

**BMW ACA
Puget Sound Region**

Zündfolge

Special Issue



June 1991



Vol. 21, No. 5

**New 3-Series Debuts
at BMW Seattle**

**Concours at
Ste. Michelle**

**Driving School
at Seattle Int'l**

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 - e) Labor related to wear items such as brake linings, clutch facings, wiper blades, etc.;
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Welcome!

Welcome to the BMW Automobile Club of America, Puget Sound Region. This *Zündfolge* is a special issue of the club's monthly magazine and is being mailed to every BMW owner in Western Washington. We invite you to join us.

Is club membership for you? Well, if you consider your BMW an appliance to get from Point A to Point B, then, no, you probably won't get much out of the club. But if you take pride in your BMW, if you are an enthusiastic driver, or if you're just more involved in your car than the average driver, club membership is for you.

Membership in BMW ACA has many benefits. What follows is a summary of what the club has to offer every BMW owner. After reviewing this, you'll probably agree that the \$25 annual membership fee is the best BMW-related bargain to be found.

Discounts — Many businesses provide club members with discounts. This includes most of the area BMW dealers. For most members, the discounts more than pay for their annual membership fee. See page 3 for a full list of businesses extending discounts to club members.

Zündfolge — As the club's monthly magazine, *Zündfolge* is our main form of communication. In it you'll find news of club activities and the latest developments in the BMW world. *Zündfolge* is locally produced by volunteers and mostly locally written. What you are reading is a typical copy of *Zündfolge* with the exception of the color; usually we publish in black and white.

Technical Assistance — Despite the increasing technical sophistication of BMWs, many BMW owners want to perform at least some of their own maintenance. This is especially true on the older cars. And those who don't do their own work want to, at least,

Calendar

June 20

Open House at BMW Seattle. Your first chance to see the new 325i. See page 9 for more information.

July 6-7

Vintage Racing at SIR. Half price at the gate if you say you're in the BMW Club.

July 12-14

Vintage Racing at PIR. Our sister club is sponsoring a BMW marque corral. For more information contact Gary Gaska at 503-667-5599 or Janet Crumpton at 503-697-3021.

July 20

Concours d'Elegance at Chateau Ste. Michelle Winery in Woodinville. The club's biggest annual event. See article on page 7.

July 21

Gymkhana. Site to be announced.

July 28

Tech Session. Tom Nast and Chuck Christensen will show you how to change brake fluid and linings. See small article within.

August 17

Driving School at PIR. Sponsored by the Portland chapter but we're invited.

August 28

Track Night at SIR. A Wednesday night stress management session at Seattle International Raceway.

September 7-8

Yakima Valley Wine Tour. Past Prez Tom Williams leads this blitzkreig of the wineries in the Yakima Valley.

October 19

High Performance Driving School at SIR. If you own a BMW, you should attend. This is the *only* way to drive that bimmer properly.

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

understand their car enough to converse knowledgeably with their mechanic or service advisor.

The club holds hands on technical sessions and publishes technical articles in *Zündfolge*. We also publish a 460 page tech tip compendium which is full of tips for the do-it-yourselfer.

The best resource for technical assistance is fellow club members. Our hundreds of members provide a vast body of experience with BMWs. If you have a problem, we probably have a member who has solved it. Or if you need a recommendation for a good

mechanic or body shop, we can provide a source of information.

Driving Events — The club has an annual High Performance Driving School at Seattle International Raceway. Comparable to professional schools, but at a fraction of the cost, it's a real value. We also have other track events and an autocross series.

Social Events — The club holds general meetings, tours, an annual Concours d' Elegance in July and a banquet in November. Although no more than 10% of the members attend our largest event, probably 25% of the

membership attend something during the year. Frankly, we're not a "meeting" club. BMW owners are just too busy to get very many together at one time.

So there you have it. You should join this network of BMW owners. You can do just that by filling out and sending us the membership application in this issue. You'll find it inserted on goldenrod paper. Join us!

Brake Tech Session

An owner's hands-on brake tech session is scheduled for Sunday July 28. It will take place between the hours of 10 a.m. and 2 p.m. at Autosport Seattle, 2121 Westlake N., phone 621-1940. Due to limited space, reservations for 20 cars will be accepted on a first come, first served basis by Thomas Nast at 622-5863.

Attendees should have the appropriate work clothes, and gloves if needed, to remove wheels, inspect brake components, remove brake fluid, and if necessary, replace brake linings.

Parts are available at Autosport Seattle (make arrangements in advance) or bring your own. For further information call Thomas Nast at 622-5863 or Chuck Christiansen at 784-4496.

