



Das Bimmer Rundschreiben

April 2011

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Rundschreiben
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The Lone Star BMW CCA chapter website is www.lscbmwcca.org.

ADDRESS CHANGES

Send your change of address to ROUNDEL, BMW CCA, 640 South Main Street — Suite 201, Greenville, SC 29601. This takes care of both the Roundel and das Bimmer Rundschreiben.

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We welcome articles and photos from members for publishing in the das Bimmer Rundschreiben. To be included in any issue, materials must be received by

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The First Word

By: Mark Williams

(Since Mark had a big adventure recently, his story is going here — Ed.)

Have you ever signed up for a contest, and then later wondered, were there really any winners?

Was anyone notified or was it just a hoax for publicity? Well, the thought has occurred to me, and I can report that I now will not have that feeling again! You see, I was notified that I won the BMW 1 series M coupe drive event via a very simple email. It stated, "Nearly 4000 people registered, and you are one of the twelve winners, if you will give your consent to allow yourself to be recorded, then we will make arrangements for you to fly to Leipzig, Germany."

At first I was in disbelief! An email? No phone call, no telegram, just an email? What if it had gone to a spam folder? Wait? Maybe it's a spoof? It was sent to me on a Saturday afternoon, not a weekday, and at 5pm? And who is Helmut Breundl, the person that the email comes from? I immediately sent a text to my friend Michael, as we had actually registered online at the same time after discussing the event.

"Did you get an email from BMW?" "I asked.

He replied, "No, what email did you get?" I sent him the email, and his response was, "Is this really true?"

I replied, "I've no idea!" and set off to Google Helmut's name.

I did find a hit, an article mentioning his name in BMW magazine. Michael at the same time had logged back into the closed room at m-power.com, where a note indicated that "contest winners have been selected and notified by email". Wow. WOW.

Still in disbelief I sent back a reply, knowing it was some odd hour in Germany, and received a reply back immediately asking what airport would I leave from? I told him I'd fly from DFW and Helmut replied that an itinerary would be sent in the next few days! Oh my!

The next few days were tense, as I realized I had replied with an affirmative, that I would attend, without disclosing that I have never been out of the United States, and that I don't even have a passport!! I began to search and located a local company that indicated that passports could be obtained in as little as 24hrs. I immediately took Monday off, found a copy of my birth certificate and went to their office and plunked down the additional cash to make it a 3 business day rush. It was Monday, November 7th and I needed to be in Germany the 17th!

I notified my family and my boss, and they congratulated me. I received an itinerary on Tuesday, indicating I would leave from DFW on the 16th, that all attendees would

arrive the 17th, the event would be the 18th, and that we would return home the 19th! Yikes! I asked if I could extend my stay and Helmut replied that certainly is possible just let him know the date!

On Veterans Day, I received a call that my passport was in (hooray!) and at this point I began to feel comfortable telling friends and responding to questions I was receiving. I logged onto 1addicts.com, a site I visit infrequently, and found that another participant "JasonCSU" had posted, and that he is from Colorado and has a 135i coupe. Two others added their names later, one fellow from Barcelona who owns an e46 M3, and another from Hong Kong who owns Z4 2.5! It was clear that not only would the participants be an international group but so far we all own different BMWs, as I own an E30 M3!

We all exchanged private messages and Jason indicated he decided to visit BMW Welt the Friday after the event. I asked if I could tag along and he replied that would be a great idea. The next few days went by quickly as I picked up my passport and shopped for a few new pairs of pants and packed. I received a confirmed itinerary and Helmut indicated a car would pick me up at the airport, the driver would be holding an "M" badge!

I then boarded the plane Tuesday afternoon for a long, grueling 10

(Continued on page 6)

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hour flight in economy that arrived in Frankfurt Tuesday around 9am, in time for a three hour layover, and then a 1hr commuter flight to Leipzig. Jason and I met in Frankfurt and we got acquainted as we still had no idea what we would be doing other than being filmed! The Nurburgring was closed for the winter, and forecasts showed rain all week and temps in the low 40s (5-6 degrees Celsius). Would we get a chance to drive the cars on the autobahn? On a track? We could only wonder. When we arrived at the airport, we spotted another American (Nick from North Carolina, who had owned an e36m3 sedan until recently).

