

BMWACA Puget Sound Region

Zündfolge

*BMW
Test Northwest
BT*

**Special Fest
Issue**

**June Meeting:
Phil Smart, Inc.**



JUNE 1987

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Activities

Willamette Valley Wine Tour - 1987

In contrast to the high profile Washington wines are beginning to enjoy, the Oregon wine industry has been somewhat of a laggard in the visibility sweepstakes among wine fanciers. This, however, is beginning to change, spurred on in large measure by the uniquely Oregon idea of "Whatever Washington can do we can do better." Oregon varietals are increasingly cropping up in wine festivals and in favorable reviews in specialized publications. To see what all of the fuss is about, we have scheduled an informal tour of the Willamette Valley wine country the weekend of August 22-23. Tentative plans call for meeting in Portland at a reasonable hour Saturday morning, stopping at a couple of wineries, having some lunch, stopping at a few more wineries, having some more food, etc. With any luck it will be that sort of weekend. The emphasis will be on fun, having a good time, not a mad dash to hit as many stops as possible. The interest of those participating will set the pace. More details will be in next month's magazine, but plan on joining us for what promises to be an interesting weekend in Oregon.

-Tom Williams

Basic Maintenance for Women

Patty Ferron, chief woman technician at German Autowerke, will be hosting a tech session once again for women! The subject of this meeting will be the basics of automotive maintenance. Such things as checking oil and fluid levels, fan belts, coolant and battery will be covered. Don't be intimidated by your car any longer. Attend this tech session and enlighten yourself on the easy tasks of automotive maintenance. Time: 1:00 p.m. - 3:00 p.m. Date: Saturday, July 18th at German Autowerke, Lynnwood Auto Center, 21619 F Highway 99, Lynnwood (778-6844).

Calendar

June 24

Wednesday Night Open Track - At Seattle International Raceway, Kent. The evening starts at 5:00 p.m. and runs until dusk. The cost is \$20 per car (\$25 for two drivers, one car). Remember to pump those tires, bring a helmet and your drivers log book. A limited number of instructors will be available by pre-registration only. Contact David Lightfoot. See you there!

June 25

Phil Smart, Inc. General Meeting - As is the tradition, Phil Smart, Inc. will graciously host our June general meeting. There are always some pleasant surprises in store for those who attend, from interesting footage of European automobile racing, an M1 (and possibly other special BMW's) on display to who knows what . . . Join us on Thursday at 7:30 p.m. for an exceptional evening with the Phil Smart organization. See article within.

July 2

Board Meeting - At the home of David and Lucetta Lightfoot, 2641 - 39th West in Magnolia. All members are welcome, 7:30 p.m.

July 10-12

BMW Fest Northwest - Our premier summer event that includes a welcome party for all on Friday evening, an autocross and gymkana on Saturday, a gimmick rally on Sunday leading to the "cleanest" event of the weekend, and the dinner Saturday night at the best German restaurant (!?) in town, the House of Hong. Details throughout this special Fest issue of *Zündfolge*. Join us!

July 18

Tech Session - Basic maintenance for women is the topic. Patty Ferron will instruct on basic service. See article within.

July 22

Wednesday Nighter III - One last chance at S.I.R. for the summer and some track time to smooth out those rough edges. Event starts at 5:00 p.m., cost is \$20. Drivers must be signed off to Level I.

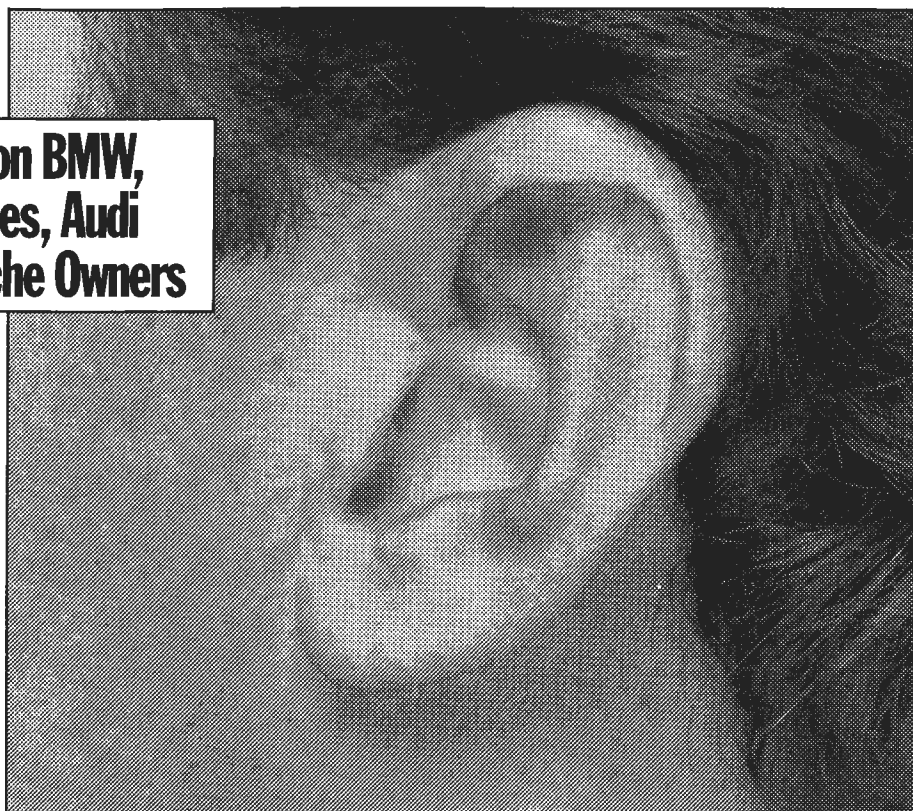
August 22

Tech Session - Autosport Seattle will be the location of this session on engine rebuilding and machining. From 9:00 a.m. to 12:00 p.m. engine rebuilding steps and parts, crankshaft grinding and polishing, cylinder boring and honing and much more will be covered. Learn how to put your engine together! More next month.

August 22-23

Willamette Valley Wine Tour '87 - An informal tour is planned for the Oregon wine country. The emphasis will be on fun. Look for article within and more details to follow next month.

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BMW Fest Northwest ST

BMW Fest Northwest: Overview

You've been hearing about it for months now. The biggest and best event in club history is almost here – BMW Fest Northwest! There will be three days of non-stop BMW events. Take part in everything or just pick those that suit your interests. Individual events are all located conveniently in and around Seattle. This makes participating easy for those in the greater Seattle area. For our more far flung members and members of other chapters, Fest Northwest makes it worthwhile to travel to Seattle because you can take in so many varied events in one weekend. This is the last *Zündfolge* before BMW Fest Northwest so you need to register now for those events requiring advance registration. Remember, Fest Northwest will be held July 10, 11 and 12. A registration form is again printed in this month's magazine. Events requiring advance registration are the driving school, welcome party and dinner. You are welcome to register for the autocross and gymkhana. The rally and concours require no advance notice because there is no charge for these events.

Hotel reservations should be made as soon as possible but the hotel will try to accommodate members as late as one or two days before BMW Fest Northwest. Early reservation ensures a spot. The hotel is the Regency Motor Inn, 2200 Fifth Avenue, Seattle, WA 98121. Call them at 206-441-9785 and 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. There is secure, covered parking available at the hotel. The hotel is close to the retail core, Pike Place Market and monorail to the Seattle Center. Other diversions are available via the free bus service in downtown Seattle.

Each event within BMW Fest Northwest has its own chairperson. The reports of each of their events is presented in this *Zündfolge*. Read them and when in doubt, participate! We hope to have a lot of first-timers in all events. Also, keep in mind that you can participate in as many or as few things as you'd like. If you just want to attend the dinner Saturday night, that's fine!

My choice as the "sleeper" event is the Rallye. Char Killien has devised a simple rallye that will be fun for anyone. No rallye experience is needed. The rallye is an event where a couple, a whole family or a whole car full can collaborate. Besides, the rallye is free and provides an entertaining way to drive to the concours. And the concours is something no one should miss. Pack a lunch or get something on the way, but be there. The rallye-concours combination on Sunday should be super.

