

**BMW ACA
Puget Sound Region**

Zündfolge

October 1992



European model shown.

**Annual Banquet
January 23rd**

**Nast Talks
Merger Mania**

**Chocolate
Truffle Tasting**



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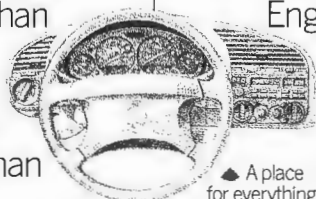
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Cover: The Touring makes
like a Swiss Army knife.

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October 1992

Inhalt

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October 1992
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BMW ACA events are partially supported by a generous
grant from BMW of North America, Inc.

Activities

Calendar

Combined Issues

During the winter months we slow down a little bit. Actually, club activities slow down but club members don't slow down a bit. Your editors are no exception. To take a bit of a breather, and because of fewer events, we have traditionally published bi-monthly in the winter. This year will be no exception. We will publish a combined November/December issue and another combined January/February issue. In March we're back to our regular monthly schedule. Best wishes through the holiday season!

- The Editors

October 18

High Performance Driving School at SIR. Contact Gary Parr at 474-4505 (Tacoma) for last minute information.

November 5

Board Meeting hosted by Al and Bea Lancaster, 27820 37th Ave. S. in Auburn. Call 854-4100 for driving directions.

November 14

Chocolate Truffle Tasting hosted by the Lightfoots. See article in this issue and register soon.

December 3

Board Meeting hosted by outgoing President, Paul Touby.

January 23

Annual Banquet. Last month's Zundfolge had the wrong date; this is the right one, Saturday night before Super Bowl Sunday. See page 10 for more information.

Truffle Tasting

You've all heard of wine tastings. A variety of wines are sampled with something to cleanse your palate between each wine. Well, how about a chocolate truffle tasting?

What we are going to do is buy fresh chocolate truffles from six to eight different candy makers. We will then sample probably half a truffle each. This will be a blind tasting; you won't be told the truffle makers until after we've sampled them all. A scorecard will be provided so you may make tasting notes. In between truffles, we will have something to cleanse palates, although we don't know what yet. I mean, what's the best thing to get chocolate taste out of your mouth? Sparkling water? Cabernet Sauvignon? Bread? Sorbet? Brake fluid? I don't know, but we'll find out before the event.

After the truffle taste-off is completed, we'll have dessert. Actually, we'll serve more truffles so you can try your favorites. We'll probably also serve a liqueur and a nice decaf coffee. It should be a fun evening.

My wife and I have had the arduous task of researching the various truffles that are available. I think you'll be amazed at the range of sizes, textures and tastes. For the tasting, we will try to get plain chocolate truffles, not liqueur flavored, so that the various makers' truffles will be most comparable.

Now, I know you're thinking, "This event is the all time diet buster." Well, you're not gonna be eating a two pound box of these things. We're just going to sample them. And besides, if you're going to fall off the wagon, do it with *quality* calories and make it worth it. We're talkin' decadence, folks.

Oh, yes, the particulars. November 14th, Saturday night, starting at 7:30 pm. Hosted by the Lightfoots at 2641 39th Avenue West in the Magnolia area of Seattle. Cost is \$15 per person and you must reserve in advance. Event limit is 26 guests. Deadline is November 6th but I suspect it will be full long before that. Send your check payable to BMW ACA to the above address. The zip is 98199. Tell us who you are, your phone and address so we can send you driving directions. This won't be a formal affair but we'd prefer no jeans or tee shirts. But don't wear a suit and tie either. Slacks for the guys and slacks or dress for the ladies.

Reserve early. Like now. New members and those of you who have never been to a club event, this one's for you.

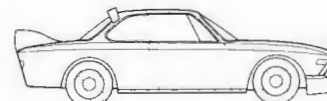
- David Lightfoot



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Stalls

by Thomas B. Nast

Merge or Yield

Rumors abound. Will BMW buy Rolls Royce? Will it buy Lamborghini? What will become of the ailing Porsche?