Club Discounts

The following businesses extend price discounts to BMW ACA Puget Sound Region members. Members are urged to make their purchases through these businesses that have generously offered these savings to us.

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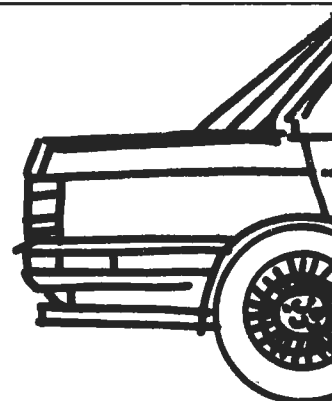
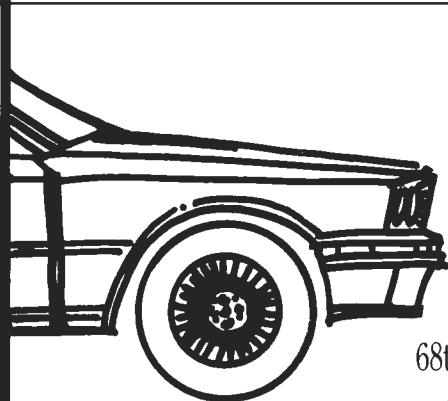
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Stalls

by Thomas B. Nast

Calculating the Future

Although this club was originally built around the 2002, it will be hard for most of you to accept how rudimentary these cars really were. It's not as if the tires were made of stone (although Michelin XAS tires ran a close second) and the owner's manual was printed on papyrus, but there are reasons why they don't build 'em like they used to. To see what will grow in the future, one does well to look at the roots.

The 2002 had one camshaft and a carburetor. It had a distributor with points on it. (Remember points?) It did not have air conditioning or ventilation that worked worth a damn. It did not have a catalytic converter, ABS brakes, rack-and-pinion steering or traction control at all. Operation of the sunroof and windows required a repetitive circular motion of the arm and wrist; the antenna went up and down with a more linear version of the same. Best of all, don't take my word for it, *there was not a single computer in the car*. So they were light, agile cars, wonderful for street, track and autocross, and were responsive to any number of easily obtained modifications. A perfect nucleus for any club.

The 2002 was also a common enemy. These cars had some phenomenal weaknesses, some of which BMW never really cured. The old Porsche-type synchromesh is an excellent example, with an average synchro life span of about 40,000 miles. Through club contacts, you could have these changed under a shade tree (with Datsun synchros, no less) for about half price. Other soft spots, to name a few, included rocker arms and shafts, transmission output shaft/flange, differential spider gears (still failing like crazy to this day), cracking/folding engine mounts, and door brakes whose life span was shorter than that of the common fruit fly.

The club provided a forum for sharing the lore and resources to economically contend with such challenges.



For example, I could pick up the phone and call a resident guru: "Michael, all I did was start the car, honest, and the oil filter blew off the engine and left a gallon of oil on the garage floor. What should I do?" And an enlightening answer would ensue, such as, "Put kitty litter on the oil to soak it up. By the way, did you hear Chuck is selling his TISA? Maybe we could get him to let us copy the camshaft first! What? Say again? Oh, yes, *your* car. I'll leave a bolt-on filter and bracket on the back porch, just use it until we can replace your oil pump.

Unfortunately, BMW fixed the oil pump, the synchros, the output flanges, the rocker arms and shafts, etc. (even the metallic paint no longer blows off the cars at high speed), so owners of the newer generations of BMWs really don't need a club for these reasons. Which is not to say that BMW has not had its share of post-2002 boners, but they are relatively few and often best left to the dealer. What most owners ask about in the newer cars is the computers. What today brings is a telephone call like this: "Mike, I washed the engine bay in my 533i, and it wouldn't start afterwards. The wires and cap are all dry, but there's no spark. Should I replace the computer?" To which Mike illumines, "See if

there is B+ at pin 42. If there is, just put your 'scope between pin 36 and ground and look for a square wave of five volts at about 200 hertz while cranking. Say, did you hear Denny is selling his 533? It needs a cam and rockers, but for eight thousand it could be a pretty good deal! If I got it, I'd...What'd you say? Oh yeah, *your* car. Personally, I think you have water in a connector, probably the one that goes through the manifold bracket, from the flywheel pickup sensor. Pull it apart and take a look in there."

In fact, we have reached the point where we need one club member assigned to each computer in the BMW lineup, and a president who is in charge of counting the computers when a new model comes out. With the advent of the 850i, which even controls the windshield wiper tension by computer, there is a pressing need to expand the club so there are as many members as there are computers. It is unfair to expect a member to master two computers, unless s/he was already a programmer. And programmers drive Toyota Tercel wagons, not BMWs, and Toyotas have computers of their own, so we cannot expect programmers to join our club. As long as BMW adds computers, we need to add members.