—David Lightfoot

BMW Fest Northwest: Driving School

BMW Fest Northwest's first event will be one of our popular one day driving schools at Seattle International Raceway. The driving school is Friday, July 10th and a mandatory ground

school/tech inspection will be held the night before.

The ground school/tech inspection will be held at Phil Smart, Inc. on July 9th from 7:30 to 9:30 p.m. Phil Smart is located at 600 E. Pike St. in Seattle. From the Regency Motor Inn go south on Fifth Avenue (it's one way). Turn left on Pike St. and follow it up the hill and over I-5. The dealership will be on the left side. Bring your car to the service entrance for tech inspection. Leave your keys because the tech inspectors will need to move the cars through while all school participants are in ground school. The ground school will be conducted in the showroom.

As the tech inspection is just the night before the track session, participants are responsible for making sure their cars are track worthy. The following items are especially important:

- Tires with legal tread depth
- New brake fluid and new but broken in brake pads
- Wheel bearings without excessive play
- No fluid leaks
- No worn out suspension components

Any unsafe car will be denied participation in the school.

The classroom session will cover proper braking and acceleration, cornering basics like understeer and oversteer, vehicle dynamics, smooth shifting, and skid control. Then, on Friday at the track, we will put what we've talked about into practice. The morning will feature four groups that will rotate through four stations. The stations will be: 1) skid control and heel and toe downshifting, 2) slalom and accident avoidance, 3) handling oval and 4) the backside of SIR including the hairpins and the chicane. Through it all, an experienced club instructor will be assigned to provide guidance. In the afternoon we put it all together and drive the full SIR road circuit. It's fun, safe and not too intimidating because of our gradual approach.

Here's our schedule for the track:

- 7:00-8:00 Check-in
- 8:15-8:40 Drivers Meeting
- 8:40-9:00 Staging, proceed to first station
- 9:00-9:40 Station one
- 9:45-10:25 Station two
- 10:30-11:10 Station three
- 11:15-11:55 Station four
- 12:00-12:20 Lunch break
- 12:20-12:30 First group of corner workers sent out
- 12:30-12:55 Run group one
- 1:00-1:25 Run group two
- 1:30-1:55 Run group three
- 2:00-2:25 Run group four
- 2:30-2:55 Run group five
- 3:00-3:25 Run group six
- 3:30-4:00 Run group seven

Register for the school on the BMW Fest Northwest form in the *Zündfolge*. The school is limited to 36 cars so register early. When you arrive at the track make sure your tires are pumped up to 38-40 pounds, all loose items are out of the car, you have a helmet, your gas tank is full and you have brought a lunch. If you are from out of the area, stop at a convenience store or deli on the way to the track. There will not be sufficient time to go out to lunch on Friday. If you have any questions call Lucetta or David Lightfoot at 206-282-2641.

—David Lightfoot

BMW Fest Northwest: Welcome Party

The Regency Motor Inn in downtown Seattle is the home for our out of town guests and the BMW Fest Northwest Welcome Party. We are planning on this to be a nice social get together to give us all a chance to get well acquainted for the weekend's activities. For those of you who have spent the day at the drivers school, this will be a golden opportunity to tell tall tales of your driving prowess.



Our current President Bill Linder and his wife, Chris, will be hosting the affair. They hope you will all attend, even if only to say hello, and to help kick off what will be a fun and enjoyable weekend for all. Beer, wine and finger food will be served. The location is 2200 5th Avenue in downtown Seattle, Friday July 10th from 7:00 to 10:00 p.m. The cost is a mere \$5 per person, for what will be a truly enjoyable evening.

BMW Fest Northwest: Rallye

An easy Gimmick Rallye is planned for Sunday morning, July 12th, as part of BMW Fest Northwest. It's called a "Gimmick" Rallye because the rallye instructions consist of photographs, questions to be answered and simple street directions. This is *not* a time, speed and distance rallye. There will be no obscure rallye terminology, traps or pictures of the sky! This is a straightforward rallye which will be enjoyable to those who have never participated in a rallye before. The rallye instructions are geared for tourists and novice rallye enthusiasts.

The rallye begins at the Regency Motor Inn, 2200 Fifth Avenue (Fifth and Blanchard) in Seattle. While this is our base of operations for BMW Fest Northwest, you needn't be staying at the hotel to participate. Anybody going to the concours ought to try the rallye. It will be a fun way to travel to Chateau Ste.

Michelle Winery, arriving just before the judging begins. For the locals who really think they know Seattle and the Eastside, see if you even need the instructions to find the well know pictured landmarks.

You should plan on arriving at the Regency Motor Inn about 8:45 a.m. The first car out will leave at 9:00 a.m. Both Sunday events, the Rallye and the Concours d'Elegance, are free. Plan on bringing a picnic lunch to Ste. Michelle. If you are from out of town, stop by a deli or convenience store during the rallye. Or you can get a snack (and a bottle of wine) at the Ste. Michelle retail store.

—Char Killien

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Stalls

by Thomas B. Nast

Turtle Soup

Back in the dark ages, shortly before the invention of the mercury vapor street lamp, speed limits were determined by how fast people drove. The formula worked something like this: If 80% of the vehicles were driven at 70 mph on a stretch of road, the speed limit would be set at 70 mph. If, over time, the 80% drifted up to 75 mph, the ante would be upped a nickle.

The origins of this democratic formula are unknown to me. Possibly, before the Age of Urinalysis, it was thought that the majority of the population was reasonable and that reasonable people should not be made outlaws. Possibly, the legislature and the police wanted laws which were enforceable.

Based on this formula, the NMSL should be about 60 mph. (Also based on this formula, I should be ticketed daily for such offenses as signaling turns and lane changes, making turns into the near lane, putting on the headlights in tunnels and other such misdeeds committed by less than 5% of the driving population. But I digress.) It seems like folks have slowed down.

A recent (last week of May) excursion of a thousand miles exposed that the bulk of drivers are going *slower* than before the NMSL was raised to 65! Previously, a speed of about 70 mph prevailed (which was appropriate on roads which had a speed limit of 70 before Nixon was elected). But traffic last month was moving at 65 or a little less! Many of these turtles practiced their art in the left lane, so I had ample opportunity to clock them.

Sure, some of us take advantage. I read that the WSP proclaimed that if the limit was raised to 65, drivers would continue to go five or ten over. I am not one to let our gendarmerie down. Oregon has not raised its limit to 65, so I added another five or ten on top of my Washington speed just to get the point across. My exact speed was hard to determine, since the diesel's speedometer pegs out at 85.



But it seems that a generation of drivers have had their genes altered by years of creeping on all fours. Perhaps the Schnell Gestapo has terrorized them into thinking that the new speed limits will be strictly enforced. The odds haven't changed if you play the game by the old rules, though.

Naturally, all the weapons of electronic warfare were fully armed on my trip. Interstate driving has been nothing less than electronic warfare for so long that one can only assume the crew of the *Stark* was too young to drive. Keep your detector up, your plane-spotter open (sunroof to the rest of you) and your eye peeled for unfriendlies closing at high speed or parked off the side of the road (thankfully, the police do not drive VW vans, of which there is such a curbside abundance) and your license will remain remarkably clean. And remember, it is not how fast you go, but where you go fast, that makes all the difference.

The oddest part of my drive occurred south of Salem. A hedge divides I-5 there, and high tension lines decorate the west side of the road. My Escort started going off consistently on X band, but the meter movement indicated a distant source. After five miles of this I became quite puzzled, and switched the detector to the "City" position. This eliminated the beeps, but the meter continued to fluctuate wildly. About five more miles

of this and I returned to the left lane, cautiously passing traffic. Pretty soon the Escort went full chat, with nary a cop in sight. I was approaching to pass a small, late model blue Ford (sorry, they all look the same to me) driven by a thin, elderly gentleman. On his dash, pointing out the windshield, was mounted a bowl-shaped device, and beneath that was a rectangular black box with switches and knobs. I took a hard look at him and his car before passing. I don't think he had any governmental affiliation.