The three of us approached the exit and were met by the driver, and a fourth participant, Adam, from Switzerland, also a 135 owner, joined us and we were driven in matching dark blue BMW 520d sedans to the Leipzig Westin hotel. We were greeted at the hotel and received papers to sign our consent to agree to be filmed and to not release details of the event until we were permitted to do so. Sure! We were then advised that we were the middle group, three participants had arrived another five had yet to arrive, and that we would have a few hours on our own to explore the city center, before dinner at 7pm.

The three of us Americans immediately went to our rooms for a shower! Moments after entering my room there was a knock at the door! A hotel employee handed me a beautiful dark coat and matching vest with BMW M logos, BMW 1 series

coupe drive printed on the back, and my name on the front!

Wow! The four of us went out and visited the city for a beer and explored the beautiful shopping area in the city center. Rich with history, we visited monuments to composers Johann Sebastian Bach, Mendelssohn, and sampled Gose, a local beer, and a local drink, mitallasch, a schnapps type liqueur. We returned to the hotel for dinner, where we met the rest of the participants, two 1 series owners from Britain, one from Italy, another from France, and a man and woman from Germany.

We met several M employees; Brian and Phillip representing sales, Juer-gen from design, a BMWTV camera man and of course Helmut the marketing partner that had emailed us. We were then advised that we would meet in the morning at 7:30am however we all continued to mingle into the wee hours.

When I finally did get to bed, I was only able to sleep for three hours (!) as I awoke and was excited about the chance to drive the 1 series m coupe, but still not knowing the schedule for the day. We all met in the lobby of the hotel, wearing our new M garb! We were shuttled to the BMW factory in Leipzig, where we went to a conference room and watched a short recorded welcome from Dr. Kay Segler, head of BMW M.

We were then advised that we would split into two groups, one group of

six would head out to a factory tour and the other would drive the cars, and that we would invert and do the opposite activity after lunch.

My group was picked to see the factory first. We went on a full three hour guided tour of the factory. Our guide, Fritz, was very informative and answered any and all questions during the tour. We were able to see every aspect of the manufacturing of vehicles at Leipzig, from the automated, pressing and welding of underbody panels, the four stage paint process, the fitting of interior items, the "marriage" of the entire completed drive train to the chassis, installation of glass, and final trim out. We were able to fully see the "on demand" process that is employed by BMW, where parts for each vehicle arrive at the same time the chassis arrives. The Leipzig plant produces 1 series coupes, 3 and 5 door hatches (sold in Europe and other countries) as well as the x1 lineup. The cars are interspersed on the production line, which fosters the "on demand" need for manufacture. Vehicles are also produced in right or left hand drive on the same line.

One of the neatest parts of the tour was watching the automated machines install a dashboard in under 45 seconds. Anyone that has ever removed and then reinstalled a vehicle dashboard and taken hours to do so would instantly be jealous of the machinery! Our tour ended with a chance to see a 1M nearly at the end of production on the line, and we then went to lunch in the factory

cafeteria. After lunch, the two groups switched, and my group headed outside to see the test mules.

There were three cars, two black, and one white, and they still wore the odd camouflage that one sees on cars in spy photos. We were informed that German law requires that manufacturers hide manufacturer logos. But, when there is round (el) spot in the center of the hood, trunk, and center caps, it's not too hard to figure out who makes the vehicle! We were advised that we would share cars, and Nick and I immediately paired off. The BMW TV camera crew followed us and advised that they would be alternately riding with us in the different cars along with Joergen from the M division. Each car had a Go Pro HERO camera inside, pointed across the vehicle, and the BMW.TV employees alternately "miked up" different drivers.

We were given two simple instructions...First... don't pass the lead vehicle (an X6M), and to not fiddle with or shut off the traction control. Wow! NO contracts to sign, no threats of "you wreck it you buy it", not even a request to see our driver's license! Ah, the simplicity of European law!