Deceptively simple questions. Let's start with Rolls Royce.

BMW would like to expand long term, and to do so at the upper end of the market. This seems a little insane right now, when even a V-12 cannot move the 7- and 8-series, but BMW is banking on a long-term upturn and, presumably, a recovering dollar. Meanwhile, bets on the latter are hedged a bit in South Carolina.

BMW also has experience in Britain. Still famous are the BMW-engined Bristols of the fifties. BMW built Isettas near Brighton in the early sixties, and BMW's current collaboration with McLaren shows that it still hasn't lost its touch. BMW is a well-respected marque in GB.

One might expect great resistance to BMW buying as significant a piece of British heritage as Rolls Royce, but with Lotus gone to GM and Jaguar and Aston-Martin owned by Ford, it is going to be tough to make a case for declaring RR a national treasure. Furthermore, the British can hardly afford to hang on to another business losing money, and with the airplane engine division now a separate company, there is no national defense argument for preserving RR's nationality. (It should be mentioned that BMW and RR Aero are jointly building a jet engine, which will debut on the Gulfstream V.) So there would be much thunder, but not enough rain, to douse the deal.

Although the Bentley Turbo R can warm the aging enthusiast's blood, RR engineering is mired in the past. The ancient past. And its present styling, if styling we can call it, appeals most to those with uncorrected astigmatism. RR's quality, tradition and service remains cherished throughout the world, but it needs an infusion of cash and vision. BMW is in an excellent position to offer both. Some wonderful cars could come out of this combination.



BMW is also no stranger to Lamborghini. You will recall that Lambo contracted in the late '70's to build the M1. They screwed this contract up so badly that BMW canceled it, building the M1 in Munich.

Things haven't got any better. Lambo seems to always be in some state of financial reorganization. Its latest sugar daddy, Chrysler, has announced a legal separation, so Lambo is out trying to seduce another surrogate. Even De Tomaso isn't interested. Why should BMW?

Strike one: Lambo has no history. Sure, it has produced some expensive cars over the years, but the company has no real roots (it started building cars in the '60's) unless you call building tractors roots, and most significantly has never raced. Building fast, swoopy cars is no substitute for racing. Strike two: Lambo's management. Or rather lack of same. The founder, Ferruccio Lamborghini, did not last ten years after the first car was cobbled together. Two Swiss nationals took over in 1972, Georges-Henri Rossetti and Rene' Leimer. Other than release of the already-begun Countach, little of note happened on their watch. The Mimram family thereafter took a fling with Lambo beginning in 1981. In 1987, Lee Iacocca returned the company to its Italian roots ;-) but by 1991 Chrysler had absorbed all the losses it could stand and started looking for buyers. The engineering department has gone through at least as many

upheavals. Strike three: Lambo is in Italy. That means flaky labor, flaky quality, flaky efficiency, flaky cost-controls, flaky you-name-it. Didn't BMW learn this when it contracted the M1?

My advice re Lambo: "Don't look back."

Now, what about the other firm in Stuttgart? Porsche is really on the ropes. It geared up to build 30 model 968's a day, but it is getting orders for 30 per month. Neither is the 911 nor the 928 selling very well, here or in Germany. Porsche's decision to move its pricing into the stratosphere has proven to be the biggest blunder since the AMC Pacer waddled out of the sea. Porsche has had to pull out of racing, cancel its drivers' schools, lay off small armies of employees, and take on engineering and production for the firm in Stuttgart, Daimler-Benz, just to keep afloat. Can Porsche remain an independent company?

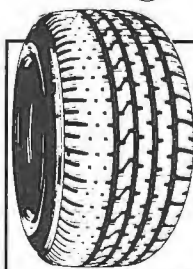
Probably not. But will BMW buy Porsche? There have been periodic rumors (always denied), but BMW will probably not buy Porsche.