If Mr. Blueford had an X band transmitter as an electronic countermeasure to police radar, why was he driving 57 mph in the right lane. Do his genes match his car, or those of a hard-shelled amphibian? Or are his electronic countermeasures intended not for the police but for us of the left lane?

The Four Year Car

There have been rumors reaching me from time to time regarding a 1600 restoration project "you jus' gotta see to believe." What better thing to do after discovering a new dish at a new Thai restaurant on Pill Hill than roll down and see for myself. John Galbraith, aluminizer of headers and practical machinist ("flogging to fit in the field"), knew where this Phoenix of a BMW was and we showed up about 7:30 on a Friday evening.

The place is Motorsports International, 1215 Stewart Ave. in Seattle. The perpetrator is Gary Engel. He's the sort of guy who works on his cars on Friday evenings. He doesn't know I'm writing this, so I hope he wasn't planning on keeping the car a secret.

But first, a little about his business. It is located in a large warehouse-like building of one floor with a high, mostly glazed roof. Parked beneath was a small array of interesting and, for the most part, reasonably priced consignment sports cars. The emphasis was Ferrari 308/328's, but I also spotted an Urraco, an Avanti, a 914-6 and the sort of 911 I could afford to and would buy if I was in-

terested in that sort of thing. There were also several large Ski boats which I think Gary flogs. Gary had his nose parked under the lid of a silver 356A when John and I wandered in.

His project car started life as a 1967 1600. I approached it from the bottom up, as it was under wraps. The struts were repainted in blue, and the control arms, their locators and the front sub-frame were finished in yellow zinc. In between the arms and the struts were machined blocks, also zinc plated, the likes of which I have never seen before. These preserve front suspension geometry in a lowered car. The rear sub-frame was modified by the late Quickor Engineering for the same reason. Brakes are as on my 2002SC, with '77 320i vented discs in front, 320i drums in back and a tii master cylinder.

At this point Gary found out who his visitors were (I was traveling incognito that night, having left my trademark leather cap at home), and off came the wraps. The 1600 is flawlessly finished in Chamonix white, and the brightwork blacked out (powder painted). Very impressive. Some of the formerly chromed steel is painted the body color *a la* AMG, which was done well but which is not my style at all. The door handles and grille in particular would look better in black or chrome than white! The beltline trim and fuel port have been filled in, cleaning up the car's lines. The wheel wells were radiused and blisters are bolted open. This strikes me as aesthetically inconsistent, marring the cleaned-up lines with bolted-on (as opposed to welded in) wheel arches, but enough new cars come this way to convince me that many must like the look.

The interior has Recaros in front, really wild sculpted seats in back of matching material (though I question whether there is legroom enough for anybody to fit in them), and a perforated black headliner. One happy feature is a remote control Blaupunkt (Houston) radio in the glovebox with an infrared eye mounted in the middle of the dashboard. The little

remote control transmitter sits on velcro near the center hump.

The engine bay revealed a lot more yellow zinc, including formerly painted parts such as the torsion bar which holds the hood open. The two-liter motor is surprisingly stock. The only mods I noticed were a Weber downdraft, tii distributor and MSD ignition and replacement of the belt-driven fan with an electric one. Gary hopes for 120 hp, and does not bill the car as a hot rod though I would suggest that the police may not agree with him, no matter how slowly he drives it. A close ratio five speed and limited slip 3.9:1 differential round out the drive train.

There is a lot more about this car which is original (some of it the result of inadvertent learning gained during the project), and the car is certainly more Engel than it is BMW. Gary has spent years assembling it, and though he was aiming for completion this summer he realistically has a year + to go.

There is a certain insanity in building a car like this. From a financial, performance and time-motion point of view it makes no sense at all. But this is not a car, it is art. As an expression of the builders' craft and aesthetics, such a car is eminently sensible. Those fortunate enough to get a close look may derive pleasure from it just as does Gary in its creation. I know I did.



M3 To Race In Olympus Rallye

The Olympus World Championship Rallye is scheduled for June 25-30 in Tacoma. Among the preliminary entries was a BMW M3! A tentative schedule follows. (For more details, contact rallye headquarters in the Tacoma Sheraton Hotel.)

June 25: Vehicle preview and party in Tacoma

June 26: Cars on display at Alki Point Rallye begins at Alki Point Street stage in Tacoma
Shelton gravel stages
Shelton major service
Return to Tacoma Sheraton Hotel

June 27 Restart in Tacoma
Street stage in Olympia
Weyerhaeuser forest stage
Major service Raymond
Major service Aberdeen
Street stage in Aberdeen
Stages 10-19
Party in Westport

June 28: Restart in Westport
Weyerhaeuser forest stages
Major service Aberdeen
Street stage Aberdeen
Stages 30-31
Return to Tacoma

June 29: Restart at Tacoma Sheraton
Capitol forest stages (west of Olympia)
Major service Oakville
Ceremonial finish at State Capitol Building
Finish at Tacoma Sheraton

June 30: Prizes awarded at Tacoma Sheraton

-Steve Worthington

Pit Crew Wanted!

Now that we have your attention on the subject of the Olympus Rallye it seems a good time to mention that this event is your chance to experience the glamour of racing first hand. The BMW M3 entrants are in need of five people to work the pits. So if you know one end of a wrench from the other, don't mind a lot of hard work and long hours, and like the sound of racing cars in one ear and a team manager in the other, this is your opportunity. Lyn Lacher at Phil Smart Inc. is coordinating the effort, so if you need more details, or want to volunteer, give her a call.

BMWACA Puget Sound Region

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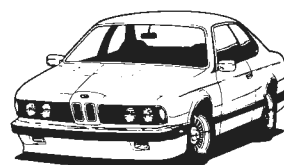
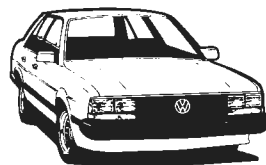
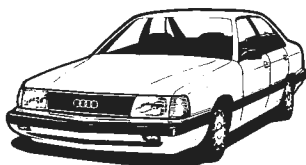
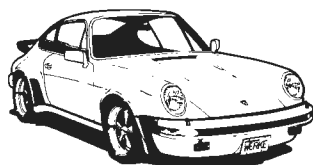
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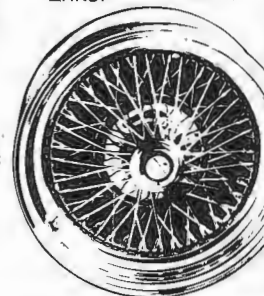


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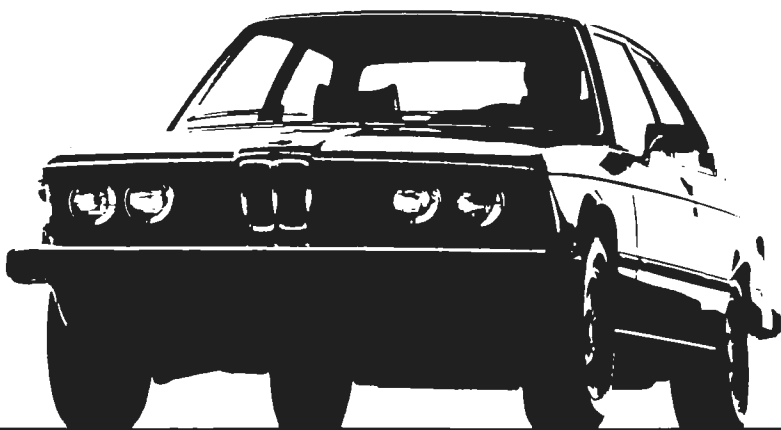
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BMW Fest Northwest '87 Registration Form

*BMW
Fest Northwest
'87*

Name(s) _____

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(city) _____ (state) _____ (zip) _____

Phone Numbers: (home) _____ (work) _____

Club Affiliation _____

Will you be staying at the hotel? _____

Are you bringing children? _____ Ages: _____

Driving School, July 10th, Friday (all day)

(\$50 for one person, \$75 for two persons sharing a car,
\$100 for two persons in two cars.)

