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Zündfolge

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Activities

Ray-neer-beer &

Barbecue

Time Is Here!

You may have noticed that your *Zündfolge* has arrived a bit earlier than usual. This is to give you some extra time to reserve your spot for one of our most popular social events of the year. Thursday, May 28th we will have our general meeting at the Rainier Brewery's Mountain Room. Doors open at 6:30 p.m. Please be aware you must make reservations *in advance*, as the Brewery's regulations do not allow the exchange of money on the premises.

Send \$10.00 per person to the club's P.O. Box, attention David Lightfoot. The feast is being catered by Cave Man Kitchen, and if you've never made the trek to Kent and found the corner of West Valley Hwy. with the tepee & chuckwagon, you surely will in the not-too-distant future. The menu includes smoked chicken, smoked ham, Polish sausage in B.B.Q. sauce, baked beans, potato salad, tossed salad, and rolls. Beverages, needless to say, are included. All this, and good company for just \$10.00 per person. Reserve now because: 1) This event sold out last time, and you don't want to be squeezed out. 2) We need to tell the caterers how many dinners well in advance, 3) you just might catch the illusive wild Rainier! Reservation deadline is May 21st.

There are two stipulations we should plan on observing. First, this meeting is open to members 21 years of age & over, second the Brewery asks us to take a tour of the plant before dinner.

The room will open at 6:30 p.m. with tours and beverages available at that time. Once the tours are completed, we'll move on to dinner and the rest of the evening.

See you there . . .

Calendar

May 24

Tech Session – Engine or undercarriage steam clean hosted by our friends at **Automotive Tire Supply** in Bellevue (31 Bellevue Way N.E.). Always a popular event, a great chance to remove the winter's deposits. Please call to reserve a spot (455-9835), starts at 10:00 a.m. Plan to get wet!

May 23, 24, 25

SCCA National Road Racing – SIR will host the annual Double Nationals, look for the Bellevue BMW/Ballard Market trailer to locate the club pits. Everyone is welcome to join us in a fun weekend of racing.

May 27

Wednesday Night Open Track – SIR is the location for some fun after-work track time. Drivers must be signed off to Level 1 or higher unless previous arrangements have been made. There will be a few instructors available to those who have pre-arranged with Denny Organ (285-1402). Cost is \$20 per vehicle, track opens at 5:00 p.m. and is ours until dusk.

May 28

Rainier Brewery General Meeting/Dinner – Rainier refreshments, barbeque and bimmer buddies, as Joe Bob might say. A great summer, after-work event with Kent's famous Cave Man kitchen again providing the eats. See article for more details.

May 29-31

Victoria Tour 1987 – A great weekend is planned with our Canadian friends, a chance to enjoy a beautiful city in the springtime. Call David or Lucetta Lightfoot for any last minute questions.

June 4

Board Meeting – At the home of Denny and Marilyn Organ in Magnolia (2913 - 27th West). All members are welcome. Meeting starts at 7:30 p.m.

June 14

Autocross III – Back to the Evergreen State Fairgrounds at Monroe. For additional details, call Tom O'Dell.

June 24

Wednesday Nighter II – Your second open track opportunity at SIR this summer. Again, limited instructors will be available if you are not signed off to level 1. Contact David or Lucetta Lightfoot.

June 25

Phil Smart General Meeting – Always one of our best events of the summer as the Phil Smart organization rolls out the red carpet for the club. More details next month.

July 10, 11, 12

BMW Fest Northwest – Plan to join us in a weekend packed with great activities. Articles throughout this issue cover the details. This is a weekend for **all** members. Join us!

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BMW Fest Northwest ST

BMW Fest Northwest: Overview

Our first ever regional event, BMW Fest Northwest, is nearing. Fest Northwest will feature three full days, back-to-back, of BMW related activities. If you are one of our members who lives too far from Seattle to participate normally in Club events, this is for you! But if you live in the Seattle area, Fest Northwest also provides an opportunity to participate in any one or more events. This is a chance to meet new people and try new activities. There will be something for everyone during this three day extravaganza.

Those requiring accommodations during BMW Fest Northwest should make hotel reservations *now*. The event will be centered around the Regency Motor Inn, 2200 Fifth Avenue, Seattle, WA 98121. Call them at 206-441-9785 to make reservations. Be sure to tell them you are with the BMW Club. Rates are \$36 for one person, one bed; \$42 for two persons, one bed; \$44 for two persons, two beds. Each additional person is \$3 per night. Secure, covered parking is available.

For members who must convince their significant other that a trip to Seattle for non-stop car events really will make for a fun weekend, here's help. While you participate in driving schools, autocrosses and such, the other half can shop and sight see in Seattle. Because the hotel is conveniently located, a car isn't neces-

sary. It's just a four block walk to Seattle's main retail area including Nordstrom, Frederick & Nelson, The Bon and I. Magnin. Three blocks away is the monorail terminal which provides service to the Seattle Center. The Center is our world's fair legacy and has shopping, restaurants, the Pacific Science Center and carnival-style rides. Free bus service within the Seattle downtown core provides easy access to the Pioneer Square historic area. The famous Pike Place Market is about half a mile from the hotel. The market is a favorite of tourists and local alike. Saved from urban renewal, it is an authentic farmers' market. The full length of Seattle's Waterfront is handily served by a quaint, Australian trolley system. So while you're out playing with the bimmer, there is plenty to do close to the hotel.

BMW Fest Northwest will begin with a ground school Thursday night, July 9th. Friday, July 10th, we will hold one of our one day driving schools at SIR. The driving school is limited to 36 cars, so for most people the first Fest Northwest event will be the Welcome Party Friday night at the hotel. Saturday will feature an autocross and gymkhana. Saturday night we will have dinner at the House of Hong, featuring authentic Bavarian Chinese food. Sunday's big event will be our annual Concours d'Elegance at the Ste. Michelle Winery. Those entering a car will probably be up early, finishing preparations. Others can participate in a low key gimmack rally

that starts at the hotel and ends at the concours. The concours will be over early enough so those with long drives home can get started at a reasonable time.

Does this sound like fun? It will be. A registration form appears in this issue. Make plans now to attend.

BMW Fest Northwest: Social Events

For most, BMW Fest Northwest will begin with the Welcome Party on Friday night, July 10th. The party will be hosted by none other than Club President Bill Linder. Time will be 7:00 to 10:00. Many people will be arriving in town Friday evening in preparation for the weekend and this will be a nice occasion to casually chat and get to know one another. Others will have spent the day at SIR and this will indeed be a "welcome party" and chance to talk about a fun-filled day. Cost of the Welcome Party will be \$5 per person. We will have available beer, wine, soft drinks and snacks. All club members are invited to attend the Welcome Party even if you are not participating in other Fest Northwest events. However, advance reservation is required.

On Saturday night, July 11th, we've planned dinner at the House of Hong in Seattle's Chinatown. This is planned as a casual, fun social event. There will be no doorprizes and no speakers. Just great food and company. The price of \$15 per person includes winter melon soup, sweet and sour meat appetizer plate, abalone mushrooms, crispy fried chicken, beef steak, pan fried prawns, roasted duck, scallops with fresh vegetables and rice. This will be served family style. Beverages can be purchased from the cocktail servers. Like the Welcome Party, all members are invited to the dinner whether they are participating in other events or not, but advance registration is required.

BMW Fest Northwest: Driving School

BMW Fest Northwest will feature one of our popular one day schools at SIR on July 10th. This is a chance to get out to SIR and learn about driving your BMW in a fast but safe and controlled environment. The price is \$50 for one person or \$75 for a couple sharing one car.

Thursday night, July 9th, we will hold a mandatory ground school and tech inspection. This will be held at Phil Smart, Inc. at 600 E. Pike St. in Seattle from 7:30 to 9:00. For those coming from out of town, the Phil Smart dealership is located quite close to the Regency Motor Inn, center of Fest Northwest activities. The ground school will cover, in a classroom setting, all the basics of car control. Included will be seating and steering wheel positions, proper braking and accelerating, smooth shifting via rpm matching and heel and toe, cornering and skid control. While the classroom session is underway, participants' cars will be inspected to insure they are track worthy. Since this inspection will be the night before the track session, there will be no time to fix anything major. Participants are expected to make sure their cars are in good working order. This includes operable seatbelts, sound wheel bearings and legal tread depth tires. Everything on the car must be in proper working order.