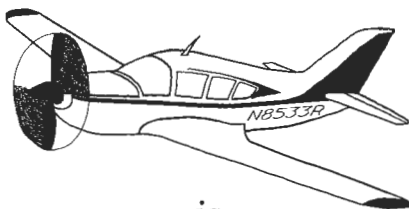
The distant future, of course, should bring with it a reduction in the number of computers, instead of the current spiraling increase. Eventually, BMW will realize that the only way to have a real driving experience anymore (at least in an urban setting) is to simulate it. It will install a virtual reality computer at each dealership, on which prospective customers can "test drive" the cars. This will prove so popular that new, more exciting simulations will be created, and virtual reality time will be sold by the minute to all comers, even to pedestrians who drive to the dealership in Subarus. Virtual reality becomes so profitable that BMW stops building cars with less than twelve cylinders and devotes its production capacity to simula-

tors. The many computers running a BMW will be supplanted by one computer running a simulator.

The club BBS will be an active forum by this time. "Sysop: I found an intriguing bug in your PIR.F1 sim. If you set the bit at F812.0005 to 1 and take turn three in fifth gear instead of seventh, you pick up 10 mph and 0.2 seconds. I don't know why, but suspect it thinks the 4WD is on. By the way, did you hear that Marc wrote a new camshaft algorithm for the M9? He advances the valve timing at higher RPM and reduces the pressure on the valve spring hydraulic line, picking up...oh yeah, your simulation..."

Kind of makes me want to install a calculator on the dash of the old 2002, just so I won't miss the fun.

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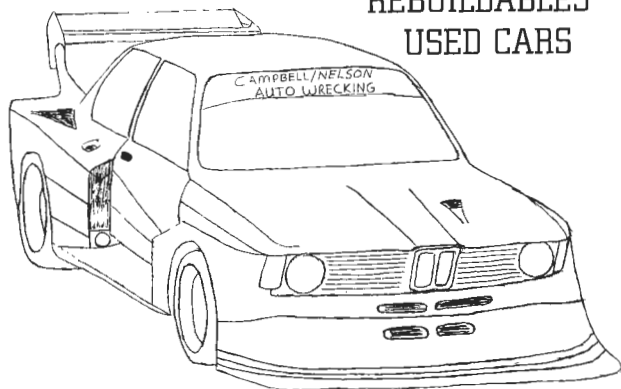
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Another Viewpoint of Concouring your BMW . . . Written by the Wife of a FANATIC!

by Lois Schack

A FANATIC . . . Someone who:

1. Removes the air vents from his dash to clean them.
2. Washes his car in the pouring rain.
3. Has heart failure when 'the wife' drops a piece of apple in the car.
4. Almost bans you from the car for accidentally dropping another piece of apple.
5. Etc., etc.

The life of the wife of a concourser can be a lonely one, especially if your husband is a fanatic like mine. My favourite saying is "Marcus may spend a lot of time cleaning his car (and doing general maintenance) but at least I know where he is!"

A hobby such as working on your car can reap many benefits other than the numerous trophies that Marcus has brought home. For one, the resale value of your car is definitely increased, which a hobby such as raising pigeons certainly can't do! Secondly, you get to meet a lot of your neighbours (who take great pleasure in commenting "You're going to wash all the paint off of your car if you keep washing it so often!" or "How about doing mine next?"). But lastly, and most importantly, the pleasure received from the admiring glances while driving your gleaming BMW is worth every minute spent on the car.

I sound like I actually get out there and clean the engine compartment with Q-Tips or apply the Zymol wax. No, my contribution to the readiness of our BMW for a Concours is staying out of the way and keeping the iced tea and the sandwiches coming. I do assist with the final cleaning of the wheels and tires the day of the Concours but other than that it's a labour of love for Marcus which I wouldn't dream of taking away from him!!

Entering a Concours d'Elegance is a rewarding experience. Not only do you end the day with a very clean car but the comraderie between the entrants is great. The competition is certainly there but so is the sharing of ideas and "tricks of the trade". Marcus and I have met and made numerous friends through entering the Seattle Concours over the last couple of years. Being a weekend event, it gives us time to drive



down from Canada, get in some shopping, visit with our BMW friends and still give the car a once over in the morning before "hands off".

Give some thought about entering your car in this year's Concours, it's really a lot of fun. Or, if you want to spend the day looking at someone else's hard work, spectators are espe-

cially welcome. The winery grounds are a beautiful setting for our BMWs and it's a great opportunity for a family outing/picnic.