\$ _____

Please indicate previous track experience: _____

Welcome Party, July 10, Friday (7:00-10:00) _____ persons @ \$5 \$ _____

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

Fest Northwest T-Shirt S M L XL _____ shirts @ \$10 \$ _____

Fest Northwest Polo Shirt S M L XL _____ shirts @ \$15 \$ _____

Total Enclosed \$ _____

Make check payable to BMW ACA. Send to BMW ACA, P.O. Box 1259, Bellevue, WA 98009

BMW Fest Northwest GT

BMW Fest Northwest: Autocross

Autocrossing is great fun. For those of you who have never tried it we will give you an opportunity on Saturday, July 11th, day two of BMW Fest Northwest. An autocross is an event that is run on an open parking lot, in this case Sand Point Naval Air Station, and it tests the driver's reflexes and agility as he or she drives through a course made up of highway cones. The event is run against the clock and there is only one car on the course at a time so there is no fear of fender benders. This particular course will be set up fairly simply to benefit the beginners in the group and we will have experienced drivers on hand to answer the needs of the first time autocrossers in the group.

The requirements are simple: you need to have your car ready to pass a simple safety inspection, your car interior and trunk emptied of anything that might become airborne during the abrupt turns, have an approved helmet for your head, a good night's sleep and \$10.00 in your hand. For this event it is not required to have advance registration, just show up at the site ready to have fun. We will inspect your car after you have arrived and registered, after which you can talk with other participants or walk the course. We will categorize the cars based on model and extent of modifications. In addition to the classifications for the cars, we have classes for women only (or women can compete in the regular classes). To find your way to Sand Point Naval Air Station get on I-5 heading north and take

the 45th Street exit heading east. Follow 45th Street and look for Sand Point Way bearing left around 37th Street. Follow Sand Point Way about 2 miles and look for the Naval Air Base entrance on the right hand side of the street. Stop at the guard shack and tell them you are with the BMW Club and they will instruct you where to go.

Even if you are not planning to run the event, come out anyway, autocrossing is a fantastic spectator sport. We will be running the gymkhana on an adjacent parking lot so you will be able to take advantage of both events. Following the autocross we will be giving awards for the fastest times of the day.

Plan on spending the day and be sure to bring a lunch. Alcoholic beverages are not allowed.

The schedule looks like this:

8:30 – Registration & Tech & Course Walk-Throughs

9:30 – First Run Group

Schedule is flexible the rest of the day with a noon break for lunch and fun runs in the afternoon, time permitting.

–Tom O'Dell

BMW Fest Northwest: GYMKHANA

Saturday, July 11th we will be hosting our first Gymkhana. Registration will begin at 8:30 a.m. with the event kicking off at about 9:30 a.m. The Gymkhana will be run concurrently with the autocross and will be scheduled such that you can participate in both events.



The Gymkhana promises to be great fun to participate in as well as a delight to watch. The simple maneuvers the driver/helper team must perform often draw cheers from the bystanders and lots of helpful "hints" on how to get through the course faster.

The event will be run on a large parking lot adjacent to the site of the autocross. If you can drive, back-up and parallel park, this event is for you. At a minimal cost of \$2.00 per team the price is right. Two timed runs are permitted and then for an additional \$2.00 the helper/co-pilot can become the driver and run the course twice again. Directions to the Sand Point site can be found elsewhere in this issue.

Contrary to last month's article, helmets will not be required. This is a low speed event, requiring the driver and helper to act as a team. The team negotiates the car through a well defined pylon course. The helper will frequently exit the car or lean out the window to perform certain activities such as: blowing up a balloon, picking up tennis balls and other simple tasks.

Accuracy and speed are the criteria for judging. Scoring will be the total times less penalty points for hit pylons and helper errors. A trophy will be given to the first place finisher. Join us for what promises to be great fun and competition.

—Ron Newell

BMW Fest Northwest: Banquet

The big social event of BMW Fest Northwest is the informal banquet at the House of Hong at 7:00 p.m. on Saturday, July 11th. Why Chinese food for a BMW club event? Because there's no decent German restaurant in Seattle that can accommodate a group of our size. Plus, Chinese food is fun and a good value. After all, the point of BMW Fest Northwest is to have fun, but we want to keep

House of Hong

the cost reasonable, especially to those from out of town. Besides, the House of Hong has the best Chinese food in Seattle. Try it, you'll see.

You don't need to be attending other activities to take part in the dinner. Cost is \$15 per person in advance. Use the BMW Fest Northwest registration form to register. Dinner will be served family style and will include winter melon soup, sweet and sour appetizer plate, abalone mushrooms, crispy fried chicken, beef steak, pan fried prawns, roasted duck,

scallops with fresh vegetables and rice. Beverages are available separately.

Here's driving directions from the Regency Motor Inn: head south on Fifth Avenue through the retail and business area. Turn left on Jackson Street. After a few blocks, turn right on 8th Avenue. The House of Hong is at 409 Eighth Avenue South. There is a small parking lot next to the restaurant, another across the street and still another under the freeway. Parking is limited so car pools are advised.

—David Lightfoot



BMW Fest Northwest BT

BMW Fest Northwest: Concours D'Elegance

The crowning event of BMW Fest Northwest will be the Club's annual concours d'elegance at the Ste. Michelle winery in Woodinville Sunday, July 12. This has historically been the club's most popular event of the year, and it isn't hard to see why: the (generally!) fine summer weather, the winery and its beautiful grounds, plus the opportunity to see an unmatched variety of BMWs which have obviously been lavished with the owners' loving care. Best of all, the whole day is free and there is plenty of room to picnic, converse under the large trees on the grounds, and to let the kids have a good time too.

This year's event has the added attraction of a rally from downtown Seattle to the winery; for more details see elsewhere in the magazine. Even if you can't take part in the rally, plan on joining the fun Sunday at Ste. Michelle. If you are planning to participate in the concours itself, enter via the service road west of the winery grounds; you will receive registration information and be told where to park your car. If you are coming to spectate, parking is available in lots at the north entrance.

Once inside the grounds, the time is yours to not only enjoy the cars, but to take a winery tour, explore the grounds, or merely relax under a shady tree and

picnic. The one rule which must be strictly observed is that due to WSLCB regulations, the only alcohol which may be consumed on the site is Ste. Michelle wine. There is a small deli/wine shop where you can purchase wine, non-alcoholic drinks, plus snack foods.

Judging will be in five classes:

1. Early 4 cylinder (1600, 1800, 2000, 2002, etc.)
2. Early 3 series (through 1983 U.S. models)
3. Newer 3 series (318i, 325e, 325i, etc.)
4. Early six cylinder (Bavaria, 3.0s, 2800CS, 3.0CS, etc.)
5. Newer six cylinder (5, 6 and 7 series).