I immediately jumped behind the wheel with Nick in the passenger seat. The lead X6M took off across the BMW grounds, with three drivers following in hot pursuit in the trio of 1Ms. We immediately left the plant and turned onto city roads, and then onto the autobahn! We drove about 15-20 kilometers on the autobahn and then traveled through several small towns until we arrived at a

cobblestone road and a town square. It became apparent that we were driving a route that showed off the handling and ride of the 1M. The 1M has razor sharp steering, and uses the suspension from the E9x M3. The ride on even the cobblestones was rough, but not jarring and very comfortable otherwise. The acceleration of the turbocharged inline six was absolutely thrilling. At one point, I dropped back and then floored the car, briskly accelerating from second all the way to near the top of fourth gear. The torque from the motor was just amazing, it didn't even run out of breath until above 6500rpm, and felt strong all the way to the 7K redline. At the square, we switched drivers and Nick drove while I got comfortable in the passenger seat as we both drooled over the wide haunches of the 1M ahead of us, our grins growing ever wider as we took in the German countryside and the sublime handling of the 1M. The only damper thus far was the rain, which was a persistent drizzle. Getting the cars sideways under brisk acceleration was simple, and we noted that the traction control was rather forgiving unless

one just *mashed* the accelerator, at which point the wheels would spin frantically for grip and then the traction control would keep the car from sidestepping too far, while the car simply rushed forward.

We returned to the BMW proving grounds and we then took turns on the test track at the Leipzig plant. The test track was a long oval, with one straight having a kinked bend in it. The four car M train circled the track at least a half dozen times, and then we switched drivers again. Once more, the drop back and catch up method proved useful, and soon, Nick and I were counting off the top speed in kph at the end of the long straights.. 200.. 210... 220.. and then

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225 kph! Each time we reached the end of the straight, a firm stab of the brakes hauled the car down to normal speeds with no drama. Slight understeer was present, but the tail could easily be provoked using the right pedal. All the while, the car stuck to the road like it was on rails, despite the persistent drizzle! Later in the evening someone produced a calculator, and I discovered I had just gone 136 mph... as fast as I have ever been on a track... but in someone else's car... and IN THE RAIN!! Even more amazing was that that the car was completely composed and never put a wheel wrong... never got sideways unless literally provoked, and even when the back end stepped out, it was easily controllable. Only once was there a hint of drama when I wasn't quite sure I had left enough room for braking behind the car ahead.... I simply pushed REALLY hard on the brakes... and the car obeyed... not even getting into the

ABS. WOW!

After we both took our turns on the test track, we then went to a small parking lot where sets of cones were set up for slalom. As an avid autocrosser, I was happy to see this handling test and my first dash through the cones confirmed that the car transitions very well! After several runs in the slalom one of the BMW test drivers took us all for a spin, literally. He switched OFF the traction control and showed us how the 1M can do donuts, even with full opposite lock! It was at this point that I realized that this is a car that I simply must have one day... and hopefully someday soon!

As dusk fell, we returned to the main plant and the group was taken into a room where a Valencia Orange pre-production car was unveiled along with another car in Black Sapphire

Metallic. We were able to pore over the final products, and we all began to decide just what color we would like our car to be in the future! All too soon, the day at the plant was at an end, and our M hosts then treated us to dinner, and we all hung out and shared car stories, peppered the M engineers with questions about M cars new and old and not even fully conceived, and realized that the M engineers are just like any other BMW fanatics.... with one exception... they have what most of us would consider a dream job!

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 Nov 25 - NASA & Yellow Drivers

\$215 for Test & Tune Events
\$25 for garages

www.TexasWorldSpeedway.com

BMW 1 Series M Coupe to serve as MotoGP Pace Car

(I thought this story adds nicely to the 1 M Coupe piece earlier in this issue — Ed)

Courtesy of the BMW Press Club:
Press Release: 3/18/2011

Munich. The motorcycle road racing world championship – or MotoGP – ranks among the world's most popular and spectacular sporting events. The involvement of BMW M GmbH in motorcycle racing's top-echelon event now enters its 13th year. To ensure the safety of the practice runs and the race itself, BMW M GmbH is providing the official Safety Car along with a raft of other high-performance vehicles for use by the Dorna Sports management team and IRTA officials.

At the curtain raiser on 19th March, the BMW 1 Series M Coupe will for the first time be deployed as the official Safety Car for the MotoGP events – in advance of its market launch late in April. The BMW Safety Car is a one-off built by BMW M GmbH specifically for this race series. Only the 250 kW/340 hp straight-six M TwinPower Turbo engine and the entire drive train were taken over unchanged from the production model.

In the interests of weight optimization, the BMW Safety Car comes with a carbon fibre-reinforced bonnet featuring additional large air vents, as well as polycarbonate side and rear windows. A special lightweight titanium race exhaust system not only saves weight but also delivers a captivating sound for the benefit of the spectators. Complementing the discreet spoiler lip on the boot lid there is now an adjustable rear wing to provide the requisite down force. On the Safety Car the aerodynamically honed front apron with its precisely defined air ducting, including Air Curtains, features an additional splitter integrated on the underside of the apron.