Let's hope for great weather and the Fanatic and I will see you at Chateau Ste. Michelle's Winery on Saturday, July 20, 1991.

PERFECT WAX

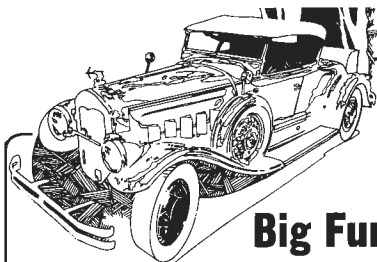


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1991 Concours d'Elegance

Summer must be here. It's only a month until our annual Concours d'Elegance. The site, as usual, will be the grassy field adjacent to the beautiful Chateau Ste. Michelle in Woodinville. A picnic area, in the shade of a grove of trees, provides a nice setting for lunch and sipping wine. But remember, only Ste. Michelle wines are allowed on the grounds. And no beer!

Cars entered in the Concours need to be present by 11:00 am on Saturday, July 20th.

Judging will begin at 11:30. Judging will be similar to the past. Cleanliness and condition are important, authenticity is not. That is, if you have after-market equipment on the car it won't count for you or against you, but make sure it's clean and in good repair.

The Concours is a great spectator event and a good family event. There is no admission charge. Even the Concours participants don't pay an entry fee. The Board feels that the preparation the owners put into their cars is enough. As usual, there will be trophies well worth competing for.

Driving Directions

From I-405, north or south, take the 20B exit at Totem Lake. Head east for about two miles, down the hill past JB Instant Lawn and down to the light at the Woodinville-Redmond Road. Turn left and follow this road to the four way stop near the Hollywood School House and the Texaco station. Turn left. The winery is just across the valley on the left. When facing the winery, to the right, slightly up the hill from the main entrance, is a service road that leads to the Concours field. The service road is a long, narrow drive beneath a canopy of trees and past the old mansion.

Schedule:

9:30 - 11:00 Registration and final prep
11:00 - 11:30 Hands off
11:30 - 2:00 Judging by classes
2:30 (approx.) Awards ceremony

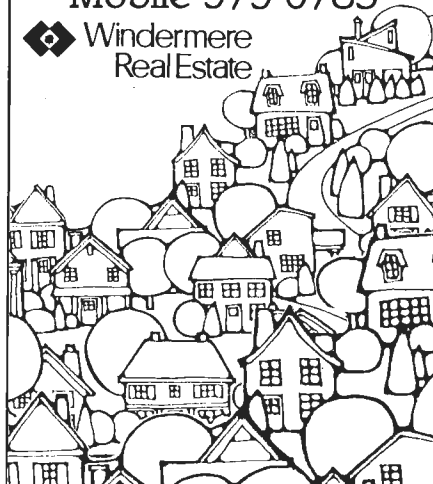
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Der Neue BMW 3er

by David Lightfoot

BMW introduced the third generation 3 series at last fall's Frankfurt Auto Show. What was actually introduced was the four door 325i model. This version of the 3 will be followed later by different body styles and engine sizes. A new 3 series is always a very important event for BMW because this is still their bread and butter car.

The 1977 model year saw the introduction of the first 3 series. Production volume over a six year span was 1,364,038 units. The first generation 3 series was available in America with only a four cylinder engine. For '77 through '79 a two liter was available. Model years '80 through '82 had a 1.8 liter engine. America was never shipped the famous 323i with the small six cylinder engine, but many 323s found their way to North America via the gray market.

In 1982 the second generation 3 series was introduced. A BMW press release talks about second generation 3 series as being produced from 1982 through 1990, with a production run of 2,220,225 units. The second generation 3 series introduced several variations on the 3 series body style. For the first time, a four door was available, as well as a convertible and a Touring (station wagon) in Europe. The second generation 3 was also the basis for the fabulous M3, of which almost 17,000 were built. Although BMW talks about the second generation 3 series in the past tense now, in fact the body style lives on, with convertible and Touring production to continue for another year or two.

But in the main assembly plant for the 3 series, the third generation is being produced, and the old 3 is history. The new car is over four inches longer, about two inches wider, and about half an inch taller. The new 3 series is definitely a member of the BMW family. The styling is similar to that introduced with the 7 series and continued with the 5 series, and to a

lesser extent resembles the new 8. The kidney grille of course is there, but it has been squashed down so that it is even lower and wider than before. The car's wedge shape is more pronounced than in the past, with a lower nose and a higher rear end.

The instrument panel is considerably different than the previous 3 series. Dials are, of course, still analog. The overall dash layout is extremely well integrated and cohesive. It has a very Japanese look, and I mean that as a compliment.