Judging will focus on three primary areas: exterior, engine compartment, and interior including the trunk. There will *not* be an undercarriage or wheel well check. Aftermarket parts will be judged on the same basis as the rest of the car; e.g. without regard to authenticity. Bonus points will be given based on model year and mileage. Trophies will be awarded to the top three places in all categories. Also, there will again be a Spectator's Choice award and an Entrant's choice award. The specific items the judges will be looking for follow:

Coachwork and Exterior surfaces:

Body:

- Fit and alignment of panels
- Dents and dings
- Rust
- Evidence/quality of prior work

Paint:

- Consistency/texture
- Film failure/crazing-oxidation
- Depth of gloss
- Rock chips

Preparation:

- Buffer swirls
- Wax residue

Problem areas:

- Rocker panels
- Gas filler area
- Road tar



- Metal and plastic trim
- Rubber trim
- Bumpers
- Glass
- Wheels and tires
- Head and block:
 - Head
 - Block
 - Intake manifold
 - Exhaust manifold
 - Dipstick and tube
 - Air filter housing and hoses
 - Oil filter and bracket
 - Sending units
 - Fuel pump or fuel distributor
 - Fuel lines
 - Throttle cable or linkage
- Electrical components:
 - Battery
 - Alternator
 - Ignition distributor, coil, plug wires
 - Relays and fuse box
 - Wiring harnesses
 - Wiper motor
- Brake and steering components:
 - Boost unit and related hydraulic lines
 - Master cylinder
 - Reservoir and lines
- Cooling system components:
 - Radiator and overflow tank
 - Hoses and clamps
 - Fan
 - Belts and pulleys
- Compartment and underside of hood:
 - Insulation and soundproofing
 - Paint
 - Hood hinges and latches
 - Decals
 - Strut support bearings
 - Washer bottle and lines
- Interior:
 - Door and side panels, back window tray
 - Headliner
 - Carpeting
 - Dashboard and instrument cluster
 - Door hinges, gaskets, door brakes
 - Seats
- Trunks:
 - Interior (spare tire well, gasket)
 - Underside of trunk lid



- Tools and jack
- Floor covering
- Spare tire

DRIVING DIRECTIONS: From I-405 north or south take the 20B exit at Totem Lake and head east for approximately 2 miles, down the hill past JB Instant Lawn and down to the street light at the Woodinville-Redmond road. Turn left. Follow this road to the four way stop at the Texaco station and the Hollywood School house. Turn left. The Chateau Ste. Michelle is just across the valley on the left. If you are bringing your car to the Concours d'Elegance area then look west of the main gates. There is a road marked as a private road, turn and look for the cars.

SCHEDULE FOR THE DAY: 9:00-11:00 registration; 11:30-2:00 judging; 2:30 awards.

Make no mistake, preparing your car to meet concours standards involves a greater commitment than merely insuring the car is "clean." But don't be intimidated! The effort you will expend will be reflected in the enhanced pride you have in your vehicle, its appearance, and should you decide to sell, its resale value. But whether you decide to participate or not, plan on coming out and joining the fun. See you there!



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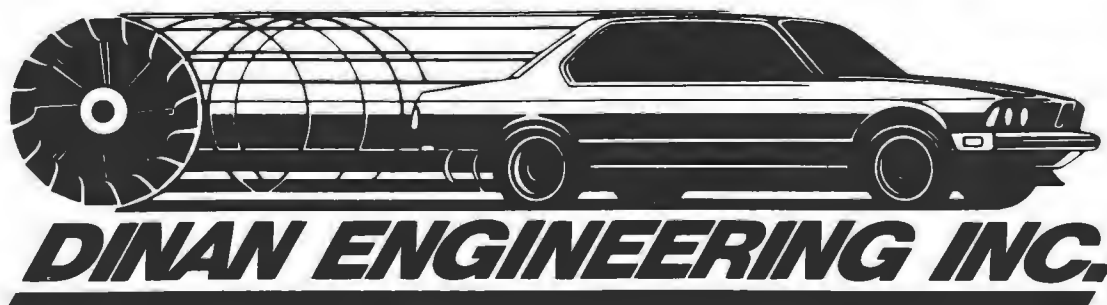
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BMW Fest Northwest: Driving in Seattle

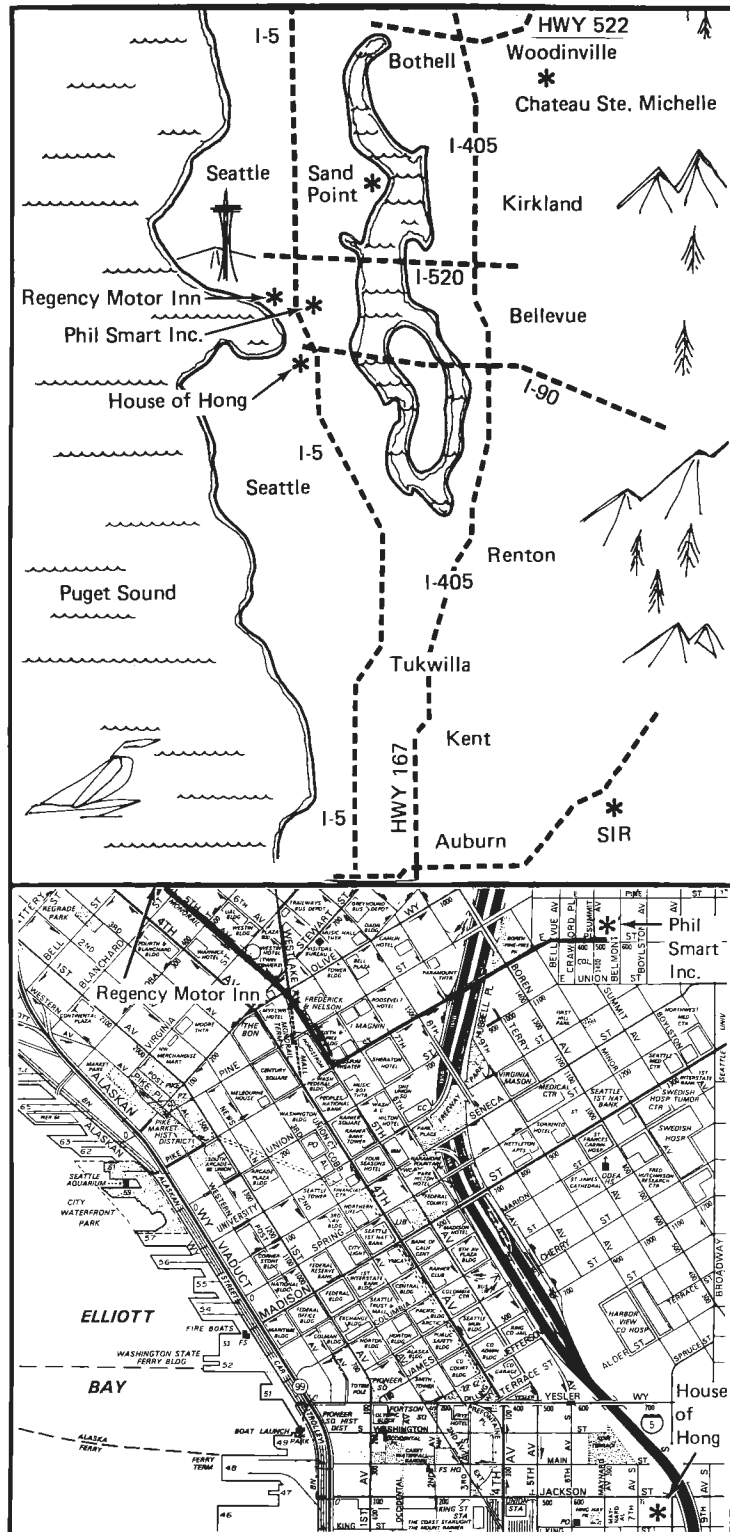
Here's a primer on the Seattle street system for visitors to our area. First, Seattle, like Rome, was built on seven hills. Combine this with Puget Sound and various lakes and there is just no way to set out nice straight streets. However, the downtown streets are laid out in a fairly orderly manner. Everything is parallel except for a kink due to a disagreement between two Seattle pioneers.