The track sessions themselves will include rotating through four stations in the morning and driving the full track in the afternoon. The morning stations will include accident avoidance/slalom, handling oval, skid pad/heel and toe downshifting and hairpins/chicane. Experienced club instructors will provide guidance and every step of the way.

The school is limited to 36 cars and with Fest Northwest it will probably fill up early. Register now to reserve your spot.



BMW Fest Northwest: Autocross and Gymkhana

BMW's are meant to be driven and Saturday, July 11th, you'll have a chance to do just that at a couple of events that are part of BMW Fest Northwest. The wide open, flat expanses of Sand Point Naval Air Station will provide the setting for an autocross and gymkhana. Autocross chairman Tom O'Dell promises a fun course, but one simple enough for beginners. Experienced autocrossers will be available to provide guidance. This will be a great chance to try autocrossing for the first time. What's an autocross you say? It's a moderate speed event through a course of traffic cones. Generally second gear is used but the twists and turns provide plenty of thrills. The agility of both car and driver are tested. There is only one car on the course at a time and runs are against a clock. Each driver will get a practice run and three timed runs. Cars are classed based on model and modifications. Autocrossing is a safe and fun way to learn about your car's handling. It's also a great spectator sport. The cost is \$10 per person.

Concurrent with the autocross, we will be holding a gymkhana on an adjacent site. Ron Newell will be host for the Club's first ever gymkhana. A gymkhana is a team event with a driver and "helper." The helper performs such feats as picking tennis balls off cones while the driver skillfully navigates the gymkhana course. The price will be \$2 for two runs by a team. You may switch driver and helper and run two more times for an additional \$2. Run the event with your spouse or friend, or come out to the event and find a helper.

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Stalls

by Thomas B. Nast

Topless in Harlem

So there I was with Larry in Harlem on a beautiful March day. Larry, my kid brother, is a cognoscente of American Iron, with emphasis on convertibles. Sure, he's suffered through Alfa Spyd-ers, etc., but he prefers a mid-'60's Pontiac, the kind with a surfboard sticking out the back.

A few blocks east of the City University I spotted, parked on the street, one of the more grotesque convertibles to ever offend an eye. This was one of those new fwd GM designs with the vertical rear window. I was incredulous when Larry told me it was not really a convertible.

"Are you serious?" I exclaimed, employing the beach boy vernacular appropriate to convertible discourse. "Look, its got the cloth roof, its got the roof bows, for crissake its got *sags* in the cloth *between the bows*. That rear window sure is ugly!"

After thus allowing me to sum up the car's stronger points, Larry informed me again that I was wrong, and that people actually pay good money to have this done to their cars. "You don't believe me? I'll show you, man," he said, approaching the eyesore. His right hand clenched into a first, he rapped on the fabric top. "Thunk, thunk, thunk," replied the steel roof.

The kid was right. It was a "coupe" dressed up to look like a permanently erect convertible. A whole new world of automotive culture was unfolding like potholes in a New York street.

We hadn't gone two blocks before I spotted another "convertible," this one in motion. The driver and passenger gave the appearance of success in either the service or pharmaceutical industry. The car was a metallic gold 320i with one-piece alloy wheels, low profile tires, lowered suspension, personalized license plate, aftermarket mirrors, and . . . and . . . and . . . [sotto voce] a convertible top. But was it a real top? This time I delivered the verdict to Larry. Definitely not. Why not? Real convertible tops do not have a rectangle cut in them for the sunroof.



In The Flesh

By now *everyone* has seen pictures of the new Ferrari Testarossa. To be polite, they are not flattering. The bodywork looks too busy, the mirrors look silly on the car for the same reason Durante's nose looks silly on his face, and the proportions are not right.

On my way from Encino to Santa Monica in March I passed a red Testarossa on the freeway. (I was in a reasonably unhealthy Mazda 323. In Los Angeles, the lane you are in counts for more than the car you are in when determining how quickly you arrive. An entirely different matter is where you are arriving.)

I am pleased to report that the TR is, truly, a redhead in the flesh. It looks aggressive but fragile, correctly balanced and proportioned, and even the mirrors integrate. It *looks* fast; it could get a speeding ticket while parked. The car is worth going out of your way to see, especially since it doesn't photograph.

It's too bad that the Saab convertible (top up) is not similarly misrepresented

in photographs. It looks bad in photos, and having tracked one on the highway near Lynnwood last autumn, I must report that it looks even worse in the flesh. This car belongs in LA, where the top can stay down full time (and send those hard roofed TR's up here, by all means).

Nissan Sentra

I had a rental Nissan Sentra for a week. Alamo promised me a Bonneville (or was it a Grand Am?) when I made my reservation, but that was apparently a bait-and-switch tactic because they charged Pontiac prices for the little Nissan. (They also charged \$11.00 for gas they didn't put in the car and lied about insurance coverages. They are not honest. I will take my business elsewhere.) Too bad. I was really interested in driving something new from Motown Motors.

It has been suggested that I am overly critical of things in general and cars in particular, so I will hit on the Sentra's good points first. It got very respectable gas mileage. It has an excellent factory radio, far better than my Blueprint. And the styling is beyond reproach, because it doesn't have any.

That out of the way, I can report that the Sentra has a gutless and buzzy engine; that the automatic trans hunts in a most obnoxious manner between second and top gear up hills at speeds between 35 and 55; that the car has terminal understeer, which is not helped by its pre-lubricated tires (the tires were so bad I didn't even *want* to know who made them). The seats are uncomfortable and offer no grip, which is only slightly less than the little grip required by the Sentra's cornering ability. The brakes stop straight and oh so slowly, with pronounced front drive. The air conditioning (320i owners take note) actually cools the car, mostly by first supercooling selected portions of my anatomy nearest the vents, and its thermostatic control didn't work so I had to cycle the air manually whenever I used it at all.

With clean 320i's available used for \$4-5K, I fail to see why anybody would want a new Sentra. Excepting Alamo.

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BMW Fest Northwest: GYMKHANA

Do you want to do something fun? Try a Gymkhana! You'll have an opportunity on Saturday, July 11th when BMW owners converge on Seattle for the BMW Fest. The Gymkhana will run concurrently with the autocross. Different run groups will allow you to participate in both events.

A Gymkhana is basically a fun and no-pressure gimmick obstacle course. Between the timed start and finish, a driver/navigator team perform a series of basic automobile maneuvers coupled with some interesting things to keep the navigator occupied. A typical Gymkhana would include pylon gates and slaloms (similar to autocrossing), backing the car and parallel parking. The navigator would have the privilege of blowing up a balloon in one location and popping it at another, picking up tennis balls atop pylons and depositing them to another specific location, and other activities that the average deviate mind could put together.

This event is definitely a spectator sport as well. It's fun to watch, but even more fun to participate! Although this is not a speed event, helmets will be required.

The site for 1987 BMW Fest Northwest Gymkhana and Autocross will be Sand Point Naval Air Station.

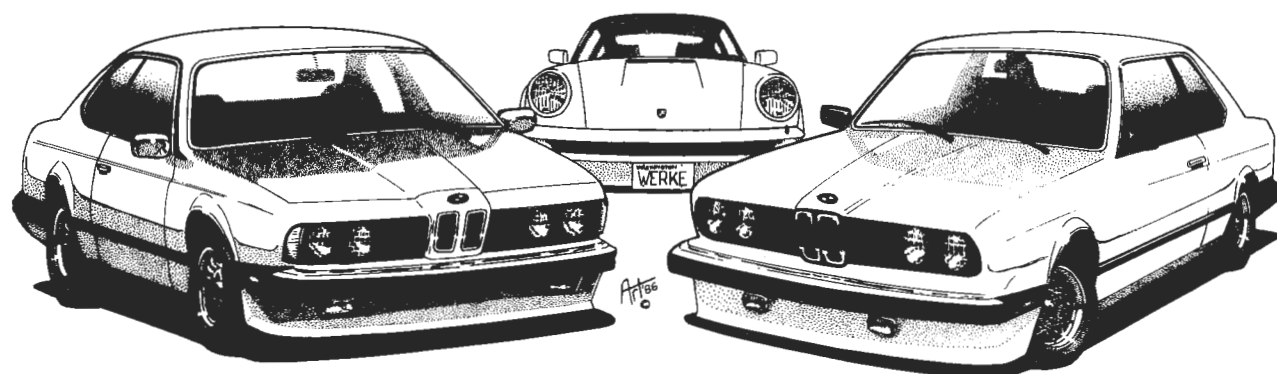
Victoria Tour

This year's Victoria Tour is going to be the biggest ever. We've got 19 cars going north from the Puget Sound area. We'll be joined by our Canadian members. Those who are registered should call Lucetta Lightfoot at 282-2641 or Gail Davidson at 604-652-1025 if you have any questions. Expect to receive a one page informational mailing the week prior to the tour.