The new 3 comes in sixteen different colors, nine of which are metallic, and seven are non-metallic. One controversial area is the gray lower body panels which provide a distinct contrast.

To provide easier access to the passenger compartment, the doors now extend into the roof contour. The sunroof now features a new vent position which was first introduced on the 850i. This new position provides a draft-free opening, and also reduces wind noise. When the sunroof is in the vent position, a small water gutter will automatically move up at the back to insure that water on the roof does not run into the passenger compartment under braking.

A tremendous amount of work went into exterior body streamlining. The coefficient of drag of the rear view mirrors was reduced by 50%. This helped the 325i achieve an overall coefficient of drag of .32. Other details helping aid the aerodynamics are flush windows and a glass panel over the dual headlights.

Surveys have shown that over 80% of BMW owners do not smoke nor allow smoking in their car. The new BMW 3 series is probably the first car which can be tailor made for either the smoker or non-smoker. The non-smoker model can be ordered with a small storage box with the lighter being replaced by a fully enclosed vehicle socket — just the thing for your radar detector. This is a no-cost option.

There are two types of vehicle safety: passive safety and active safety. In America the safety Nazis focus on passive safety, of course. The idea is that an accident is unavoidable, and that the occupants of the vehicle should be protected from injury to the greatest extent possible. BMW of course does this very well, however BMW's first concern is active safety. The idea here is to improve the general state of the driver and the driving characteristics of the car itself, thus perhaps an accident can be avoided. Active safety considerations include seat comfort, visibility, air conditioning and temperature control, ergonomics of the controls and switches, information on vehicle status, wheel/road frictional coefficient, and most importantly a safe suspension to forgive a driving error. Like all BMWs, the new 3 series is designed for a slight and gradual understeering effect. In a fast bend, the driver will feel what is happening to the front wheels through the steering wheel. Understeering and pushing to the outside will increase with increasing lateral acceleration. BMW's press release notes that a driver's natural reaction, that is letting off the gas or even tapping the brakes, will not result in what they call "excessive load change response." In other words they have tamed the dreaded trailing throttle oversteer. What we have here, then, is close to the perfect handling vehicle. Oversteer can be provoked by a skilled driver by the use of steering inputs or lots of throttle. However the natural state of the car is understeer. And if you get into a corner over your head and back off, the car will understeer a little more and tighten its line slightly. In other words, this is a very predictable and forgiving vehicle.

The new 3 series will be available in Europe with two basic engines. The 316 and 318 will feature a four cylinder motor, while the 320 and 325 will feature the new six cylinder engines. Initially only the 325i will be available

in America. The 325i features the six cylinder 24 valve engine recently introduced in the BMW 525. This engine incorporates a solid state distributor system, with coils integrated directly in the cylinder head, maintenance free V belt drive of the auxiliary units, and an intake system made of plastic. Compression on the 2.5 liter unit is ten to one. Flow characteristics were optimized on the engine by using a glass cylinder head. The result is that temperatures remain relatively constant within the combustion chamber, regardless of operating conditions. The engine features Digital Motor Electronics version 3.1. This new DME M3.1 features two 8 bit and one 16 bit microcomputers. All in all this engine is supposed to be an absolute marvel. It is near maintenance free, achieves significantly more power. In fact, the standard 325i now has 192 horsepower, thus making the M3 superfluous. However, word is the new M3, due out in about two years, will have about 240 horsepower out of the same basic motor.

Transmission choices in America will be a five speed or a four speed automatic. Fifth gear is now direct drive, in order to provide optimum efficiency. Differential ratios have been changed to compensate. America will not be getting the optional five speed automatic transmission available in Europe.

Haven't had enough high tech yet? This car includes what BMW calls ASIC for application specific integrated circuits, and SME for surface mounted devices. Hybrid technology is applied for miniaturization of components.



The new 325i with its ancestors.

BMW Seattle Meeting

Your first chance to see the new BMW 3-series will be June 20, at our special general meeting at BMW Seattle. Owners David Griffith and Steve Norman and their staff will be our hosts.

The topic for the general meeting will be the new 3-series. We will have a chance to see two of the first of the new cars available in North America. Technical information will be available from the BMW Seattle sales and service staffs. There may be some displays related to technical features of the new 3.

The date of June 20th, Thursday, is one week earlier than originally planned. This is to accommodate the traveling show provided by BMW of North America. Our general meeting will coincide with BMW Seattle's Open House for the 3 series.

The BMW Seattle sales staff will be scheduling test drives, to occur later, during the Open House. There will also be a couple of 850is on display. An art gallery, representing several artists from the Pilchuck Glass School, will have several pieces of Pilchuck Glass on display and for sale. A portion of the proceeds of any art sales the night of the event will be donated to Cystic Fibrosis.