The interior of the BMW Safety

Car is a model of uncompromising purism. A rollover cage bolted behind the B-pillar, the absence of rear seats, two racing bucket seats with 6-point safety belts, an M steering wheel in alcantara and a fire extinguisher are all standard in the Safety Car.

The suspension technology of the BMW 1 Series M Coupe was specially adapted for the Safety Car. Its high-performance suspension system boasts an adjustable race track set-up that includes a sports-tuned chassis in which the dampers are independently adjustable for bump and rebound. The BMW Safety Car runs on 19-inch mixed tires measuring 255/35 at the front and 285/30 at the rear. Vehicle height is variably selectable and the camber of the front and rear axle can be al-

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tered to suit the circuit topography. The braking system of the BMW 1 Series M Coupe, already designed for extremely high demands, is replaced in the Safety Car with a six-piston fixed-caliper racing brake system.

The deployment of the brand-new BMW 1 Series M Coupe Safety Car marks the continuation of BMW M GmbH's successful partnership – begun in 1999 – with Dorna Sports, the organizers of the MotoGP World Championship. With a fleet of eight vehi-

cles, BMW is supporting the safe running of the motorcycle world championship in the current race season. As well as the official BMW 1 Series M Coupe Safety Car, this year sees two further reserve Safety Cars from BMW M GmbH present at the track: a BMW X6 M and a BMW M3. In addition, the organizing team has been given a BMW X5 M for the Safety Officer and a BMW ActiveHybrid X6 for the stewards. On call this season as a Medical Car is a BMW 535i Touring. There will also be two Safety Bikes contributing to the safe

running of race weekends: a BMW S 1000 RR and a BMW HP2 Sport. The ceremonial hand-over of the vehicles took place at BMW M in Garching-Hochbrück on 28th February 2011. It was on this occasion that Dr Kay Segler, Director of BMW M GmbH, and Carmelo Ezpeleta, CEO Dorna Sports, made an advance announcement that the successful partnership would be extended until 2016, before sealing the agreement in a signing ceremony.

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LSC Fort Worth March Get Together

The Lone Star Chapter had a great event at the Magnolia Motor Lounge in Fort Worth in March, with a good crowd in attendance. The Motor Lounge is a new place in the West 7th district that features cool car memorabilia with a hot rod theme, excellent bar food, and lots of TVs showing vintage car movies like Le Mans and the original 'The Fast and the Furious' (from the '50's).

If you're in Fort Worth, it's well worth a stop for fun and refreshment. Be sure to call another LSC member to join you!



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BMW RECEIVES 3 2011 RED DOT AWARDS

Reprinted from the BMW Press Club.
3/15/2011

The red dot awards have once again recognized the high standards of BMW Group Design in 2011. This year BMW sees a trio of models honored at the internationally renowned awards: the BMW 5 Series Touring, BMW 6 Series Convertible and BMW X3. Indeed, the new BMW 5 Series Touring secured the special “red dot: best of the best” prize for top design quality in the “Automobiles, transport and caravans” category. The new BMW 6 Series Convertible was awarded the red dot for outstanding design, and the international panel of experts presiding over the red dot awards 2011 selected the BMW X3 for an honorable mention. The presenta-

tion ceremony will take place on 4 July 2011 at the Award Gala in the Aalto Theatre in Essen, with more than 1,200 guests from around the world attending the festivities.

The red dot award is among the world’s leading honors for product design. It was first conferred in 1955 and recognizes outstanding design achievements in a wide range of categories covering not only cars, architecture, household and consumer electronics, but also fashion, life sciences and medicine. When judging the submitted products, the jury of international design experts based their appraisals on a variety of criteria ranging from degree of innovation to functionality, all the way to the product’s environmental credentials.

The ultimate seal of quality conferred in

the red dot awards – the “best of the best” – honors exceptionally high-level as well as pioneering design. It was bestowed on the **BMW 5 Series Touring** in recognition of a car whose characteristic design features are above all reflected in its highly individual proportions and surface design – an individuality that creates a dynamic and powerful look. Its long bonnet, short overhangs, longest wheelbase in

its segment, stretched lines in side view and dynamically sloping roofline lend the new BMW 5 Series Touring a harmony and elegance that is unmatched among its competitors. “We are very happy to have demonstrated through the BMW 5 Series Touring that functionality can be translated into appealing design. In this way, BMW blends outstanding functionality with a particularly modern and emotional aesthetic,” said Adrian van Hooydonk, Senior Vice President BMW Group Design.