Caravans will be leaving the Marysville rest stop on I-5 (mile marker 207) at 10:00 a.m. and 5:00 p.m. May 29th. See you there!

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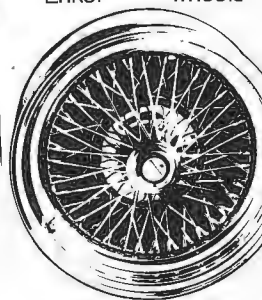


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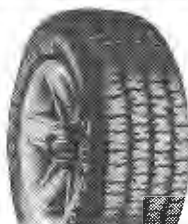


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BMW Fest Northwest GT

BMW Fest Northwest: Concours and Rally

The club Concours d'Elegance has become our best attended annual event. In the last two years over 200 people have attended. On July 12th we will hold our seventh annual Concours at the lovely Chateau Ste. Michelle Winery in Woodinville. Typically, two dozen cars are entered in the Concours with the huge crowd made up mostly of spectators. The beautiful bimmers do provide quite a show, plus you can enjoy a picnic lunch, take a winery tour and enjoy a bottle of Ste. Michelle wine while sitting under the shade trees adjacent to the Concours site. It's no wonder this has become our most popular event.



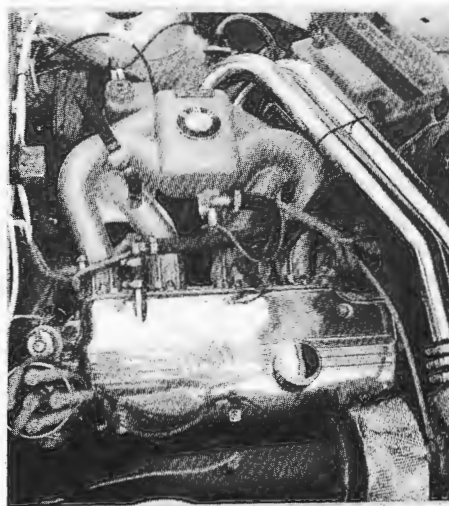
If you're up early, take part in the Gimmick Rally which will start at the Regency Motor Inn about 9:00 Sunday morning. The Rally will end at Ste. Michelle prior to the beginning of Concours judging. A Gimmick Rally requires no prior experience. It simply involves following directions and answering questions. It's fun and everyone in the car can participate. There is no charge for the Rally with trophies awarded to top finishers.

The Concours entrants will be divided into five classes:

1. Early four cylinders (1600, 1800, 2000, 2002, etc.)
2. Early 3-Series (320i, 323i, etc.)
3. Late 3-Series (318i, 325e, 325es, 325, 325i, 325is, etc.)
4. Early six cylinder (Bavaria, 3.0S, early coupes, etc.)
5. Late six cylinder (5-Series, 6-Series, 7-Series)

The scoring system is being revised from the past but the areas judged will still be exterior and bodywork, engine compartment, interior and trunk. We do not inspect the underside of the chassis.

The Concours will be the final event of the first BMW Fest Northwest. Even if you're not staying at the hotel, you are encouraged to run the Gimmick Rally prior to the Concours. Don't miss this highlight of the summer.



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Will you be staying at the hotel? _____

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Please indicate previous track experience: _____

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Autocross, July 11th, Saturday (all day) _____ persons @ \$10 \$ _____

Gymkhana, July 11th, Saturday (all day) _____ teams @ \$2 \$ _____

(A team is a driver and passenger. If they
switch places, that's a second team)

Dinner, July 11th, Saturday (7:30) _____ persons @ \$15 \$ _____

Gimmick Rally, July 12th, Sunday (9:00) FREE N/C

Concours D'Elegance, July 12th, Sunday (11:30) FREE N/C

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BIMMER BIO

by David Lightfoot

The Phoenix Coupe

The Phoenix was a mythical bird said to have lived 500 years. It threw itself onto a pyre and was burned to ashes. From the ashes the bird arose, again youthful. Any owner of a Karmann bodied BMW knows that these cars don't burn up, they rust away. This is the story of a coupe that arose, after a lot of effort, to live again.

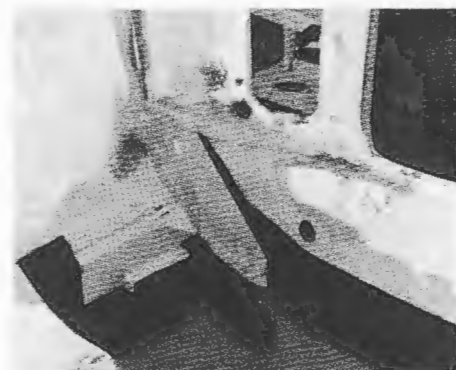
As you can see from the photos, Andy Barcheck's 2800CS had a bad case of coupe rust in all the usual places. Andy acquired the coupe in August '82 from club member Wayne Dupont. The car had been repainted by a previous owner. Often a coupe's rust is painted over. And in six months or a year the bubbles under the paint began to appear. Wayne had planned to mount a major restoration of the car but never got around to it. Andy inspected the car thoroughly and knew what he was in for. Why did Andy take on a project of this magnitude? For several reasons. First, he didn't want to pay the \$12,000 to \$15,000 going price of a nice 2.8 litre coupe. Second, he had recently sold his race car and needed a project.

Third and most importantly, he wanted to learn new skills. The restoration was mainly designed to be an educational project. Nice term paper, Andy.

A lifetime of involvement with cars made Andy qualified to take on a restoration of this scope. Andy grew up in Portland. In high school he had use of his mother's '64 Pontiac Tempest which he describes as "fun" and later a 340 Barracuda which he calls "more fun." In college he had a '65 Volkswagen. Andy started autocrossing in 1967. During his years at Portland State he also had a Porsche 914 (he bought it instead of a 2002 and later regreted his decision) and a turbo-charged VW beetle. Andy's major in college was Automotive Engineering. His background led to his involvement as a crew member for veteran Portland road racer Lauren St. Lawrence. St. Lawrence raced a 2002 that went to the SCCA National runoffs at Road Atlanta in 1972 and the Canadian runoffs in 1973. Andy got to drive the 2002 once in a race. He was scheduled to co-drive an enduro with St. Lawrence until St. Lawrence was offered a Trans-Am ride with George Folmer, an opportunity not to be missed. Andy also did



An example of the extensive "before" rust. This used to be a floorboard.



The cancer is cut out. The sheetmetal that remains was sandblasted.



New sheetmetal is welded in and prepared for primer.



Andy rehearses in the primed body. This must have provided the inspiration to finish the project.

some work on a BMW powered Chevron. More recently Andy did consulting work for St. Lawrence's Michelob-sponsored Mercedes SL racer. He designed the chassis and suspension.

After a year of crewing, Andy began racing a Datsun 510 in 1972. He graduated to a Datsun 280Z which was raced one year as a production car and then improved and raced in a higher class. A fine driver and mechanic, Andy won eight Conference championships in eight years. He also did a little SCCA racing with his best season resulting in a second in the North Pacific division. He currently races a Volkswagen GTI often enough to keep his license current.

The Classic Coupes

The Wilhelm Hofmeister designed coupes were introduced in 1965. The original 2000C and 2000CS had odd and controversial headlights, but the rest of the body would have a long life. In 1968 the six cylinder motor was added and a much more pleasing headlight arrangement was introduced. In April 1971 the coupe got the new three litre engine. Production continued until the new 6-Series coupes took over in Spring 1976.

The national four cylinder coupe register is kept by Franz Fechner, 3498 Northwood Drive, Castro Valley, CA 94546. The six cylinder coupe register is maintained by Charles Richardson, 4853 Cordell Avenue #422, Bethesda, MD 20814. Both Franz and Charlie have a wealth of information about coupes and are happy to share it.

Here's worldwide production figures for the classic coupes:

Model	Years	Units
2000C	'65-'69	2,837
2000CS	'65-'69	8,883
2800CS	'68-'71	9,399
2.5CS	'74-'77	844
3.0CS	'71-'75	11,063
3.0CSI	'71-'75	8,199
3.0CSL	'71-'75	1,039



Andy in the midst of his educational project. Here he's welding a shock tower.