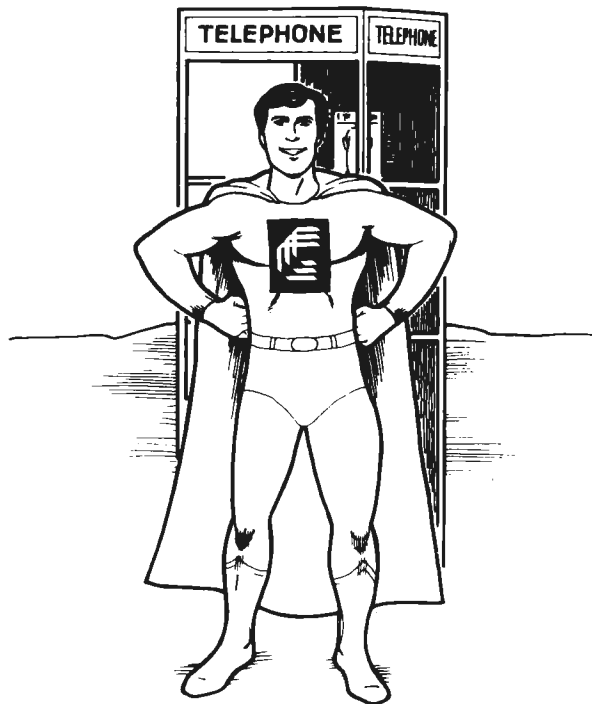
In Seattle, avenues run roughly north and south, streets run east and west. An avenue has its direction designation after the number, streets before. For example, 6th N. is really 6th Avenue North while N. 6th is really North 6th Street. Except in downtown Seattle where there are no direction designations. However, help is available. In downtown, avenues have numbers and run parallel to Elliot Bay. The streets have names and are perpendicular to the Bay. Actually, the streets begin at the water and head uphill. Also, all the streets from Pioneer Square, which borders downtown on the south, through the financial and retail areas are paired with names starting with the same consonant. For example, Pike and Pine Streets are one block apart.

To remember the order of the streets, use the mnemonic: Jesus Christ Made Seattle Under Protest. Starting from the south, the streets run in this order: *J* in Jesus stands for Jefferson and James, *C* in Christ for Cherry and Columbia, *M* in Made for Madison and Marion, *S* in Seattle for Seneca and Spring, *U* in Under for University and Union, *P* in Protest for Pike and Pine. Clever, huh? Shortly after Pike and Pine the avenues kink and head into the Denny Regrade area where the hotel is located. No such cute mnemonics are available in this area.

When traveling south in downtown it is best to use Fifth Avenue as it is one way. Second is also one way southbound and is a good alternate. When traveling northbound use Fourth Avenue, which is also one way. Try to avoid First and Third Avenues as they are both two way roads and do not flow well.

— A Seattle Native





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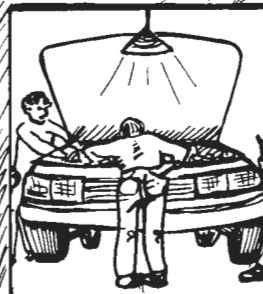
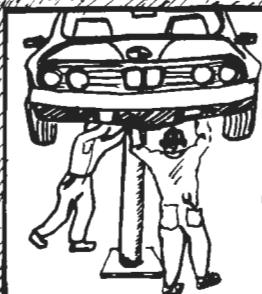
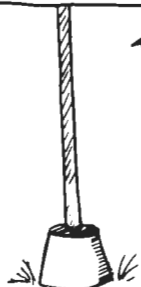


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Racing Team Update

The Puget Sound Tire Race Team is becoming a dominant force in SCCA road racing in the Northwest. BMW member Denny Organ has been joined this year by Byron Sanborn, Doug Hahn, Bruce Reed and Terry Flanagan, all driving on Yokohama Tires.

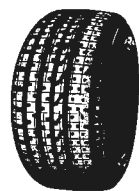
At the Portland Rose Cup races earlier this month Denny placed third in his Yokohama Dodge GLH while Byron, Doug, Bruce and Terry each won their respective classes. All five drivers were on Yokohama's top rate "R" compound tires.

Byron, driving a Golf GTi, has won every race entered in SCCA Showroom Stock C. Look for Byron at the National Runoffs this fall. Also winning every start this year is long term BMW club racer Terry Flanagan, in a very fast green 2002. Terry has been dominating Improved Touring B.

Bruce Reed and Doug Hahn are in their first year of road racing but are already making their mark. Both have collected SCCA checkered flags on Yokohama Tires and both drivers continue to be faster at each event.

Watch for future team updates.

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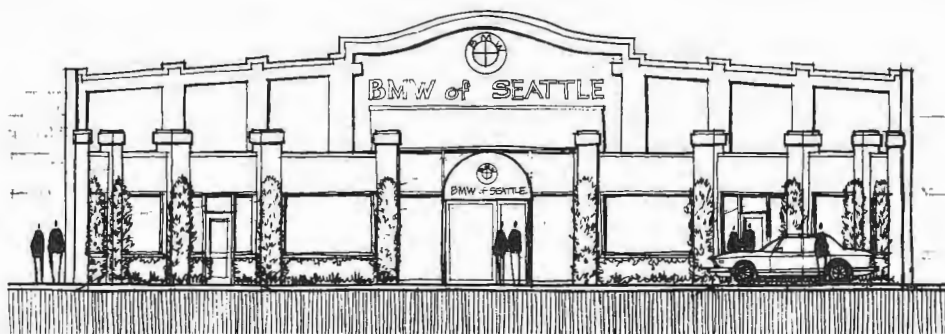
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## Phil Smart Inc. General Meeting

It is June again, which means that Phil Smart and his staff have invited our members to use their wonderful facility for our monthly general meeting, Thursday the 25th. This is becoming quite a club tradition, as Phil Smart Inc. has hosted the June meeting for many years. They have always put on a great event, and this year promises to be no exception. The evening's program, after the usual club business, will consist of several items of interest. First we will hear more from your host Phil Smart Jr. about the dealership splitting into separate BMW and Mercedes facilities. Two completely separate operations will result, including different buildings. This is something the Phil Smart people are very excited about and they are eager to share their plans for the future with us. The new BMW of Seattle facility will still be under construction at the time of the meeting, so don't be too disappointed if it is not ready for a guided tour. Next on the program, in



PIKE STREET ELEVATION

either the showroom or the customer lounge, we will have a chance to view some new and exciting BMW videos. The titles of these films are not available at the time of writing this article, but we are sure you will find them fascinating.

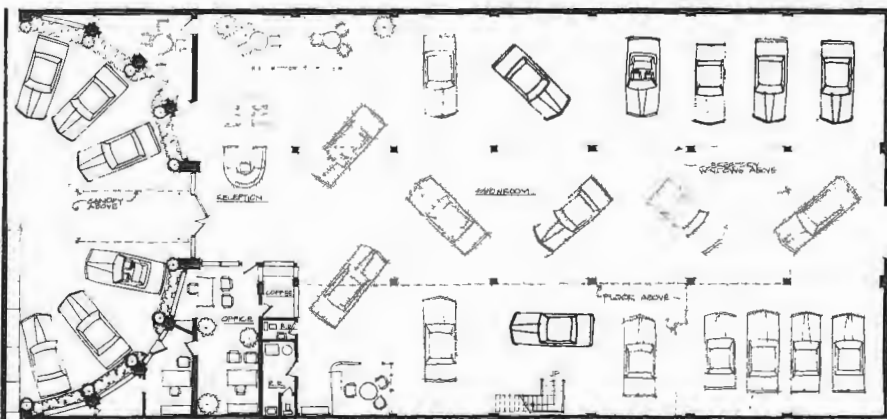
For those of you who just want to stand and stare at cars, we have something really special for you this year. If you have never seen an M1 up close and personal, this is your chance. Phil Smart recently acquired one of these Bavarian wondercars, and it will be on display. As if that were not enough, race schedule permitting, the M3 entered in the Olympus Rallye will also be there.

The meeting will also be a chance for you to get well fed as the usual excellent refreshments will be on hand.

Last, and certainly not least, back by popular demand will be Phil Smart Sr. So this meeting will be a chance to get to know again the really interesting man, good friend of the club, not to

mention an all around nice guy.

The staff of Phil Smart Inc. are well known for putting on strictly first-class events, and this will be equally enjoyable. Plan on joining us for an evening of friends and BMW's. The time is 7:30 p.m., the location - 600 E. Pike in downtown Seattle.