In the new **BMW 6 Series Convertible**, the typical proportions of a BMW open-top model – the stretched bonnet, set-back passenger cell, long wheelbase and flat waistline – are combined with a classic soft top in characteristic “fin” design. Powerfully contoured surfaces and the forward-surging dynamic of its lines leave no doubt as to its supreme driving properties. The luxurious ambience inside the cabin includes the driver-oriented cockpit that is a hallmark brand feature, while also imparting an exclusive sense of cosseted security to the front and rear passengers. Nowhere is the high-level functionality of the interior underscored more strikingly than by the newly designed freestanding Control Display of the standard-fitted iDrive operating system.

The body design of the new **BMW X3**, which was awarded a red dot honorable mention, radiates urbane elegance and multifaceted agility. The combination of a flat front end with a raised rear end creates a dynamic wedge shape when viewed from the side, clearly alluding to its sporting credentials. The concave and convex bodywork contours are structured with striking lines. The interior of the new BMW X3 boasts a generous and flexible spatial concept, high-grade materials and a characteristically three-dimensional surface design to ensure a modern, premium ambience coupled with intelligent functionality.

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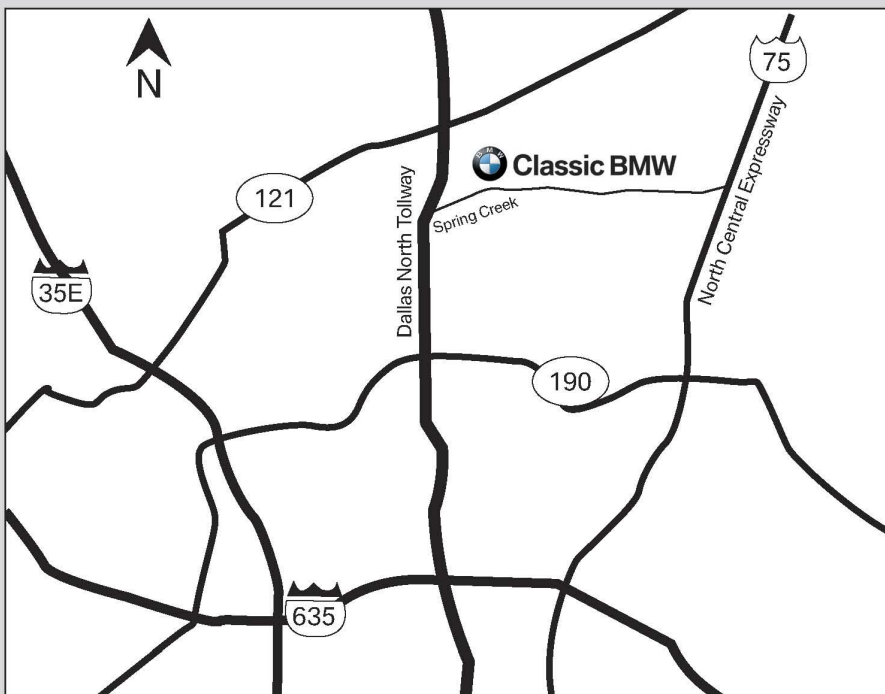
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If you've never done a DE, now's your chance. It doesn't matter if you drive a fire breathing E92 M3 or a docile E28 528i, there's a place for everyone at our events and everyone will learn something and have a blast to boot.

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But when did gas get to almost \$3.50 a gallon? Didn't we just do this two years ago when prices reached an all time high? Are we going back to prices over \$5.00 a gallon? Does it really matter what type of gas I put in my car?

I, like most of you, have a favorite local gas station. It is convenient. I like to pull in, swipe my card, reach for the handle and fill my car. (The cute guy behind the counter, the lattes and lottery tickets add just a bit more to my reasoning). There are, times when I am across town and just pull into a random station. Am I getting "bad" gas when I stop at a non-branded convenient store or from a lesser known brand name? Do I always need to go to a Shell or Mobile gas station?

Sometimes I wonder, does it really matter if I get regular, mid-grade or premium gas? Do I really want to pay extra for 92, 96 or 98 octane...especially now. Should I get a better gas in the winter when it is cold or in the summer when it is hot. (Isn't that all the time?)