But it's tough to make a living racing cars and Andy never tried. After completing his schooling in 1969, he moved to Bremerton to work in the Naval shipyards as a mechanical engineer. His love of designing and fabricating, of trying different kinds of welding, of fabricating parts, and of constant learning led to the coupe project. As you can see, the car was completely disassembled. Large pieces of sheet metal were cut out and replaced. Virtually everything was sandblasted. What remained was etched to kill any rust remnants. The mud and moisture traps BMW tends to build into

its cars were redesigned, welded and sealed. Spray guards were fabricated. Two coats of epoxy were applied before any paint. Everything was done in a manner to assure long life. Andy says, "This one is going to be around a long time." The drive train was in relatively good shape and a clutch and minor items were all that was necessary. The interior was and is passable. Andy plans to do the interior when time permits. He did all the work himself except the painting. The paint was left to an expert who applied a beautiful black finish. Owners of black cars know the trials and tribulations of keeping a black car looking good. But they also know that when a black car does look good, it looks very, very good.

Andy has used his coupe sparingly since the restoration, adding only 3000 miles to the odometer in a year and a half. Andy's wife Sandy got a 320i new in 1981. It was then that the Barchecks joined both BMW ACA and BMW CCA. A daughter, who will be five next month, promoted a desire for four doors. Sandy now has a '79 528i. In October of 1985 the coupe was taken to Monterrey for the national CCA Oktoberfest. There it scored fourth in class, five points (out of 200) out of first place. At the 1986



Coupe "kit" with only some minor assembly required.



Andy bringing home all the wood at last year's concours. This was the first time one car took all possible awards.



Andy's beautiful coupe posed in front of the Port Townsend city hall.

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club concours d'elegance the coupe won first in class, best in show and peoples' choice; every category available to it. This beautiful car is a show stopper wherever it goes. Non-BMW aficionados often claim to have never seen this body style before, but everyone admires the car's timeless grace.

A specialized, national coupe register is maintained by our friend Charles Richardson. Charlie is a naval dentist and was stationed in Bremerton for a while. He published the story of Andy's restoration in the coupe register's newsletter and ever since Andy has heard from coupe owners across the country. He has aided in several restorations by phone and correspondence. Andy is currently working on a new project: putting an Acura V-6 in a Honda Civic. Behind the seats. I asked if he would take on another restoration. He indicated he probably wouldn't, but not for the reasons you might expect. Having satisfied his curiosity about the techniques involved, he is no longer interested.

If you'd like to see this car first hand, come out to the club's concours at Ste. Michelle on July 12th. Andy will be there to defend his title. See this Phoenix that arose from the rust, again youthful, to live again. Maybe for 500 years.

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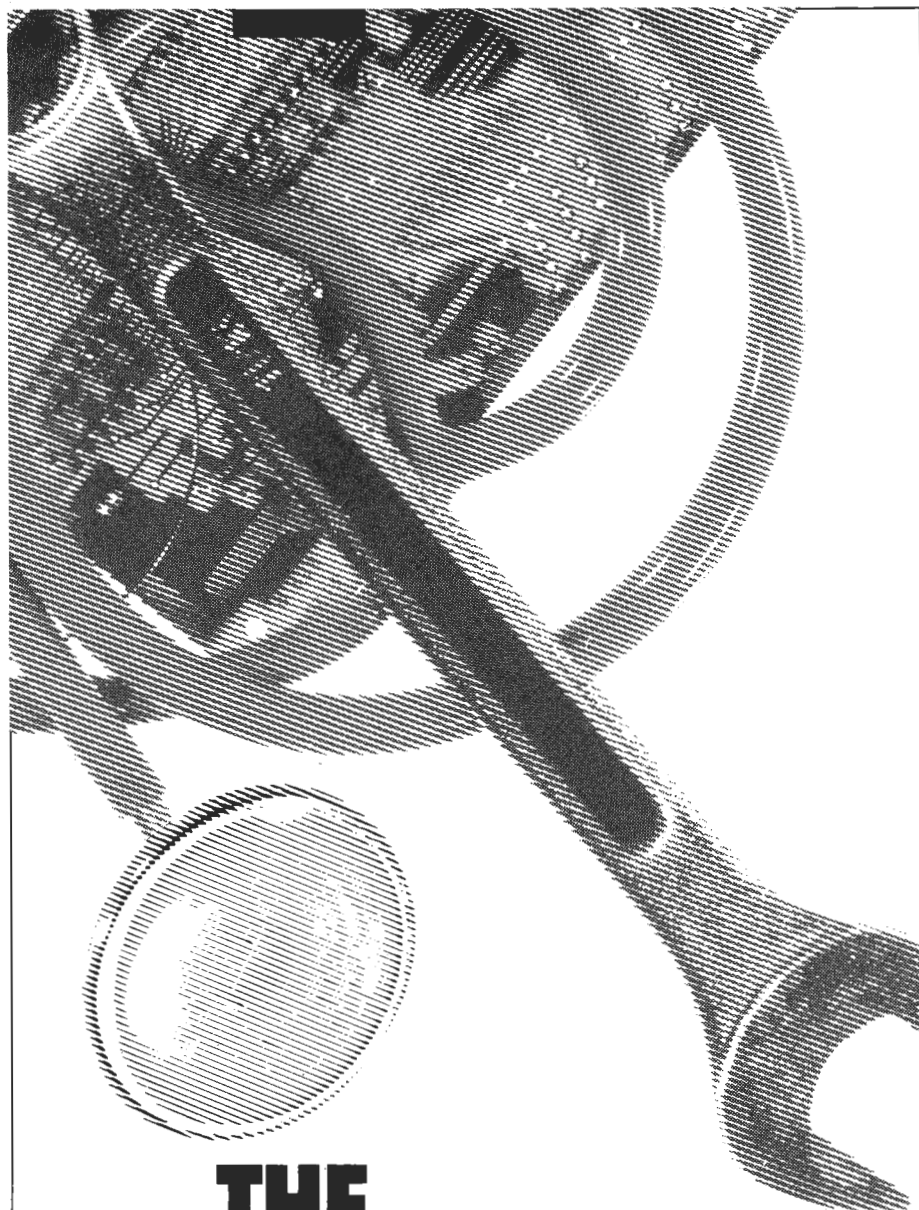
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M3 Wins in Europe

BMW M3 race cars have been achieving great success in their early outings in various European venues. In the European Touring Car Championship in Estoril, Portugal at the end of April, the Italian Ci-Bi-Emme team of Johnny Cecotto and Gianfranco Brancatelli won their race with an average speed of 142.195 km/h. Ford Sierra Cosworths finished second and third. Ci-Bi-Emme now have a 40 point lead in the series.

In France, Bernard Beguin's M3 won the Criterium de Touraine in the French rallye championship in grand style, coming out on top in nineteen of twenty-four classifications. Beguin now stands third overall in the championship, which is led by a Renault 11 turbo.

Another M3 victory occurred in Turku, Finland, where Mika Arpiainen won a breathtaking race over three Volvo 240 turbo's and a Ford Sierra Cosworth.

Back in Germany, in the International German Touring Car Championship at the Nurburgring, several other M3's also made good showings. Harald Grohs of the Vogelsang team finished third, followed by BMW Junior Eric van de Poele. The other BMW Junior member of the Zakspeed team, Marc Hessel, came in seventh after experiencing tire problems.

5,000th M3

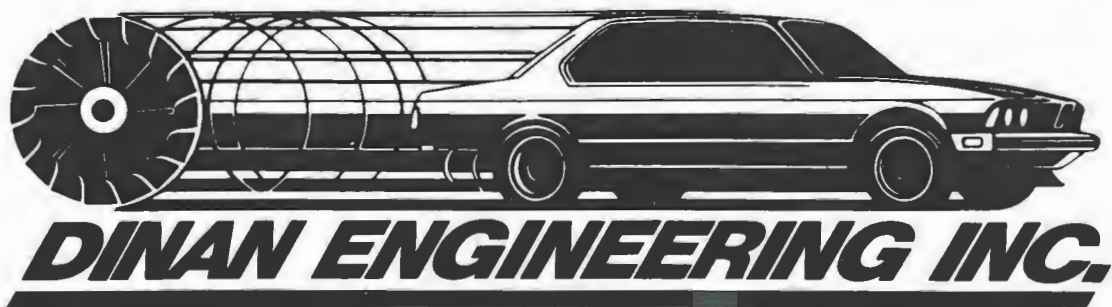
On Monday, February 23, 1987, the 5,000th BMW M3 came off the production line and this event allows the M3 to be homologated for Group A racing. Group A, for production-based touring cars requires the production of 5,000 units within 12 successive months. Homologation took place on March 1, 1987.