BMW Seattle is located at 714 East Pike in Seattle. The event begins at 5:00 p.m. Food and beverages will be provided. Join us for what should be quite a gala event.

Electric relays have been encapsulated to protect the chips against moisture, and resultant current leak. But not everything is electronic. The driver can adjust the position of the headlights to compensate for vehicle load by a manually operated knurled wheel, which is located on the instrument panel.

An ongoing argument in the automotive field revolves around instrumentation. Should drivers be provided with a gauge or an idiot light? European cars usually provide a gauge, American cars are famous for their idiot lights. My preference is to have both for critical functions. BMW gas indicators are a good example of this. There is a gas gauge, but there is also a warning light that comes on when gas is low. BMW has now added a similar arrangement for engine water temperature. A small circular instrument shows the temperature. In addition there is now a warning lamp whenever coolant temperature gets excessively hot.

All in all, the BMW 3 series looks to be a winner, and a worthy successor to the line that stretches back 25 years. To the BMW faithful it is reassuring to see that BMW is going to stand its ground and not retreat up market in the face of the Japanese, as Mercedes and Porsche have done. Currently only the four door version of the 325i has been introduced in America. The two door is expected to be introduced in the fall. Other variations will follow. We look forward to all of them.

Autocross Attempts A Comeback

Just like George Foreman, the Club's autocross series is going to attempt a comeback. And just like Foreman we are going to start out slow and with a bunch of easy events. At this moment plans call for the running of five or six events, with points being tallied to determine a series champion. Whether there will be just an overall champion or winners of different classes has yet to be decided. A lot depends on how many club members take part in the full series.

At the moment, plans call for the running of all events in the series at the Boeing Space Center in Kent. The events will actually be run by either the SCCA or WWSCC. That means that somebody else will do all the work for us. We won't have to hustle up volunteers to help run the event. Plus the Club won't be out any money for site rental or insurance cost.

The way it will work is that anybody wishing to take part in the Club's Autocross series will show up at the event on the scheduled day and time. The Club will have an area where we will all meet. The drivers will then go to sign up with the event coordinators. (SCCA or WWSCC) pay their money, (probably around \$10-\$12) get their car teched and be assigned a run group. We will then run the event according to the event coordinator's schedule.

I will keep records of all the runs by Club members so that results can be published and year end winner(s) determined. If turnout is good and members enthusiastic, the Club will look into joining the WWSCC and running some events of our own.

If you are interested in running the series or just an individual event, the schedule is as follows: June 30, July 7, July 28, August 18, and September 29. You will need a helmet, and your vehicle will have to pass a safety inspection in order to run these events. The event schedule is:

7:30-9:00 Registration and tech inspection

9:00-12:00 First run group

12:00-1:00 Lunch

1:00-3:00 Second run group

Times are approximate and will depend on the number of competitors. All events will be held at the Boeing Aerospace Center in Kent. If you are driving on I-5, take the Orillia Road exit and head down into the valley. Orillia Road becomes 212th Street exit and head west on 212th. From either direction you will come to a stop light on 212th that serves as an entrance to the Boeing parking lot on the other side. Enter the Boeing parking lot. You will see where the event is going to take place. Look for the BMW sign, and the BMWs parked next to it. Someone will be there to greet you. Hope to see you there.

If you have any questions, or need more detailed directions please feel free to give me a call some evening. My number is 752-7549.

—Paul Touby

Driving School at SIR

This year's driving school has been set for Saturday, October 19th. Although this is not a full-out racing school, emphasis will be on teaching many of the high performance driving techniques that are taught at competition schools.

The first half of the day will be spent on individual drill stations. One will be the skid pad where students will learn about understeer and oversteer and how to compensate for either. Skid control, in general, is the point of this station.

The autocross station deals with transient response and threshold braking. On the backside of the track, students will practice heel and toe downshifting and the fastest line through the corners. The backside of the track includes two hairpin turns, a short straight and a chicane.

The second half of the day will be spent driving full laps of the track and putting together all the skills learned in the morning sessions. With a student to instructor ratio of three to one, students will get individual attention. And our instructors are very experienced and qualified.

Aside from a little tire and brake wear, your car won't mind being put through its paces. So plan to attend and learn how to drive your BMW the way it was meant to be driven.

—Gary Parr



What is an Autocross?

An autocross is a race against the clock through a course marked with traffic cones. With only one car on the course at a time, even if you lose control, you can't damage your car. A few cones may fly though!

The speeds during an autocross remain relatively low. The challenge comes in negotiating the quick turns and transitions. You can learn a lot about how your car handles in an autocross. And *you* will become a more skilled driver by participating in autocrossing.