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## '87 Membership Contest

For those of you who thrive on playing the lottery, poker, for those members who thrill to the sound of a casino or a horse race - this one's for you. Have you ever wondered what to do with those comp cards the club gives out? You can turn them into free chances to win big in the annual club membership drive. Here's how it works. Every time someone returns a comp card with your name on it, you get one chance to win in the lottery. If that person joins, you receive 2 more chances to win in the lottery. Most contests offer you one chance in several million or several thousand, while this lottery offers a chance in several hundred. All members in good standing are eligible to play. (Businesses are not eligible.) Previous winners are eligible.

The grand prize will be announced next month. It could be you receiving that grand prize on November 21, at the Bellevue Athletic Club, at the year end annual banquet.

# Techni-Tips

by Ron Newell

*Q. My car, a 1980 320i, has been running poorly when cold. It stumbles and dies at intersections, has no power and pops in the engine when I try to accelerate. The car has 85,000 miles on it. The car was tuned 3 months ago, but the tune-up didn't take care of the problem. I've taken the car to several shops, but the problem still remains. I don't own a gun, but if I did I would shoot the damn thing. Help!*

*Dick Meldstrum, Seattle*

A. For the purpose of discussion, I will assume the following: your car has at least minimum compression of 115psi (more or less depending with whom you are talking), the valves are adjusted to .007, plugs are gapped to .028-.030, tune-up specs are right on, the distributor centrifugal advance and vacuum dashpot are functional and there are no air or vacuum leaks.

The sensor plate in the fuel injection control must be adjusted properly and the CO mixture must be right on. The sensor plate is located under the black air boot on the driver's side of the engine. Remove the hose clamps attaching it to the throttle body and the air flow meter housing. Next, remove the two smaller hoses attached to either side of the air boot. This exposes the sensor plate. The sensor plate is a round disc approximately 80 mm (3 1/8" approx.) in diameter and 1 mm (3/64 approx.) in width. The upper surface of the sensor plate should be even with the bevel cone in the housing, or slightly below (no more than 1/2 mm). If the sensor plate is too low or high, then it will need to be adjusted. The easiest way is to remove the 6 mm bolt in the center of the sensor plate and remove the plate. The lever to which the sensor plate is attached is adjusted by bending the spring down if the sensor plate is too high, or up if the sensor plate is too low. Pulling the springs up is easy but bending down could cause the spring to dislodge. I usually shim a screwdriver underneath the spring and push down with another when performing this task. Do you think a good shop manual with pictures might help at this point?! Take the detached



sensor plate and place it against a plate glass window. First try one side of the plate against the window and then the other. If the plate rocks, then it is not flat and should be replaced. Reattach the sensor plate and center it so it doesn't hang up on the sides of the air flow cone.

By the way, most sensor plates get maladjusted or bent from the owners good intentions of putting their foot down on the accelerator pedal when starting the car. Don't do it!

If the sensor plate is adjusted as it should be, the next step would be to check the CO on a CO Meter. Most shops have a CO Meter and the cost for adjustment should be minimal. 1980-1983 320i should be measured in the downpipe and matched with the oxygen sensor at about .6% CO (tolerance is between .2% and 1.2%). 1977-1979 320i should be measured at the tailpipe with the air pump hose to the exhaust manifold disconnected and plugged. The average spec. should be about 2% CO.

If all the above checks out, then the fuel cold control pressure should be checked with the car dead cold (8 hours sitting). This is best accomplished at your favorite shop with current specs for your car.

If all this fails, then the problem most likely resides in the fuel injectors. An attempt at cleaning them with a fuel injection flush hooked directly into the fuel injection system might work, but the sure fire cure is to replace the fuel injectors.

This may seem like a lot of work just to make your car run right when cold, but you will be amazed at what it will also do for your car when warm!

*Q. I've had my 1982 528e tuned and serviced at the recommended intervals, according to the service indicator lights. It dies, surges and hesitates when the car is mostly cold, but when warm also. Do you have any insight as to what the problem might be and how it can be corrected?*

*Phil Quantum, Bothell*

A. I will assume your car has been maintained properly, is presently tuned to the factory specs., and has no apparent air leaks or ignition wire related problems.

Quite a few of the ETA controlled engines had/have an increased tendency to build carbon on the back side of the intake valves. The theory of how this happens is called "hot soak." When a hot engine is turned off a majority of the intake valves will be closed. A residual amount of fuel will remain in the area around the intake valve, intake chamber and intake tube. The hot combustion chamber temperatures now dissipate into the surrounding areas. The temperature on the backside of the intake valve increases and the fuel vaporizes and forms a carbon creosote-type substance. This carbon type of substance is very hard and porous and builds every time you shut off the engine. BMWNA speculates that a small amount of oil seepage from the intake valve guide seals may contribute to this problem.

These same deposits accumulate around the injector nozzles and orifices and, in effect, decrease the flow of fuel through them.

BMWNA has recognized the tendency of fuel deposits to occur in a number of



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their vehicles. They have attributed the problem to fuel quality and have recommended the use of fuel additives to counter the negative effect of fuel deposits on engine performance.

In order to increase customer satisfaction, BMWNA has been performing an engine campaign to correct the problem of carbon deposits resulting from inadequate fuel. This campaign affects certain years of the following vehicles: 318i, 325e, 528e, 533i, 633CSi, 733i, 535i, 635CSi, 735i and L7.

This engine campaign has been done to all cars regardless of warranty status as long as it is not a gray market car. It involves updating the idle control units and idle control valves to the latest generation units. The cam-

paign assures clean intake valves by removing the intake manifold and cleaning the back of the intake valves and chemically cleaning the fuel injection nozzles.

Once the campaign has been done, assuming your car qualifies and needs it to be done, it is very important to begin the use of a fuel additive specifically designed to counter the negative effect of fuel deposits. Once these deposits have formed they are very hard to remove. The additive must be used every time the tank is filled to insure proper cleaning.

I am confident the major oil companies are aware of this problem and are designing additives to their fuel to react more compatibly with the new generation of engines being produced today.



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## Wednesday Nighters at SIR

Our first of three Wednesday night sessions at SIR was held May 27th. A nice sized group of about 20 had the whole track to themselves for the evening. We will do it again on June 24th and July 22nd. this is a great way to blow out the mid-week frustrations. Sessions start at 5:00 p.m. and will run until dusk. All cars, as usual, must pass a safety inspection. Participants must be members

in good standing, sign an insurance waiver and wear a helmet. Cost is \$20 per person and \$25 for a couple sharing a car. Anyone who has not achieved Level 1 status as evidenced by a logbook sign-off, must reserve in advance for any Wednesday nighter. To do so, call Lucetta or David Lightfoot at 282-2641. Anyone who is already Level 1 is welcome to attend without prior notice.

*photos by Susan Herrero*



## BMW Business Challenge

Living up to expectations, **Bellevue BMW** leads all other businesses with 12 comp cards returned during the month of May. Now rumor has it that Denny Warner has dreamed up some kind of 2002 SCCA Improved Touring challenge. Like IROC, all competitors would drive identically prepared 2002's. And Denny figures the more owners we have in the club, the more crazies there are to draw from. More on this later.

Next on the list is **PM Automotive** in Shelton. On are rallye watch, Steve Worthington, continues to find BMW owners in the outback. Look for Steve at the Olympus Rallye this month.

With two cards returned each are two dealers and two service shops specializing in BMW. Pete and Gordon (why does that sound like a '60's rock duo?) at the **Ultimate Motor Works** and Ron Newell at **Strictly BMW** continue to deliver comp cards into the

hands of innocent owners. **Hahn BMW**, home of sideways racing, is locating more Yakima Valley owners. We have a great action shot of Hahn racing if we can get it back from Doug. **Phil Smart, Inc.** also saw two of their cards returned in May. Don't miss the open house this month at the Smart dealership. They have consistently hosted excellent "red carpet" meetings.

Rounding out the businesses recognized this month are our friends at **BMW Northwest** in Tacoma. We'll be looking for *you* at the July driving school Jim Rickets. **Complete Automotive** on Dexter downtown returned a card, as did **Fat City** who has recently relocated near Denny Park downtown. Finally, Dan Patzer's **Bimmers Only** in Everett sent up a potential member in May.