The racing version of the M3 develops approximately 300 bhp and will be entered this season on the World and European touring car championships as well as various German national championships.

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German Autowerke's Emergency Repair Tech Session Tailored For Women

At first glance, this appeared to be a typical Saturday afternoon tech session. But on April 11, a very special event took place. For one thing, the person hosting this tech session was not permitted to join us. Instead, his expert mechanic, Patty Ferron, was getting ready to instruct her first club tech session tailored for women. Several female club members soon arrived and pulled their bimmers into the large open shop area inside of German Autowerke. We quickly learned this was going to be a hands-on tech session!

We began our session by learning how to remove a wheel on each of our cars. Patty demonstrated how to loosen lug nuts using a foot, not a hand. Since women's legs are relatively stronger than their arms, this technique proved successful when arms and hands failed, especially when your mechanic has tightened your lug nuts by machine. After we removed our wheels and put on a spare (most were flat or extremely low on air), we had a chance to try tightening our lug nuts by hand. Could we "torque" to 95 lbs.? Our instructor tested each of our lugnuts with a torque wrench. A piece of cake.

Next we took an inventory of our emergency equipment. Flares, first aid kits, flashlights? Tools, spare tires, jacks? The list went on. I flunked this section. Patty explained to us what each item is for, and showed us how and when and where to use it.

Patty has been working on my cars for years. For those of you who haven't met Patty, she is a petite 5'4", with a quick smile and an easy laugh. She is one of the finest mechanics I have ever met. Although Michael Cammack (German Autowerke himself) takes full credit for teaching Patty everything she knows, it is Patty's basic qualities that make her exceptional. Patty has a natural ability to analyze a situation, consider the possibilities, and go for it while making it look so easy! Patty really seemed to enjoy teaching this tech session and

made learning how to cope with emergency road crises fun and easy.

Before I knew it, several hours had passed and Patty had taken us through emergency procedures, trouble-shooting, checking our tool kits, taking inventory of our emergency equipment, and answering many questions about what kinds of things we should ask and look for when we get our bimmers serviced. We have replaced spark plugs, changed tires, and barely gotten our hands dirty. We now know what we need to do to make our cars and ourselves more prepared for those emergencies that always seem to happen when you are alone, in the middle of nowhere, late at night.

I am anxiously awaiting the next tech session for women. Patty has received a lot of calls requesting a variety of topics. I can't wait to see what she has planned for us. And who knows? Maybe next year the April guest editor will be a woman — watch it Joe Bob!

—Susan Herrero



Patty Ferron, at home in the German Autowerke's shop, fields questions from those attending.



Each of Patty's students had the opportunity to learn emergency repairs and get some hands-on experience.

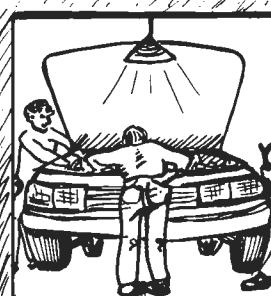
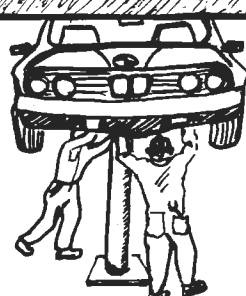
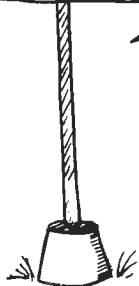


Here Patty demonstrates how to change a tire and properly torque the lug nuts.

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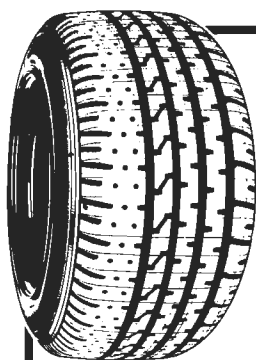


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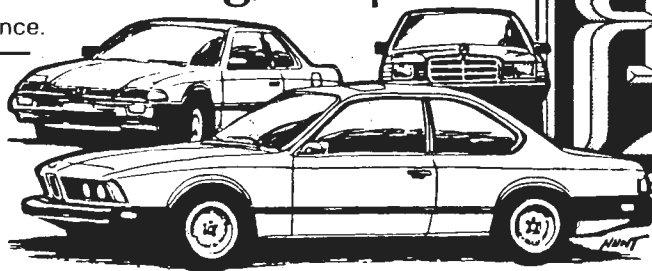
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Midnight Ramblings

by Steve Worthington

A word of warning. I came across an article in a trade magazine indicating that you can ruin a lambda sensor by touching the wire connector and the base at the same time. The sensor "reads" your body's current and self-destructs. This could be an expensive lesson.

☆☆☆

The World Rallye came to the United States for the first time in its history last December. My wife and I have followed rallye racing in the Puget Sound area for four years and decided it was time to get more involved than just watching high powered cars drive through the woods at speeds in excess of the national speed limit. So we worked as road marshalls, giving us a chance to see international drivers up close. I worked as a timer at the start of our stage and got to rub elbows with the Peugeot and Lancia co-drivers.

This is a sport more suited to gentlemen (and ladies) than the untouchables that we see in much of motorsports. The drivers seem friendly to each other and to the public. I only hope that BMW will take some initiative with their new all-wheel-drive cars and enter the fracas. This would really expand my enjoyment of the sport. I did notice that there were a lot more BMW's in the spectators' parking lot. (Last year I only saw one BMW and it was from Oregon.) I also found out that other car clubs are involved, taking charge of an entire stage of the rallye. This fact has my wheels spinning. I really want to expose more people to this form of motorsport. There is an international rallye scheduled for June of 1987.

☆☆☆

I may have said this before, but it bears repeating. Do not put cheap oil filters on your BMW. I am discussing spin on types. I have no problems with Purolator or Mann filters; the culprits to date are Lee and Fram. The o-rings on the filters blow out, resulting in the loss of 5-7 quarts of oil all over the road and your priceless joy a concours fanatic's worst

nightmare.

There is also a possibility of incorrectly filtering the Eta motor (528e, 325e, etc.), as a 4 cyl. oil filter will fit but not function as per factory specs. Filter requirements are: PC-712/6 for the 4 cyl., and PC-253 for the Eta. I saw the crank shaft of a 320i with said failure and I wouldn't want that ride in my personal garage. It's not as bad as the other oil failure I heard from a fellow shop owner concerning an eastern Washington car. It seems the father was driving his daughter's car when the oil light went on. Well, being an intelligent man he just knew it had oil in it. Surely an electrical failure in the dash. That theory sounded good until other sounds started to emanate from under the hood, and another crankshaft turned blue from oil starvation.

What some folks fail to realize is that a BMW with 100,000 original miles on the engine will run like a banshee but with a tremendous thirst for oil. Keep an eye on the dipstick. If you don't know what or where it is, it's time to ask someone to show you. I recommend checking it in the morning when the engine is cold. This has two benefits: The oil is all in the pan, and all you have to do is lift up the stick and look at it. Nothing technical like wiping the dip stick. You can always unscrew the rad cap at the same time - oh gosh, this sounds like maintenance. (Not all BMWs with 100,000 miles or more burn lots of oil, but enough do to be cautious.)

Wednesday Nighter

We will be holding three Wednesday night track sessions this summer: May 27th, June 24th and July 22nd. These are opportunities to hone your skills and have a little mid-week fun. If you are not signed off to Level 1 yet, you need to re-

serve in advance for each of these sessions. We will provide limited instructors to help with check rides *only* if you have reserved in advance. If you have received your Level 1 sign off, just come out and drive. The price is \$20 which may be paid at the track. Novices should reserve with Denny Organ for the May 27th event, with the Lightfoots for the June and July Wednesday nighters.

All the usual track safety precautions apply. All cars must pass a safety inspection, everyone must wear helmets and seatbelts. Tires should be pumped up to about 40 psi and everything loose must be removed from the car. Everyone must help in working corners. Track sessions start at 5:00 and run until twilight.

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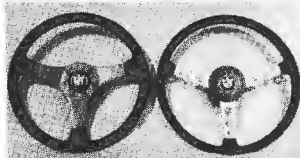
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- While attending the BMWCCA Gateway Tech, I had the pleasure of meeting Mr. Newell and Patzer. I was impressed by them and realized that the *Zündfolge* was the type of high quality magazine I should advertise in.

