

3-Series UPDATE *continued*

of the 3.5-litre eight-cylinder formula one powerplant that may be under development. This top-secret project is masterminded by engine wizard Paul Rosche who resides in an isolated wing of the new R&D center.

The mainstream E36 models will be offered with three four-cylinder and five six-cylinder engines. At the bottom end of the range, we find the 100bhp 316i, the 115bhp 318i and the 136bhp 318iS. The S denotes the new multi-valve technology which is also used for the 150bhp 320iS and the 190bhp 325iS. The program will be completed by the 130bhp 320i, the 170bhp 325i, and the 115bhp 324td turbodiesel.

Let's take a closer look at the new 24-valve sixes which will also be fitted to the 5-series and, most probably, to the Z1. Internally known as M58, this new engine generation surprises with several unusual engineering solutions. Among them is a direct ignition system which consists of six coils, a set of high-performance spark plugs and access to the Bosch M3 Motronic DISA. Instead of relying on single-throttle housings, DISA boasts a twin-channel layout with one small and one large-diameter throttle blade for each cylinder. The opening and closing sequence of the butterfly valves depends on the revs and on the accelerator position.

Under development but not yet signed off for production are a 2.5-litre 24-valve diesel and turbodiesel (M51D), an entry-level 1.4-litre four (314i, certain export markets only) and a 1.9-litre derivative that might eventually supersede the 318i.

Reprinted from
Zündfolge
BMW ACA
Puget Sound Region



Inland Empire Chapter — BMW CCA

Laps and More at SIR

(more notes from the president)

Well, I owe all my chapter members who attended the Wine Tasting Party an apology for not being there. But being torn between chapter duties and sheer pleasure, guess what won?

Actually I attended the ACA awards banquet and driving school. Ray Korman was the guest speaker for the banquet and the instructor for a Level 1 class on going fast in the rain ... and rain it did — all day Sunday. Just when you thought it was over, more rain. And the track, Seattle International Raceway, was slick on the tower side with all the leaves from the deciduous trees on the track.

It does modify one's normal line around SIR. Puddles are avoided and you really notice a lot of difference in traction on different parts of a corner. Where you drive on the track has a large influence on lap times.

Over all this was the fastest group of people I've seen show up for a driver's school yet. And, I really enjoyed the extra track time with most of the time being open on the track. Ray rotated amongst the eighteen cars in the class, making suggestions on lines around the course and driving technique. He drove all our cars and we could question him on where we needed to spend more money to do faster laps yet. And, what modifications on a race car are not necessarily good for a street driven BMW.

The awards banquet on Saturday night was well attended and fun. Ray Korman spoke on his BMW racing efforts in the Firestone Firehawks endurance racing series. He finished second for the season, claiming unfair rule changes - favoring the Chevis.