Thanks to all our supporting business friends. Your efforts continue to play an important part of our goal to reach every BMW owner in the Puget Sound area.

-D.O.

### BMW Business Challenge

#### May Results

|                      |    |
|----------------------|----|
| Bellevue BMW         | 12 |
| PM Auto              | 4  |
| Ultimate Motor Works | 2  |
| Phil Smart Inc.      | 2  |
| Hahn BMW             | 2  |
| Strictly BMW         | 2  |
| BMW Northwest        | 1  |
| Complete Automotive  | 1  |
| Bimmers Only         | 1  |
| Fat City             | 1  |



## Join The BMW Club!!

If you own a BMW, membership in the BMW Automobile Club of America will be invaluable. Members receive exclusive benefits including:

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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.

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 Address \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Card left by \_\_\_\_\_  
 City \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_ Lic. No. \_\_\_\_\_  
 BMW Year \_\_\_\_\_

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Kamei  
Zender



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Fulda Y-2000  
Pirelli  
Yokohama  
Good Year  
Bridgestone  
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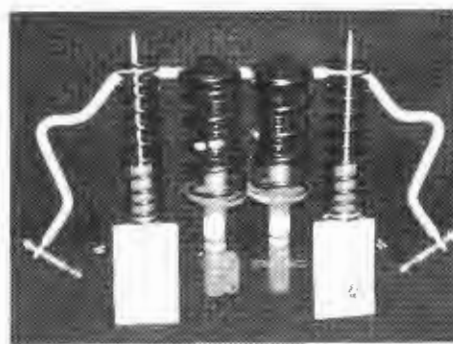
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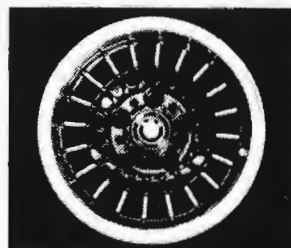
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## Classified Marketplace

### 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.

**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.

**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:** '77 320i, one faithful owner. Meticulously maintained running gear and body. 104k *easy* miles. You won't find a better one! \$4700. 788-2806.

**FOR SALE:** '77 530i parts. Factory repair manual, snow tires on original alloys, new water pump, air and oil filters, points, cond., rotor, cap. \$325. Tom, 776-2248.

**PARTING OUT:** '73 Bavaria 3.0S. No drivetrain but many body and interior parts. Would swap good auto trans for 4- or 5-speed. Also, 4 BMW alloy wheels from 733i in exc. cond., \$300. Tires fair. Will fit any 6 cyl. bimmer. Don, 776-6571.

**FREE TO GOOD HOME:** *Zündfolge* issues back to 1982, Doug, 323-6006.

**FOR SALE:** 14" 3-spoke wood personal steering wheel with hub to fit any BMW, \$75. Doug Boulton 323-6006.

**FOR SALE:** 2 liter engine and 4 speed transmission. Motor from 1972 2002 with approx. 15K on rebuild; has not been run in 2 years. Transmission from 1600 (3 bolt output shaft). Motor \$250, transmission \$100, or both for \$300. Freeman Keller, (509) 662-7077, Wenatchee.

**FOR SALE:** 1984 Renault Fuego. Low miles. Silver with gray/maroon interior. AM/FM stereo with 6 speakers. \$4250. Bill 241-3609 days; 523-5360 eves.

**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.

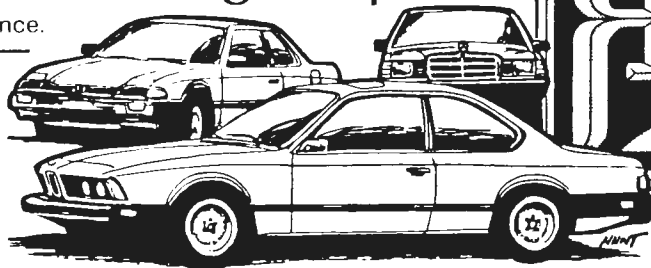
**FOR SALE:** 1987 Suzuki Samurai JX Convertible. Tan with brown top. Automatic locking hubs, rack rails, ski rack, AM/FM cassette. 6000 miles. \$8500. Bill 241-3609 days; 523-5360 eves.

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# 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.

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Bellevue BMW**

**Phil Smart  
Hahn BMW (Yakima)  
Dewey Griffin Imports (BMW)  
BMW Northwest, Inc.  
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Automotive Tire Supply**

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**Puget Sound Tire**

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**JAM Engineering**

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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

## New Stuff from BMW

BMW is busily shaking its conservative image and is planning some very exciting stuff for us in the years ahead. Here's a rundown on what to expect:

### 3-Series

The 325iX will be available in North America this fall. This is BMW's car for the ski crowd, with 4 wheel drive. The 1988 model 3-series cars will have body color bumpers (like the cabriolet has now), a new front spoiler, different wheels, a retuned suspension and improved seats. A 5-door wagon is to be shown at the Frankfurt auto show this fall and will go into production later. It will be called the Touring.

A radically new 3-series will appear in 1991, codenamed E36. Not much is known about the new 3er, but it will remain rear wheel drive with a longitudinally mounted engine. The styling is supposed to be very modern compared to the current 3.

### 4-Series

When the new 3 does arrive, it will include the same body styles we have now: 2 and 4 door sedans and 2 door cabriolet. The 5 door wagon will also be continued. A 2 door coupe may be added when the new 3-series debuts but it will be called the 425i, filling the model name gap.

### 5-Series

The 5-series has the most dated styling in BMW's lineup and will be the next model to get worked over. The new 735i set the tone for BMW for the next several years. The new 5 will be very closely related to the 7, which has been well received in Europe and North America. The new 5 will be available in Europe in March 1988, later in the U.S. Two years later a 5 door Touring version of the 5 will be available.

### 6-Series

The present 6-series coupe has been produced since 1976. It was scheduled for a major facelift in 1989 or 1990. But the project was revised and upgraded and became the basis for the new 8-series. The current 6-series is now scheduled to be built at least through 1991.

### 8-Series

As mentioned above, this new flagship began as the replacement for the coupe. It has been separated from the common components concept used for all the big BMWs to allow the engineers more latitude. The car has a very low nose with pop-up headlights, a very high and stubby rear and aggressive and aerodynamic wedge shape. Still, the car is supposed to offer room for four adults and luggage. A cabrio version is being considered. The model designations for America will be 835i (6 cylinder) and 850i (V-12). Other features include electronic traction control, 4 wheel drive, ABS brakes (of course), load and speed sensitive adjustable suspension and 6-speed manual or 5-speed automatic transmission.

### 7-Series

The new 735i will be joined by the 750iL this fall. This is the 7-series with the new V-12 engine and a lengthened wheelbase. It should displace Mercedes Benz as builder of the best sedan in the world, if the 735i hasn't already.

### Z-1

The technically interesting but aesthetically awful Z-1 roadster is being rushed into production. First shown in mid-1986, the car is supposed to be available in Europe in 1988! Thankfully the body is being restyled but the unique roll-down doors remain. The price was originally supposed to be \$15,000; best guess now is \$35,000. The Z-1, to justify the upscale price, will be a high tech showpiece. The production technology is described as "revolutionary and simple."

### Engines

The 4-cylinder engine, still used in Europe but not the U.S., will be replaced with a new 4 cylinder of similar displacements. The new 4 will be known as the M40. Likewise, the small 6 cylinder engine currently used will be replaced with a new 6 cylinder to be called the M50. The M50 will be available in 2.0, 2.4 and 2.8 litre displacements. The big six will be phased out and replaced with a V-8 based on the 4 cylinder M40 engine. The V-8 will be available with 32 valve cylinder heads and will come in 3.2 and 4.0 litre sizes. The new V-12 will be upgraded with a 48 valve high performance version now under development. The overall engine strategy is one of using a modular concept with interchangeable parts.

### Suspension

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— David Lightfoot





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