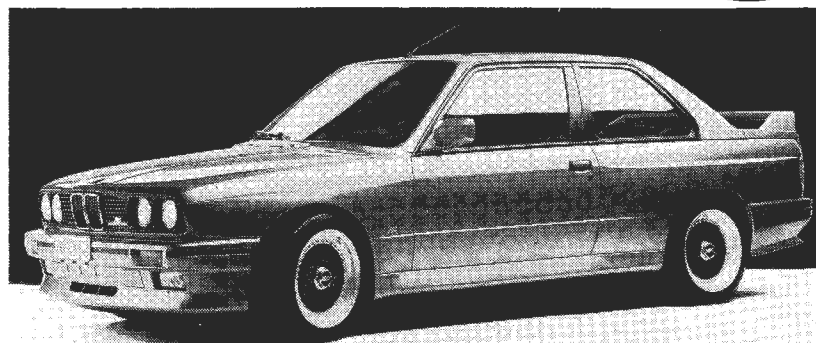
Is it hard on your car? No. The tires may wear slightly more quickly than usual, but that is the only part of a well maintained car that is affected.

The club hasn't had its own autocross series for several years. But we're trying to bring it back. Read Paul Touby's article for more information. Autocrossing is fun. Try it!

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We keep getting reports of BMW power for the McLaren F1 supercar for the street. The engine will be a 6 liter, V-12 with 48 valves. Output is over 600 hp. The engine will be built exclusively for McLaren.

The F1 will feature a carbon fiber chassis and Kelvar body panels. Zero to 60 mph is achieved in three seconds! Price is expected to be \$1 million. (*Roundel*)

BMW is developing an entirely new V-8 engine. The engine is almost ready and will begin appearing in 1992 models. The V-8 has been designed to share as many parts as possible with the V-12 and the new four and six cylinder engines. The 3.0 liter version of the V-8 will produce 225 hp, the 4.0 liter version 270 hp. The V-8 will be initially used in the 7 and 8 series. Look for an 840i. (*Road & Track*)

Rumors have been flying about a jointly produced small car to be marketed by BMW below the 3-series and by Mercedes below the 190. Previously, BMW has said it would need a joint venture partner to undertake such a project. Now, BMW Chairman Eberhard von Kuenheim has said, "We can do it, we can do it alone, and we could afford it." (*Road & Track*)



The proposed 214i.

formation

...from the editors

BMW and Mercedes-Benz are opening "preparation centers" to make used cars fit for selling on dealers' lots. (*Autoweek*)

Giugiaro easily won show car honors at this year's Geneva Auto Show with the mid-engined NAZCA M12. This is his best design in years, especially because it is so near production ready. Power comes from a standard BMW V-12. Many drivetrain and interior components are standard BMW production items. Claimed 0-60 mph time is under four seconds. (*Road & Track*)



Giugiaro's Ital Design's mid-engined NAZCA M12.

M3 production stopped in December. The new M3, based on the yet to be seen E36 3-Series, is due within a year. The new M3 will be powered by a 250hp six cylinder engine. In its four year production run, 17,431 E30 M3s were built. (*Roundel*)

Development engineers recently briefed the BMW AG board of directors on plans to expand the use of thermoplastics and other composites in BMW engines. BMW racing engine genius Paul Rosche is still working on an engine to be made primarily of alternative materials. (*Roundel*)

Groundbreaking ceremonies were held recently not far from the site of BMW's original automobile factory in Ersenach. The groundbreaking was for the new BMW Fahrzeugtechnik GmbH or BMW Vehicle Technology. The subsidiary will design and manufacture automotive subcomponents. Ersenach is in former East Germany. (*Roundel*)

After his recent big victory, heavyweight boxing champ Evander Holyfield went and bought an 850i and a 750iL. (*Autoweek*)

BMW AG announced that the new 5-series Touring (station wagon) would be shown for the first time at the Frankfurt Auto Show in September. The Touring will be available with two versions of the small six displacing 2.0 and 2.5 liters, making for the 520i and 525i.

The tailgate is hinged at the top but can be opened two ways. The entire tailgate can be opened as one unit or the top half alone can be opened. The fold down rear seat is split 1/3 to 2/3 to increase versatility. The roof railing system allows mounting for various roof systems.