Porsche is as much an engineering company as a production company, and BMW does not need more engineers or more German production. Since Porsche cannot make money on its cars, there is no reason to think that BMW could either. Granted, the Porsche lineup complements BMW's rather than competing with it, but BMW has not done too well (Dixi and Isetta excepted) building other people's cars. The Glas was the most recent inherited model, and BMW built about 1250 before scraping the line. BMW would rather develop its own cars, thank you very much.

On the other hand, Mercedes has a keener interest in Porsche (again, rumors are frequently denied). Both subsisting in Stuttgart, they are undoubtedly familiar with each others abilities and capabilities; they probably share country clubs. The merging of production and engineering departments is without distance or cultural barriers. Mercedes has been on an acquisition binge the last five years,

and Porsche would not only fit right in, but would be a relatively inexpensive addition. Mercedes could afford to make Porsche profitable, and would like to build more limited-production models. The Porsche line somewhat complements the Mercedes line, though there is some significant overlap in the engines they produce. Finally, Mercedes would like to see Porsche kept out of Japanese hands.

The entrails are growing cold; without another trip to the pound, I can't say when any of the above will come to pass. But I can't wait until a V-12 or V-16 Silber Schatten comes rolling out of Crewe.



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The BMW Touring

Consider the new BMW Touring. I have lately. And I even had the chance to drive one recently when BMW Seattle co-owner Steve Norman offered the keys to me.

The Touring is BMW's first station wagon. It has got to be the most thoroughly thought out station wagon in the world. Throughout the car are small details that are simply a delight. The sunroof is the most obvious. It's a two part roof that can be opened from the front, rear, both or tilted from the front in vent position. And if you leave it open when you get out, you can close it with the doorkey. Yes, all BMWs do this. But with the two part roof it's especially entertaining to watch the cycle as the car buttons itself up. The rear seat folds down to provide a large, flat cargo area. The seat is split 60/40 so you can carry a passenger in the rear and still carry skis. There's a cargo net that attaches to the ceiling to prevent the load from shifting. There's also stereo speakers nestled into the overhead in the rear.

The tailgate is clever. The glass can be opened alone, the wiper motor detaches. And, the tailgate includes the traditional BMW tool kit. Under the cargo floor is a full size spare, the jack and an adjustable storage compartment.

There are some things I would change, mostly in the drive train. The car is only

offered with the 2.5 liter small six and automatic transmission. I'd like the 4.0 liter V8, a five speed and all wheel drive. Europe's going to have an M5 Touring, which I'd like, but I think demand would be limited.

I've heard some say they'd buy a Taurus at half the price. Well, a Taurus sedan is half the price, too, but it isn't a BMW sedan. And some have said that a minivan makes a better hauler of cargo and kids. I agree. If utilitarian concerns are foremost, any wagon is passe. A minivan is much better.

I don't think the 5-series Touring is an alternative to any other wagon or a minivan. I think the 525i Touring is an alternative to the 525i sedan. A Saturn project manager described the new Saturn wagon as a Saturn sedan with a back pack. I think he's got the right idea. The Touring is a BMW sedan with a back pack.

The new Touring is the only wagon that handles like a BMW and has that delightful little 2.5 liter engine. If you're considering buying a 525i, then consider the Touring. You get a little more utility and really distinctive looks. Most people have never seen a BMW wagon.

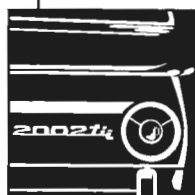
Now all it needs is some 17 inch Schnitzer wheels, lower it. . .

