specialized that quality control inspectors can identify the car's builder by the subtle nuances of the craftsman's work. *(Roundel)*

"Vivid acceleration, irresistible passing performance, and a relentless autobahn stride combine to make the car (the new M5) a dominant road-going entity. This is the stuff of delusions of grandeur, but it's done so subtly, and with such remarkable restraint, that the car seldom triggers the tribal envy or social outrage that a Corvette or Ferrari will. For the plebs out there in their pickups, this is only a BMW. If only they knew." *(Automobile)*

In 1940 a special bodied BMW 328 won the Mille Miglia. Fifty years later, the same car took part in 1990 Mille Miglia vintage car rally. Unfortunately, the car suffered a blown head gasket on the second day. *(Automobile)*

BMW will, within the next five years, begin developing electronic components in-house, rather than relying on outside suppliers such as Bosch. Fuel injection, ABS and electronic engine management systems are among the items being considered. *(Autoweek)*

German aftermarket tuner Koenig is offering a supercharged M5 with 400 horsepower and a torque increase of 25 percent. *(Autoweek)*

### **An Open Letter to the Club Members**

Two years ago I attended the BMW Fest Northwest and had such a good time that when the time came to plan our summer holidays, I could think of no where else to go. Having been involved with CASC clubs in the Toronto area a number of years ago, it seemed logical to attend a club event again.

This year I returned again with my family and we had a marvelous time at both the Concours and the Driving School. The members of the club extended every courtesy to us and made my wife and son feel extremely welcome. My wife was particularly impressed as this was the first time that she had ever attended an event such as this.

It was well worth the 900 mile drive to attend and on behalf of my family, I wish to say thank you to the members of the club for making us feel so much at home.

Yours very truly,  
Carl Constam

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The car has been extremely well maintained and looks much younger. I'd like to sell everything as a package to a fellow enthusiast, as none of it is needed on the latest (Henna) Red Rodgers BMW, but will consider the car only, built to your specs. If interested, give me a call and let's discuss, and/or I'll send you a complete spec sheet. Ted Rodgers 432 2336, evenings.

**For Sale:** Recaro adapters for VW Rabbit (2), steal at \$60; Recaro adapters for Volvo. No instructions, but if you can make them work they're yours for \$25; Cibie 95 fog lights (4"x7") with covers (2) \$50; 320i Brake calipers and rotors - Upgrade your 2002 \$125; 4 speed transmission from 320i (79) \$225; 2002 oil pan \$20; Brake booster unit from 320i \$25; Volvo 240 series factory trailer hitch, including ball, bolts to frame, fits 78-86, maybe others \$90; Volvo oil filter (with above) FREE; Ted Rodgers 432-2336, evenings.

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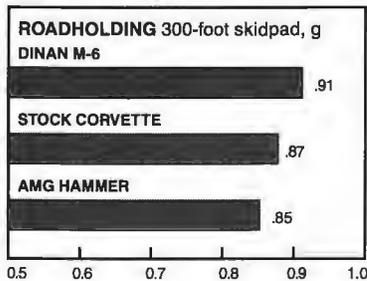
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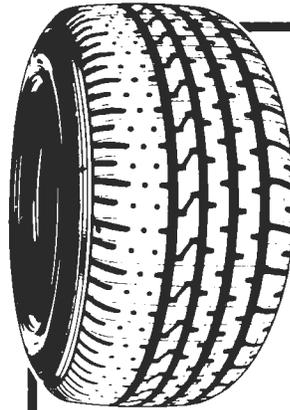



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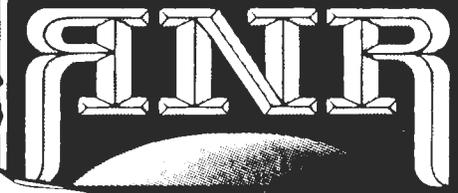
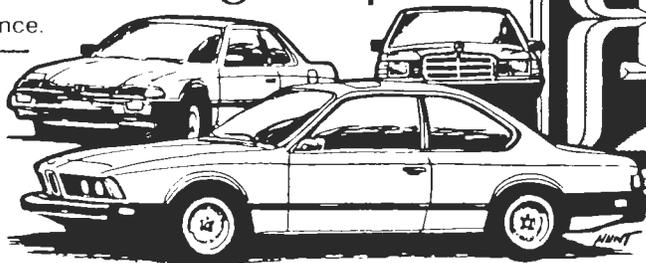
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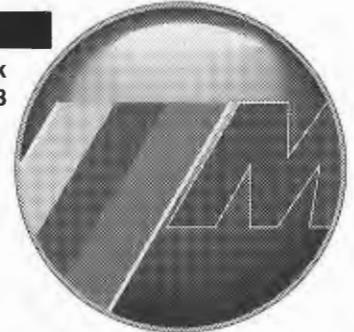
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