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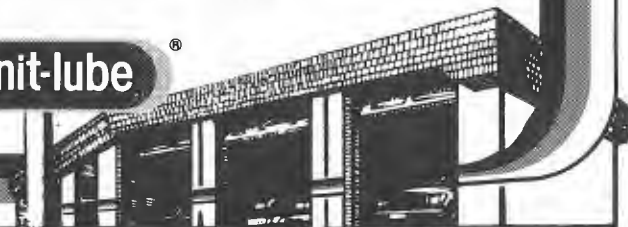
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A Classic "Coming Out"

By Conrad Wouters

"Why don't you write about it in the BMW magazine?" said my good friend Denny Organ when I told him that Sigfried Linke had invited my wife and me to attend the Classic Car Club "coming out party." I must admit, I was pleased and intrigued that Sig had invited me to attend, and besides said Denny, "not many people know about the event." I sure didn't until invited. All I knew was that once a year, the Classic Car Club members got together to show their newly acquired or restored vehicles.

I had helped Sig acquire the automobile that he would unveil at the party. My position as a commercial loan officer at Rainier Bank can be interesting at times, but when Sig called last fall to request a six figure loan to help acquire a 1928 "S" model Mercedes Roadster it became very interesting. After all, the credit jockeys in head office aren't used to requests such as this. No problem, we told them, Sigfried's European Motors shop was doing well and besides, he only needed to sell a few of his existing collection to pay off the loan. Quickly, the loan was approved and I witnessed the events unfold.

Sig began selling some of his existing cars, and told me "you bankers worry too much. Everything went as planned, and the new acquisition was shipped in the early spring from Pittsburgh, where the previous owner had it stored.

When Sig called to invite my wife and me, he explained that no one could see the car before the party. He also requested that I help his wife Betty unveil the car. I readily agreed as I had seen pictures of the car, and it looked to be an exceptional automobile. Besides, this would be *fun*.

We arrived at the SeaTac Marriott a little early, and surveyed the room. Amidst the round tables nicely arranged for our dinner, were eight blue or tan car covers over some rather large vehicles. No peeking I was told. So I walked around the room conjecturing with my wife

about the protruding hood ornaments, body styles and an occasional exposed wheel, listening to the stories related to the vehicles.

After a nice filet mignon dinner, and an in-depth discussion with Sig on the craftsmanship and detail that the older cars had, the emcee began the unveiling ceremony. Each automobile, starting with the earliest model, was introduced by the owner who explained how it was "acquired" (nobody just *bought* one, I surmised, for it takes a period of time to complete a transaction), its ownership history, and a short explanation of its manufacture. Amid ooohs and aahs, the automobiles were then unveiled. Each one was a stunning example: a black 1926 Bugatti Speedster, with a massive, solid appearance; a 1930 (?) Cadillac V12 coupe with an engine the size of my desk; a 1935 Rolls Royce, just to name a few.

When it was Sigfried's turn, he explained that the 1928 "S" model was the predecessor to the SS and SSK models of later years. The coach work was by Saoutchik. In those days you could order a Mercedes engine, drivetrain, and frame and specify the *body style* you wanted: coupe, convertible, spare wheel in fenders or on trunk, etc., not at all like today. This particular automobile was exceptional. It was originally ordered by Wallis Bird (an eccentric oilman and automobile collector) who specified a 2-door convertible, lizard skin upholstery, real German silver accents around the fenders, and a special lalique leaded crystal eagle head radiator cap (that actually lights up!). It has a beautiful pearl cream color paint. The automobile was in storage most of the time - it only has 9,280 original miles. It is truly an unbelievable car to see up close, with exquisite craftsmanship throughout. The engine is a huge 7 liter, six cylinder, supercharged monster with a radiator fan that looks like a hydroplane propeller.



The magnificent 1928 Mercedes "S", a timeless piece of automotive history.

EXPERIENCE A HEIGHTENED AWARENESS OF THE ROAD. AND EVERYTHING ABOVE IT.



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After the unveiling, everyone had a chance to examine the vehicles in detail, and the group gradually dispersed. Sigfried asked me if I wanted to ride back to the shop with him *in the 1928 Mercedes!* He didn't have to ask twice.

The car started immediately, rattled just slightly while the oil pressure built up, and then settled down to a rumble that told you it has pistons the size of coffee cans. I hopped in, and after stopping to get some gas (was this great or what?!), we headed north. As Sig double-clutched into 4th gear (no syncros) he explained that the roadster had not been in 4th gear since 1940. The engine growled as it accelerated. You could feel the torque, but the engine was not turning over very fast. In no time we were cruising at 60 m.p.h.

The Mercedes rode like a truck, and Sig said it steered very hard at slow speeds, but for straight line cruising it was magnificent. And everyone stared (OK, some folks didn't, but they were asleep). We took the Mercer Street Exit and drove down 7th Avenue toward the European Motors shop. Amid more stares, thumbs up, and smiles, Sig tucked it into a corner of his shop, and replaced the cover.

Late that night, still wide awake, I lay staring at the ceiling, wondering

how I could someday enter the rarified atmosphere of owning such a classic automobile.

The 1928 Mercedes Model S

The 1928 Model S, was referred to in its day as a "two passenger torpedo, transformable 'Breute', capable of speeds up to 120 miles per hour." Torpedo, I assume relates to body style, transformable refers to the fact it is a convertible, and I have no idea on 'Breute.'

A 1928 sales brochure states "compared with engines of other sports cars this supercharged six-cylinder is particularly robust, and is built for hard work." The "S" featured a 6.8 litre dual carb, dual ignition motor with a red line of 3,000 r.p.m.'s. Horsepower with supercharger was rated at 220. It was advertised as the "fastest sports car in the world."

Sig's Mercedes has a colorful background. Purchased new in 1928 by Wallis Bird the vehicle saw somewhat regular use during its first years. Bird a wealthy oil man, was noted for gathering up his friends on the fenders of the great Mercedes and touring the pubs in the Oyster Bay, New York area. Unfortunately, Bird was killed in a small plane accident in 1940. Shortly thereafter, his

wife locked up their mansion, ordered his collection of cars put on jackstands, and basically never returned. On her death, 22 years later, the car collection was finally auctioned off, the "S" going to collector J. Tunick. The car was restored bolt by bolt, resold to D.C. Burnham in 1972 and finally to Sig in 1987.

This very special Mercedes will be on display in the lobby of Rainier Bank's Central Office tentatively toward the end of May. Call Conrad for the exact dates.

—Ed.

Teenage Driving

The Surgeon General has reported that Americans' life expectancy has improved over the past 75 years for every age group except one: the 15- to 24-year-old American whose death rate is higher today than it was 20 years ago. The leading cause of death: drinking and driving.

14 teenagers die every day in drunk driving crashes, and an additional 360 teens are injured every day in drunk driving crashes.

One out of three teens says they've been in a car driven by a drunk driver their own age.

RANDOM NOTES

by Denny Organ

About April

As usual, with Nast you either love it or hate it. Had many comments about our April issue, one member stated he laughed so hard he almost fell off the toilet. I think that was a positive comment.

Hopefully, not too many of you were confused. The majority of the issue was meant to be in fun. As a point of clarification, there is no relationship between last month's "Tech-Tips" and Ron Newell's excellent monthly column "Techni-Tips." Ron did not author the spoof and we look forward to his regular technical contributions again next month.

Also, there was some confusion surrounding the **Maximillian Importing Company** ad. Yes, this is a true advertiser (reprinted again this month). Maximillian is an excellent source for difficult to find as well as regular parts. His catalog should be in your technical bookcase.

New Advertisers

Besides Maximillian, new this month to *Zündfolge* is **Firestone Tire**. Firestone is actively seeking the enthusiast market and is setting up "high performance" tires stores. Probably their greatest visibility has been as the major sponsor of the IMSA Firehawk Endurance Series, with last year's winning of the Touring class being Ray Korman's 325e. Look for a future meeting or tech session with Firestone.

Goodbye to 55

At last, the world's most ridiculous speed limit has finally been modified. Driving to Portland earlier this month I felt there should be some commemorative marker or at least a celebration at the first 65 m.p.h. marker south of Olympia. I'll bring champagne for the next trip.

Interestingly, but not surprisingly, at least half the traffic was traveling 70 m.p.h. or more. We didn't spot a single state patrol vehicle anywhere along our route. An interesting note is how the limit drops to 55 m.p.h. in the Longview/Kelso area (due to congestion??) but is



maintained at 65 m.p.h. through Centuria and Chehalis (a narrower, four lane stretch). Logic does not prevail.