- David Lightfoot



U.S. buyers will have to wait until the fall of 1993 for BMW's new V8 powered 5-series, which is being introduced this fall in Europe. A 3.0 liter, V8 powered 530i is being launched with manual and five speed automatic transmissions while the 4.0 liter V8 540i gets the auto only. Also new for the 5-series line-up is a variable camshaft six in the 520i and 525i models. The goal of the "Vanos" engine is more torque at fewer revs and reduced emissions. (*Autoweek*)

At the Brooks auction in Monaco in May, a 1934 BMW Type 315 sports roadster sold for \$92,157. (*Automobile*)

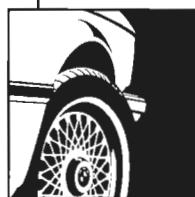


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formation

...from the editors

Reports of BMW Chairman Eberhard von Kunheim retiring this fall are not true, according to a BMW AG spokesman. "He wouldn't make a huge decision like the Spartanburg factory and then leave the company," said Michael Schimpke. "He'll see the project through to its completion." (*Roundel*)

BMW continues to work on a new 2-series. The little bimmer is described as a mixture of station wagon, shuttle and van. The car will be about the size of a VW Golf and carry four to five people. Power will come from a 90 hp 4 cylinder motor. (*European Car*)

Traffic was at a standstill as a BMW, stalled, hood up, blocked an on-ramp near the Kingdome: A Seattle motorcycle officer arrived on the scene. The officer filled the car's radiator, pouring water from - where else? - an oversized Evian bottle. (*The Seattle Times*)

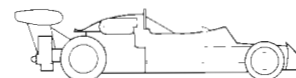
The new 740i will be in dealer showrooms in early November. The first of the new 3-series cabriolets (E36) for the U.S. market will begin production in May '93. European delivery is available in late June - early July. (*Courtesy of Steve Woody at BMW Seattle.*)

Car & Driver had an excellent comparison test in their September issue. They compared ten sedans that cost around \$30,000. Every car had four doors, automatic transmission and was medium sized. Several observations: First, there are no lousy cars in this price range. Second, cost parity, or near parity, between nations has been achieved. No longer does any country have a significant cost-to-build advantage over another. Third, this is a crowded market segment with nearly every major car maker represented except Mercedes-Benz. And finally, the Swedes are in trouble.

1. BMW 325i	92
2. Lexus ES 300	90
3. Audi 100S	87
4. Infiniti J30	86
5. Acura Legend L	85
6. Pontiac Bonneville SSEi	81
6. Mazda 929	81
8. Mitsubishi Diamante LS	77
9. Volvo 960	76
9. Saab 9000CD	76

BMW scored well in all areas but managed a perfect "10" in brakes, handling and "fun to drive". The BMW was summed up as "A stunning example of what a great driver's car should be."

In celebration of the 20th anniversary of BMW Motorsport GmbH, an unprecedented number of historic BMW racing cars will gather on October 29th at Moroso Motorsports Park in Palm Beach Gardens, Florida. The event will be a part of the BMW CCA Oktoberfest celebration. Drivers for these vintage racers will include David Hobbs, Brian Redman, Sam Posey and Nick Craw. Cars will include CSLs, M1s, 320 turbos, IMSA cars and M1 procars. (*European Car*)



The most popular item in the BMW parts department is the M for the trunk lid. (*Autoweek*)

Individual Automobile

German carmakers are notorious for not installing cup holders. "Let me tell you a story about cup holders," BMW board member Dr. Robert Buechelhofer said during a recent visit to Los Angeles. "I was driving down Sunset Boulevard yesterday and I saw a Honda Gold Wing with cup holders on it. That was, for me, the final issue." (*Autoweek*)

Although Daimler-Benz builds close to one million vehicles per year, excluding trucks and buses, BMW will produce more passenger vehicles than D-B for the first time this year. Current production estimates are 540,000 for BMW, 500,000 for DB. (*Whispering Bomb*)

BMW's new subsidiary, Individual Automobile, offers every luxury option imaginable to European customers - for a price. These services are probably going to be offered through BMW NA soon.

Pictured are details from a well appointed 750iL, including burl walnut dash, "picnic tables" ala Rolls-Royce and the ever handy fax machine in the rear arm rest.



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Driving the E1

Right now, BMW has just one set of sodium-sulphur batteries for its E1 electric prototype. And the latest-specification control unit went on the fritz recently, which means that instead of being silently water-cooled, the less-sophisticated alternative box sports a couple of noisy fans strapped crudely into the trunk.