The decision to import the 5-series Touring to North America has not been made. (BMW NA Press Release)



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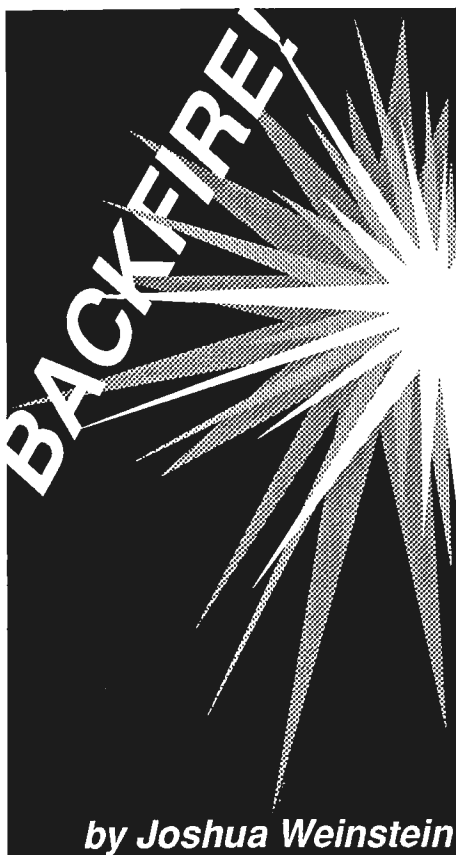
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Please limit phone calls to these volunteers between the hours of 9 a.m. and 9 p.m.

As this is the issue that goes out to all of you BMW owners, including those who either don't know of or decided not to join our little club, I decided I'd write a column this month on why you should join. Since I can't think of any rational reasons, it should be a short column. Actually, that's not true, I can think of one rational reason and numerous irrational reasons.

The rational reason to join a BMW club is that you get the information about your car that one usually can't find elsewhere. That information varies from such important things as reading the advertisements for parts and repair shops, etc., that give club members discounts to technical articles and tid-bits that don't get printed elsewhere. When I first became a club member, some 13 years ago as a poor (ok, middle class) college student in a new town, I didn't know any parts places and did not have the money or desire to pay full fare for those parts. I joined and was a passive member for a few years before I went to my first club event. I would read the monthly publication and learn where to get my parts, get good discounts (which more than paid for the membership) and read the want ads and read those articles. I saw how and what other BMW nuts were doing to their cars. Back then, there weren't many BMWs or places selling parts, so car nuts had to band together in little packs and groups.

Today, many people own BMWs and aren't really car nuts. And if you're not really interested in BMWs or cars, then joining the club probably isn't for you. However, if you have even a faint interest, there are plenty of reasons to join. The club offers a chance to do all sorts of fun and/or interesting events, from driver's schools and auto crosses (my favorites) to wine tours and group trips to Germany. Surprisingly, many of these club events are fun. Driver's schools, where you get to learn how to drive your car at speed on a real live race track is about as exciting as it gets.



by Joshua Weinstein

And if you pay attention and don't try to be Mario Andretti on your first day, it's even safe. A lot safer than driving out there with the masses who are too busy reading, grooming or arguing to think about driving. Besides being fun, driver's schools are, in fact, schools, where you learn how to control your car and drive safely in situations other than bumper to bumper.

The other events are nice also. Some club members have spent quite a bit of time and energy restoring and cleaning old and rare BMWs. At the annual concours, these cars are usually on display and it's a great chance to see what you could do with your car if you were nutty enough to devote your life to it. It's a fun inspiration that usually ends up with you going crazy for two weeks after the concours and then slowly returning to earth (and life's responsibilities).

Another reason to join the club that I've heard is because of all the great people you meet. I used to think this was hog-wash. But, as I prepared for this column, I realize that over my 12 to 13 years as a BMW owner and club member, some of my best friends are BMW owners I've met either through the club or at the BMW shop I used to work in. Since I'm a car nut and so are many of the club members, a natu-

ral friendship has occurred. Damn those other important issues, politics, social agendas, etc., every now and then it's great to talk with someone about the new 850i or whatever. It may be a sorry statement of my life, but I find it easier to befriend a car buddy than talk openly and comfortably about politics with someone I hardly know. And, certainly, there are plenty of people in the club that it's easy to talk to for hours about cars (and even some to talk to about politics or what have you).

As I look back at my membership, it started because I could not really afford a BMW (or parts) at the market prices and found the club to be a good place to learn tricks to use a Pinto radiator (or whatever) to save money and where to get tune-up parts at decent prices. After a couple of years, I got the nerve up to go to a club event. It started with a rallye, then a driver's school and an auto cross and I slowly became more of a car nut. Within no time at all, I became a full fledged maniac and now go to every driver's school I can lay my hands on, modify my car into a pseudo-race car (ok, very pseudo) and really like writing for the club and hanging out talking BMWs. It all started because I wanted to find discount parts. So if you have an automotive bug inside you festering, join up and become a full fledged nut.

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