Driving Sideways

I witnessed a true testament to the value of club driving schools a few weeks back. I was southbound on I-5 approaching the new convention center construction. Traffic began to slow quickly and a young woman in front of me driving a four-door Ford Escort was caught by surprise. To avoid the car directly in front of her, she made two near fatal mistakes. Her first reaction was to swerve hard to the left. The second reaction was to lock the brakes. Combined,

they pitched the car violently sideways at 60 m.p.h., headed directly toward three other cars and a cement retaining wall. The car was obviously completely out of control.

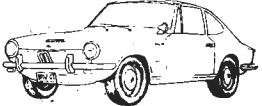
In the following few seconds, luck was a major factor. The car crossed three lanes and barely missed the retaining wall. The driver grossly over corrected, pitched the Escort in the other direction, again crossing three lanes of traffic sideways. Amazingly, all of the cars within striking distance quickly opened up a clear area for this Escort pirouette.

Again, the driver over corrected, pitched the car one more time and by this time had scrubbed off enough speed to finally regain control. When I passed, the woman had a glassy eyed, white knuckle stare straight ahead.

The message that rang true was the number of drivers on the highway that have no experience in avoiding emergency situations. A bit frightening. If you haven't, attend a driving school. These are not the kind of skills to practice on the freeway.

Short Takes

I chuckled reading the reverse side of the State's vehicle emission test report after the 320i recently had its tail pipe sniffed. Under the "unacceptable" parts and repairs they have listed "super chargers." Can you imagine anyone flunking the emissions test, installing a super charger, and then producing the receipts as proof of attempted pollution repairs? Nice try . . . In April I took the GLH to our friends at **Minit-Lube** to have the oil analyzed. Unfortunately, at the next race I had some engine parts disassemble while being chased by two 16 valve Scirocos. It will be interesting to see if the analysis would have provided any clues to pending failure or if it was just another strong case of driver error. More next month . . . apologies to Michael and the crew at **German Autowerke** in Lynnwood. For a couple months their ad listed the wrong phone number. Please note 778-6844 is correct.



Bimmers Only

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Assessment	Parts (O.E.M.)
Restoration	Instruction
Modification	Taping (VHS)

Prices 10-40% off list

BMW Business Challenge

Due to the space constraints of the infamous April issue, this month's Business Challenge results reflect both March and April activities. Again, **Bellevue BMW** leads the pack with 13 cards returned over the past two months. Someone accused Denny Warner of being a salaried agent of the club. Just rumors.

Next on the list is **Ultimate Motor Works** with 3 cards returned. We appreciate Gordon and Pete's support, and we're glad to see the comp card racks working.

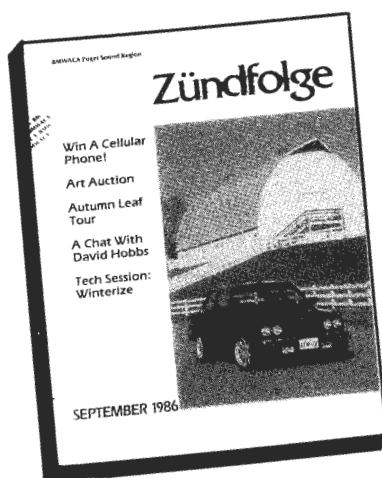
Rounding off the top three is **German Autowerke** with 2 cards returned. Michael, Patty and Rick are great supporters of the club. We look forward to more excellent tech sessions such as the recent Womens Only event conducted by Patty.

Actually, tied for third is **Hahn BMW**, our friendly dealer from Yakima with another two cards returned. Must be all the exposure of Team Hahn racing. How could it be that Hahn BMW had more cards returned than Phil Smart? I'll check their comp card rack.

Those with one card returned include **Strictly BMW, Phil Smart Inc., PM Auto, Bimmers Only, Complete Automotive, German Car Specialists**, and **Capital City Motors** in Victoria. The club thanks all of our supportive business friends; your efforts in distributing our complimentary information cards helps us reach more owners in the Puget Sound area. If you need more cards, contact Denny Organ.

BMW Business Challenge March/April Results

	Cards Returned
Bellevue BMW – Bellevue	13
Ultimate Motor Works – Kirkland	3
German Autowerke – Lynnwood	2
Hahn BMW – Yakima	2
Strictly BMW – Bellevue	1
Phil Smart, Inc. – Seattle	1
PM Automotive – Shelton	1
Bimmers Only – Everett	1
Complete Automotive – Seattle	1
German Car Specialists – Factoria	1
Capital City Motors – Victoria	1



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- Tours, tech sessions, social activities
- Participation in top rated high performance driving schools
- Credit union membership, and more . . .

To join today, return this card and your check for \$20 payable to BMW/ACA. Or mail this card to us and receive more information.

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____ Card left by _____

BMW Year _____ Model _____ Color _____ Lic. No. _____

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Yokohama
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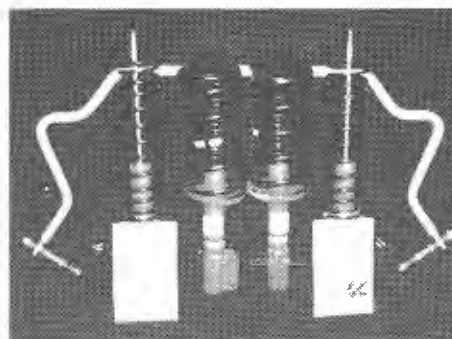
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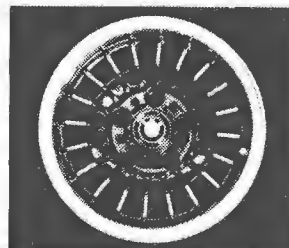
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Classified Marketplace

HOW TO PLACE A CLASSIFIED AD:

Write the text as you would like it to appear in *Zündfolge*. Consult previous issues for typical length and style. Send to the editor at 3753 N.E. 188 St., Seattle 98155. Free to members in good standing. Non-members enclose a check for \$3 payable to BMWACA.

PARTS FOR SALE: '84 320i exhaust catalytic convertor and muffler tailpipe, all brand new; also repair manual, oil filter, tail light lens, alternator, etc. Chris, 226-9478, lv. message.

FOR SALE: '83 733i, 26k, 5 speed, graphite/black leather, Ungo, meticulously maintained. \$24,500. Gordon, 682-7733.

WANTED: January 1987 issue of *Zündfolge*. If you don't save back issues but still have January around, we'd like it. Please send it to the Club post office box or bring it to an event and give it to a Board member. Thanks.

HELP! Captain Fantastic pinball machine has been polluting my basement for years! Get it out of here for \$300! Also my cat has gotten tired of walking all over the extra two-liter coupe in my garage, so out it goes for \$13,500, less to a *good* home. Buy the coupe and I'll throw in the Capt'n free (into the deal, not the coupe, bonehead). Marc Cohen, Martin Heidegger School of Theology, University of a Thousand Years, WA. 789-4473, 223-0670.

FOR SALE: M1 steering wheel for 320i. Leather with three spokes - horn buttons on spokes. Perfect condition. \$299 when new, make offer. Richard Rotter 523-6520 days.

Monthly Tech Tip Brought To You By

PUGET SOUND TIRE

Camber

Camber is a big factor in the performance of suspension systems. Basically, a car should have "zero" or no camber on the outside tires during cornering for optimum handling.

Today's modern suspensions are designed to help keep tires flat on the surface of the road even during suspension movements minimizing the effects of camber by keeping camber near zero under most conditions. But conditions like bumpy surfaces and body roll do change tire camber. This may call for minor adjustments such as adding shims or changing the length of A-Arms.

Cornering drag is another important consideration. It is a force generated by tires which tends to make the vehicle slow down. Cornering drag increases as slip angle increases. You can help cut cornering drag by increasing inflation pressures to stiffen your tires, and reduce their slip angle.

- ★ Your Puget Sound Region connection for specialized tire and wheel needs
- ★ Competitive prices
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- ★ \$1,000 instant credit (OAC)
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Ask for Joe Stubblefield

PUGET SOUND TIRE

CLUB DISCOUNTS

The following businesses extend price discounts to BMWACA Puget Sound Region members. This is by far the most extensive discount list offered to any regional automobile club in the country. Anyone who owns or drives a BMW will

save many times the \$20 annual membership by patronizing these businesses.

Members should show your membership cards before your purchase transaction. Some discounts may not apply on credit card sales.