And yet E1 still manages to suggest that the electric car – time, technology and legislation permitting – might very well have a future.

E1 is about as uncompromised as an electric car can be, given the nascent state of the technology. That, and the hard facts that its likeliest audience would probably much rather drive something that doesn't have to be plugged into a wall socket come evening.

E1 – there are currently two in existence, a hand-built fully trimmed prototype and a hack for hardware evaluation – is a product of BMW Technik GmbH, the skunkworks that came up with the wondrous Z1 two-seater. Technik continues to plot BMW's future as a mix of the technological, the funky and the resolutely German.

At first glance, E1 impresses as a slice of rational design that manages to incorporate a host of contemporary BMW design cues – twin kidney grilles, dogleg C-pillar, glassed-in four-eyed headlamps, a suggestion of being laser-cut from a solid block into a chic hatchback silhouette. In fact, the end result – with its intriguing mix of a hard beltline, soft aero-detailing sculpting the sills and front spoiler, and a faint tumescence around the door handles – is so striking it distracts from the peculiar proportions of the design.

This car tapes in at 136.2 inches end-to-end, 64.8 inches wide and 59 inches high: about as long as a Fiat Panda, as broad in the beam as a BMW 3-Series and taller than a Mercedes-Benz S-Class. It has to be: Stashing 440 pounds of Asea Brown Boveri (ABB) batteries – in a package 31 inches by 18.5 inches by 13.3 inches – beneath the rear floor demands that the car be lofty, unless the back seat



is to be restricted to the height-disadvantaged.

Out beyond the 120v batteries sits the American DC induction motor: It looks about the size of the differential on a rear-drive muscle car, and the control unit is mounted above it. Rear suspension is a derivation of the multi-link design used on the Z1 and the new 3-Series, with natty angled trailing arms and racing-inspired coil-over damper units. Front end is MacPherson strut, with a wide-based lower wishbone.

BMW Technik had to offset the bulk of the batteries with considerable ingenuity in the body-chassis department. A chunky aluminum safety cell is paneled in recyclable plastics which give a Cd of 0.32, complete with solid-looking crossmembers and door bars. Sufficient crush-space is provided for the car to pass the 30-mph barrier test. The 14-inch diameter front and 16-inch rear wheels are modular alloy designs with integral brake drums.

Under braking – ABS, no less – a regenerative charging system pumps a little more juice back into the batteries.

Perhaps unexpectedly, E1 has a water-cooling system. This acts as a heat exchanger swathing the oil jacket in which the hot-running batteries sit and also reduces the operating temperature of the motor and controller. The batteries require an internal temperature of at least 285 degrees C to function: Sodium-sulphur has three times the energy density of conventional lead-acid cells.

Yet it is the details of E1 that impress most. This car looks virtually production-ready, right down to the 'E1' badge on the tail. Inside, the copper metallic exterior paintwork is picked up by an orange-and-gray suede-feel steering wheel – it looks better than that design-nightmare description suggests, thankfully. Orange-flecked gray seats complete with seatbelts sit before an understated dashboard featuring a clock, 120-kph speedometer and analog range gauge. There's also an integral cassette player, electric mirrors and power windows, and a detachable center console with strap that becomes a shoulder bag out of the car.

A tiny shift lever – Drive forward, Reverse back, Neutral center and Park off to the right – sits on the fascia next to the heater knobs. To make the E1 go, nudge the lever upward and press the throttle.

The accelerator – what else can you call it? – has a smooth, linear action. You get maximum torque from take-off, with BMW claiming 0-50 kph in six seconds, enough to go with the flow in downtown Munich.

Steering action is light and accurate and the turning circle is usefully deft at a shade less than 30 feet. This car is also quiet and smooth: It's relaxing to drive because the motor fades out at stop signs.

The ride quality is curious, however. At urban speeds E1 seems composed but thick-set, a heavyweight in a bantamweight's clothes. It has a limousine feel not through clever shock tuning but simply due to the considerable low-slung mass it hauls around. There's a faintly ponderous gait to it: On a winding road E1 might just sog out on you.