Have I gotten caught up in all the advertisements and flash that leads me to believe that my precious car

needs the highest octane gasoline available...

The simple answer is yes. With all high performance vehicles, we need, they deserve a higher octane "premium" gasoline. You may not hear the ping or knock in your engine and may question why pay for something that you don't need, but believe me just like a woman can not have enough diamonds, your car needs the best you can give it.

Not to get too technical, but when the engine piston is on the upstroke there is a pre-detonation of fuel. This pre-detonation can cause internal damage to your car. When you use a high octane fuel, you lower your chances of this occurring. Simply it is an extension of your insurance policy. Keep your car healthy.

Premium fuel often comes with a premium price. So, what can you do to get the most out of your fuel costs? Gas additives and octane boosters are a big business. I personally recommend the SWEPCO 503 gas and diesel fuel improver.

My mechanic tells me that by using this product my fuel injectors, pumps and o-rings are wearing less and deteriorating slower. He likes it because there is less carbon deposits in the fuel system and cylinders, leaving less residue. I like it because I replace my fuel filters less often and feel like I am doing something special for my car...like that mani-pedi that I get for myself.

Fuel treated with SWEPCO 503 burns more cleanly. On the left is an injector spray pattern from a plugged injector running on untreated fuel. On the right is the spray pattern from an injector running on fuel treated with SWEPCO 503. Better atomization of fuel means more efficient combustion, more power and less smoke.

I really don't think about it too much. Before I fill up with gas, I add a 12 oz bottle, I keep in my trunk, to my tank. Sometimes people ask what I am doing and I tell that I am keeping my fuel system clean, trying to increase my fuel economy and ultimately reduce my overall maintenance costs. It is easy and effective. If I can improve my fuel mileage up to 25% with an additive, why not?

I've tried to swap a bottle of the 503 for a latte but so far the cutie behind the counter has not taken me up on it. His only comment is "Cool Car, Mama".

Kay Evans is a representative of SWEPCO and can be reached at 303-859-5566 or kay@ren-den.com. She offers SWEPCO products through Great-Lube.com. Members can use promotion code CCC to receive additional discounts.

Automotive/Motorcycle Enthusiasts Needed!

FirstHand Research specializes in new product development, primarily in the powersports and automotive sectors. We are conducting focus group discussions on a new street vehicle concept in Dallas on the evening of Monday, March 28. Each discussion group will last about two hours and most participants find the groups fun and interesting.

We are seeking 25-50 year old automobile and motorcycle enthusiasts who would like to participate in one of our focus group discussions. If you are interesting in attending, click the link below and fill out a brief enrollment form. Also, if you have any friends who may be interested, feel free to forward the e-mail so they may also enroll. Finally, if you know of any groups that would be interested, feel free to call me at the number below.

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What the heck is a DIY?

By Will Atkinson

If you're new to the club, you've probably seen the term DIY on the calendar or the forum, but what is it all about? (See one this month, 4/16 at Loudon Motorcars)

No, it's not a secret internet abbreviation that all the forum veterans use to insult the newbies, and it's not a secret password into the hidden BMW lair of free parts and grease free repair jobs.

It's just an abbreviation for Do-It-Yourself, which is an idea, or a movement really, that is at the heart

of the BMW CCA and its chapters around the country.

DIY means: If it's broke, YOU fix it. Don't take it to the dealer, or an unknown repair shop, get in there and expose those virgin fingernails to a little "BMW character."

DIY'ers come from two basic folds. First, those who can't really afford to pay someone to work on their car/cars. Hey, for me, DIY was a way to afford a race car. No way could I buy a built race car, or pay someone to build me one. But I could afford some parts and a lot of long nights.

The second camp are the "tinkerers," the ones who know better, but can't leave well enough alone. I also fall into that camp, but old cars are too neat to keep your nice clean hands in your nice clean pockets.

In the context of the club, a DIY day is a day on which a local shop offers the use of their lifts, some tools, and their advice to club members who want to tackle repairs that might otherwise be difficult, daunting, or downright impossible. So, if you've got the itch, pick a task and head out to the next DIY, with some hand cleaner, of course.

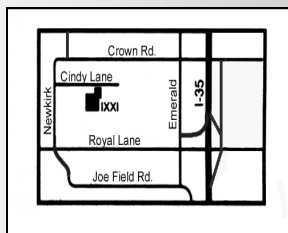




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The New 2002!