**Alan BMW
Bellevue BMW**

**Phil Smart
Hahn BMW (Yakima)
Dewey Griffin Imports (BMW)
BMW Northwest, Inc.
German Autowerke
TNT**

**Bap-Geon of Seattle
Bap-Geon of Tacoma
Automotive Tire Supply**

**AAA Fire and Safety
Greenlake 1-Hour Photo
Performance Apex**

Car-Fi Auto Stereo

Puget Sound Tire

Champion Cellars

JAM Engineering

**Shaw & Associates, CPA
Eastside Autotech
Walt's Radiator & Muffler**

**Minit-Lube
Collision Craft, Ltd.
Bimmers Only**

Bavarian Motor Sports

RNR Automotive Refinishing

**German Car Specialists
Jessica N. Greenway,
Financial Planner**

10% on parts and service (21420 Hiway 99, Edmonds, 771-7100).
10% on parts and service, 15% on parts during the summer (13817 N.E. 20th Northup Way, Bellevue, 643-4544).
10% on parts and service (600 E. Pike, Seattle, 324-2500 for service and 329-4360 for parts).
15% on parts and service (1201 S. 1st St., Yakima 1-509-453-9171).
20% discount on parts (1200 Iowa Street, Bellingham, 676-4555).
10% on parts (75th and Bridgeport Way, Tacoma, 473-3212).
20% on parts and service, open Saturdays (21619 F Highway 99, Lynnwood, 778-6844).
25% (or more on larger orders) discount on parts and accessories (6717 Roosevelt Way N.E., Seattle, 524-5151).
20% discount on parts and accessories (1325 E. Madison Street, Seattle, 322-4366).
10% discount on parts and accessories (5002 S. Washington Street, Tacoma, 475-9421).
15% to 25% discount on tires when mounting and balancing are included, 20% discount on other services. (31 Bellevue Way, Bellevue, 455-9835).
Wholesale prices on Halon fire extinguishers (3013-3rd Avenue North, Seattle, 284-1721).
10% discount to club members (6806 East Greenlake Way North, Seattle, 525-6806).
20% discount on Prima Flow exhaust systems in stock, 15% discount on special orders (410 Sunset Blvd. N., Renton, 226-5955).
15% discount on stereos, alarms, detectors (16724 Aurora Ave. N., Seattle, 542-2139; 13620 1st Ave. S., Seattle, 244-1662).
Featuring Yokohama A008 & A001R, 10% discount (11011 Pacific Hwy. South, Seattle, 763-2819).
10% discount on single bottles and 15% discount on mixed cases of wine (108 Denny Way, Seattle, 284-8306).
10% discount on Weber carburetor replacement kits (POB 2570, Monterey, CA, 1-800-431-3533).
10% discount to club members (1700 Westlake Ave. N., Suite 516, Seattle, 285-1010).
15% discount on all repair work (9145 Willows Road, Redmond, 883-2073).
20% discount on all parts and labor, members must pick up a group discount card from a board member (18 locations, call 682-3784).
10% discount, 16 locations, oil analysis available (regional office, 527-5200).
15% discount on deductible for club members (9125 Willows Road, Redmond, 883-8556).
10-40% on Parts & Service, Free set-back of Service Interval Lights, 3 miles N.W. of Mill Creek (14102 3rd Place West, Everett, 743-2002).
10% discount on Alpina as well as routine maintenance parts and accessories, free technical advice (1812 Reliance Parkway, Suite A, Bedford, Texas, 1-800-ALPINA-1).
10% discount on all body repair and painting services (1508 - 128th Pl. N.E., Bellevue, 453-2898).
15% discount on parts only (12408 S.E. 38th, Bellevue, 644-7770).
Complimentary consultation to BMWACA members (605 First Ave., Mutual Life Bldg., Suite 505, Seattle, 292-8483).

The Parting Shot

Letters

Dear People,

I just bought a 1970 2800CS and desperately want in your exclusive club.

The car has all the prerequisite rust and leak problems to qualify. I can't live another month without inclusion in BMW ACA.

Please forward all info to me as I am prepared to sign over my 2nd born to you. Obviously the 1st born went for the car.

Sincerely
Charlie Kester

Dear Charlie,

Upon hearing of the 2800CS with all the leaks and rust, we knew immediately you were club material. With time and further deterioration, you may even qualify for the Karmann Hall of Fame.

You are correct in assuming our club is very exclusive. To join you must fulfill all of these requirements:

1. Own a BMW.
2. Fill out and return the enclosed form.
3. Send \$20 in lieu of 2nd child.

For the Joy of Sheet Metal Perforation,
David Lightfoot

Dear David,

Thanks for the prompt reply. Here's the application and \$20 in lieu of 2nd born.

In Rust Always,
Charlie Kester

Dear Editor:

On Saturday last (March 7, 1987) my wife and I, at the urging of our son, Ken Nelson, got up early (us retired sleep late, you know) to be over at the Sears parking lot in South Seattle by 11:00 a.m. That was a mistake. The last time I can recall making a mistake was back in 1945 when I purchased a 1935 Ford V-8 coupe, from my brother-in-law to be. Now that little Coupe had wire spoke wheels (Red) with a black body. At least I thought it was black paint. My wife-to-

be lived 14 miles from my home (people didn't live together until they married in those days) so it was a 28 mile round trip to pay her a courtly visit. Now, in these times that would be a poor drive to warm the car up, but then, it took gasoline which, while 18½¢ a gallon, generally took a fifth of whiskey for the service station operator (as whiskey was also rationed) if your gas ration coupons had been used up. I had a better deal, I had an in with the gasoline distributor who really was a soak. To keep going on a date in my Ford V-8, I had my parents each get a liquor ration book and buy their fifth a week and give it to me for gasoline. They were teetotalers, so this made me be very very good to them to make my gasoline buying a success. While all this seems a lot to go through to buy gasoline, it was minor, when you consider that I had to put in four (4) quarts of oil when I got to my wife-to-be's place, and then put in another four quarts when I got home after my courtly visit. I soon found out that the Black Automobile was black from paint and exhaust. Which product contributed most to the color is debatable in my mind even to this day. I did not buy new oil to put in that machine, I bought it after other people had used it in their cars.

So much for my love for Henry's cars, and back to the Sears parking lot where the BMW Club was preparing to go on a winery tour. Someone gave us a game plan for the day, showing the number of wineries to be visited and in what order. Now I'm all enthused and rush to my car (Toyota) to join in the fun. By the time I got my little Toyota all set to go, we were alone - nary a Bimmer in sight. Well, if you can't keep up with 'em, get ahead of them by skipping a few wineries. This we did, and it proved to be an excellent idea. We arrived at Columbia winery ahead of the Bimmer pack. After wine tasting by the Bimmer group, and pleasantries, lunch at a restaurant within walking distance was in order. As we were leaving and walking back to our cars, I knew it was time to strike. It has been long known that after people eat,

they are at their most congenial. What better time to get a BMW? So, I held up the keys of my beautiful Toyota, offering one and all the chance to trade their Bimmer in on a nice shiny, great MPG, low mileage Toyota. Well, while they were smiling, the people that I thought were so nice, all of a sudden couldn't look at me, speak to me, and apparently even hear me. I continued to look from face to face, as they got in a real hurry, almost running to their sparkling BMW's and drove away once again, leaving me in the parking lot alone like my Toyota had been in on the attack on Pearl Harbor.

I felt left behind, depressed, unable to keep up the pace, though I had been driving before most were born. Kinda like Husky Stadium had collapsed on my seats (paid for) for next year.

The next day, Sunday, I drove over to a Dealer and traded in my Toyota on a 5 series Bimmer. I didn't even have lunch with them. I'm writing this because my arm is so sore from waxing the machine, I just had to stop.

Respectfully yours,
Earl K. Nelson

P.S.

My wife is un-happy with the BMW, saying that, "Well, at least with the Toyota, we could go out in the rain." Sometimes women just don't understand how rain can ruin a wax job or two.

[Welcome to another BMW owner, Earl. We hope to see you on the club roster soon, as well - ed.]

Welcome New Members

Dan Shoff	'74 2002 tii
Malena Pontious	'82 320i
Howard Fenster	'79 320i
Bob & Sue Chamberlain	'74 2002
Pennie Palmer	'80 320i
Marta Wolfe	'82 320i
Brian Yotz	'77 320i
Christopher & Taune Wilton	'74 3.0cs
David Wood	'81 320i
B. Crawford Greene	'76 530i
Bruce Haggard	'84 325e
Dan Tower	'72 3.0cs
Jack Jacinto	'84 325e



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