And stopping isn't too great an experience, either. The brakes work, but the pedal travel is long and uncommunicative. No engine means no engine braking means no manifold vacuum means no servo-boost; BMW acknowledges the problem and is working on electrical assistance for the brakes. Still, E1 is solid evidence that BMW is plugged into the future.

- Autoweek

Why is Rust Such a Problem?

by Danny Parker

The basic reason is that steel is chemically unstable. When steel is made out of iron ore oxygen is removed. This frees iron for making steel, but almost immediately chemical forces begin to work to change it back to its original state.

Iron and oxygen have a natural affinity for each other and the result is ferric oxide. Rust is the end result of the process. The only real requirements are iron and oxygen. For instance, the bare metal slowly rusts from picking up oxygen from surrounding air. However, the addition of water greatly accelerates the process of reaction. The presence of water creates a miniature battery cell of a car's body that pulls iron from the metal surfaces and provides a pathway for oxygen to recombine with the iron. The addition of salt greatly increases the conductivity of the electrical cell such that the rate of the corrosive process is increased ten fold. Water and salt form the electrolyte that completes the circuit. Oxygen assumes the role of the cathode (-) and the car's body acts as the anode (+). Tests have shown that the most corrosive mixture is water with a 2 - 6% salt solution by weight. Unfortunately, for beach side car owners, the concentration of salt in sea water is ideal for rust formation: 3.5%.

Temperature also plays a role in the oxidation process. As with many chemical reactions, the warmer the ambient temperature, the more rapidly the molecules combine. For instance, car owners up north have noted that keeping an automobile in a heated garage in winter, while being driven on salted roads, will accelerate the rate of corrosion.

What would be the ideal environment to prevent rust in an automobile? Short of a car maintained in a vacuum, an ideal environment would be free of salt in the air or on the roads with very low average humidity and a low temperature. That's why astute antique car buyers look for their quarry in the dry hills of northern

Arizona or Utah. But barring car ownership in the arid southwest, what are some

recommendations for keeping your car rust free?

-Der Sonnefleck

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- Keep the car garaged when possible.
- Keep your automobile clean.
- Wash the car on a clear morning in the shade and leave to dry in the sun.
- Wash at least every month, every week in beach environments. Leave doors open for a few minutes after washing to let them dry out.
- Keep a good coat of wax on the car to seal out water and salt. Wax at least twice a year.
- Repair all paint chips as soon as possible when the car is dry.
- Use only a breathable car cover that allows moisture to evaporate easily.
- Rust proofing may be useful on older cars, but less necessary on newer models which feature much better corrosion inhibitors. Regardless, be careful to not seal in dirt and moisture. Choose a reputable shop to do the work.

If you are very serious about avoiding rust in a humid climate, consider an air conditioned garage during summer, or use of a dehumidifier. Visually inspect the car for rust each month. Immediately repair any visible rust to slow the progression of the problem. Procrastination invites disaster.

Don't:

- Park the freshly-washed car in a garage where it will remain wet for hours.
- Wash a car at dusk when cooler nighttime temperatures will retard drying.
- Spray a car off and leave standing water on the vehicle.
- Leave accumulations of salt spray on your vehicle from beach side visits.

We Are What We Drive

Periodically, we take a look at what types of BMWs club members own. Recently, Roster Manager Greg Mierz did just that. Here's the results:

02 Variations (2002, 1600, etc.)	126	20%
Senior Six (Bavaria, etc.)	20	3%
Early Coupes	15	2%
3-series	238	38%
5-series	143	23%
6-series	46	7%
7-series	35	6%
8-series	3	1%
TOTAL	626	100%

This list uses broad classifications. There is a tremendous variety of BMWs represented within the club. The 02 variations include one turbo, three tourings, and lots of tis and tiis. The 3-series includes 105 of the original 3 (E21) and 133 of the later cars (E30 and E36). As would be expected for an enthusiasts' group, Euro cars, M cars, weird and wonderful cars abound. Motorsport cars include 15 M3s, ten (10) M5s and five M6s. There's even an Isetta, not included above.