April 1, 2011

By:

Herr Wilhelm Scherz

I thought I'd save the breaking news for the last page of this issue, but now it's time for the purists to rejoice.

Hours of hoping, days of dreaming, weeks of whining and writing, and years of yearning have finally had an impact.

Our sources in Germany shared with me that BMW has finally gotten the message from all the BMW Faithful that it's time to get back to the original formula that delighted so many American drivers in the late Sixties and super Seventies.

Instead of just another big over-featured and overloaded luxobarge, BMW has (at the behest of a renegade group of senior engineers in Munich) decided to pro-

duce a faithful descendant to the legendary 2002!

You can be forgiven for a little giggle, or maybe even a shout, because this is supposed to be the real thing. BMW has been developing technologies to go with its Efficient Dynamics theme for the last several years, and one of the key recent engines is a small, naturally aspirated 4 cylinder (not carbureted!) that combines all the new variable valve timing, start/stop, etc. that they can jam in there, to create a torquey yet efficient powerplant.

This is the engine that gave the engineers at the secret *stinktiewerken* the idea to build a car true to the spirit of the venerable '02. Plus, they had lots of good suspension pieces from the 1 series that they could use.

Dr. Wolfgang Altmeier told the German media (after much goading) that, "Zis vas unt idea zat

met vis mush rezistance internally, but ve vere vinally able to get ze funting zat ve neetet!"

BMW is still pretty coy when it comes to the details, but the 1.8 liter 4 cylinder should be a far cry from the outgoing and unloved M44 that powered the E36 318i, producing "somewhere in the neighborhood of 175hp".

They also won't be pinned down on the final weight of the car, and it would be naïve to hope for a car that meets today's stringent safety standards to weigh the featherly 2200lbs of the original.

However, the media spokesperson, Klaus Unwahrscheinlich, did let on that since this will be a special, low-volume production model, that it might be built out of a light composite or even aluminum, to keep the weight down. He said, "The final details have not been confirmed, but rest assured that the new 2002 will retain the lightweight and purity that originally raised awareness of BMW in America. We know that the '02 has many fans in this country and we are very excited to be able to announce the official launch of the Neue Neue Klasse." Pictures are still under tight wraps, but we were assured that the car would be available for sale in exactly one year.



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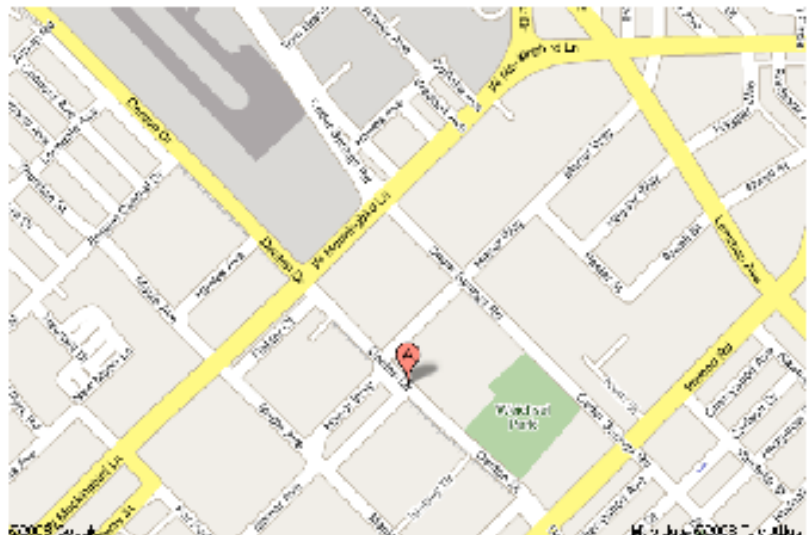


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For the latest news go to www.lscbmwcca.org

April 2011

4/9	Autocross #2	Mineral Wells Ken Orgeron 214-999-4958
4/?	Monthly Meeting	TBD, see website
4/30-5/1	Spring DE	MotorsportRanch Cresson Steve Hodges, see website

May 2011

5/14	Autocross #3	Mineral Wells Ken Orgeron 214-999-4958
5/?	Monthly Meeting	TBD
6/2-11	BIG New Mexico Trip!	Santa Fe and Beyond! Marc Leediker marc3509@sbcglobal.net



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