-David Lightfoot

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Annual Banquet

Our annual banquet is scheduled for January 23, 1993. This is Saturday evening before Super Bowl Sunday. The banquet site has been confirmed as Latitude 47 Restaurant on Lake Union in Seattle. We have held the banquet at Latitude 47 in the past and their staff always does an outstanding job. We'll be in the large banquet room at water level, with docks just outside the room.

Dinner choices will be beef or fish, probably salmon. Price is \$25 per person. A registration form will be printed in the November/December *Zündfolge*.

The tentative dinner speaker is Steve Dinan of Dinan Engineering. Dinan makes aftermarket equipment for BMWs that is arguably the best in the business. This includes turbos, reprogrammed engine management chips, wheels, suspension kits and lots more. We're promised the talk won't be too technical. We say "tentative" speaker since Steve is a busy man and can not commit more than 60 days in advance. We have a couple of back up speakers in mind in case Steve can not make it.

Preceding the banquet will be an auction. This is one of the club's main fund raisers. Valuable items donated by club supporters will be available. Most of the items will be available via silent auction, but we will also have a verbal auction with a real auctioneer!

We are also encouraging auction donations from club members. They can be either goods or services. You will get a bit of free publicity in *Zündfolge* to reward your contribution. Call Al or Bea Lancaster, banquet chairpersons, with your donation. We can be reached at 854-4100.

- Al Lancaster



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

Classified Marketplace

Munich or Stuttgart?

Must sell one or both: [1] Our beautiful henna red M3 with 41,970 careful hiway miles and 30 careful track miles. Immaculate, Yokos, licensed thru August 93; and/or [2] Porsche vintage race car - '62 coupe, totally race prepared with 912 racing engine, racing suspension, etc. Break in miles only, vintage legal and fast. Your choice - \$19.5K ea. or both for \$37K. Tec Rodgers, (206) 432-2336, evenings or weekends.

For Sale: Parts from a 1983 533i, pair of pearl leather front seats \$375; service interval circuit board \$100; pair of TRX wheels with TRX tires \$100; Non-BMW items, professional shop pressure brake bleeder with hose \$65; 1984 Toyota Landcruiser class 1 trailer hitch with 2 inch ball \$35; 1991 Toyota 4x4 styled steel wheels with Dunlop tires \$250; bicycle carrier (bumper and deck mount) either free with first sale. Call Mike (206) 546-9468 (evenings or leave message).

For Sale: 1976 2002A, Chamonix white, beige interior, factory sunroof, Weber, 002 distributor, Hella halogen headlamps, body, paint and interior are clean, but needs new engine. Good project car, \$1,300. Call 522-4438 (Seattle).

For Free: Prima Flow center exhaust section for '69-'74 2002. Jim Peacock eves, 362-8615.

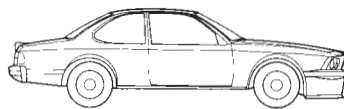
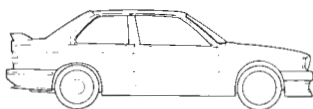
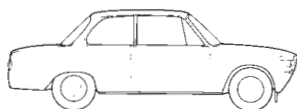
For Sale: 2002 parts - heater, struts, etc. Greg 935-2844.

For Sale: 1983 Euro 635. Special order car, 240 hp with Hartge head, Metric Mechanic cam, new Metric Mechanic sport 5-speed, Bilstein lowered suspension, Recaro cloth upholstery, Motorsports trim, 16 inch 3-piece wheels, performance tires. Nakamichi deck with Denon amp. \$15,500 or trade. Days 827-1600, eves and weekends 392-9461.

For Sale: Two BBS wheels, ET11/KBA40160/7JX14H2, 14" x 7" gold mesh (basket type?) center with silver rim from 1979 733i. \$100 OBO. Steve 522-1349.

For Sale: Parts cars, two 1969 2002's and one 1969 1602. All complete. Would like to sell as whole cars. Lots of extra parts. Call Tim 780-5411.

For Sale: Complete front suspension from '86 325i (springs, shocks, swaybars). Will fit any 1984-1988 3-series. \$75. Colgan bug bra will fit any 3-series '84-88. \$35. (206) 365-2772 Tony.



Classified Advertising Policy: Classified ads are free to members in good standing (paid up dues). There is a \$5 fee to non-members. Photo classifieds are \$15 to members, \$20 to non-members. Ads will be run for two consecutive months, space permitting. *Zündfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to BMW ACA; P.O. Box 1259; Bellevue, WA 98009; Attn: Classified ads. Make checks payable to BMW ACA.

For Sale: 320i parts: header and Ansa exhaust \$150, Naugahyde bra \$45, Kamei front spoiler \$60, Billstein springs \$100. Paul, evenings 752-7549.

For Free: 2002 body, virtually rust free (only minor surface rust). Replace your rusted out body or build that race car. Free, free, free! Paul, evenings 752-7549.

For Sale: 1976 3.0Si, refurbished engine, sunroof, new shocks, new rod arms, brakes, tires. Silver with red leather. Euro version. JVC stereo with ADS speakers. Moving overseas - \$4199 OBO. Call 522-8803 (eves/msg).

For Sale: 1972 2002 Touring. Rare hatchback. Excellent mechanicals, needs paint. \$6000. David or Lucetta 282-2641.

For Sale: 1973 2002 - Motor Excellent (new pistons, rings, etc.), BBS rims, rebuilt, sunroof, front end damaged. All receipts. \$700 OBO, 285-2714.

For Sale: 1976 3.0Si, body damage rt. side, blue leather, good engine, rebuilt BW65 Trans, New exhaust, New rotors. All or parts, make offer, call Greg at BMW Seattle parts 328-7788 or 874-6852.

For Sale: 1976 2002, 140K miles, original owner. Complete maintenance records, shop manual, spare rims w/stud-ded tires. Stock except Weber carb. Some rust, not visible, not structural. Does not burn oil, possible engine work. \$3,000. Call 743-9707 after 6 pm.

Wanted: Center Console Lid in excellent condition (no cracks) for 1979 733i w/tan interior. Steve 522-1349.

For Sale: 1968 1600-2 with 1981 320i engine. All or parts. Mike, home: 745-6943, work: 881-7544 extension 2450. Leave a message if necessary.

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9-18

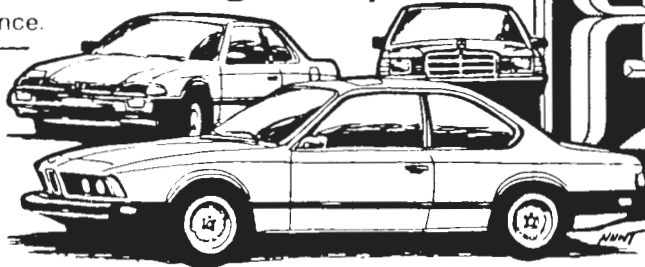
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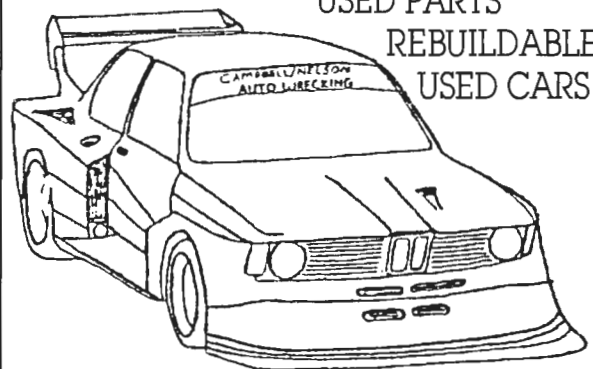
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