

Zündfolge

**Willamette Valley
Wine Tour '87**

**Tech Session:
Engine Rebuilds**

**The M3
Is Here!!**

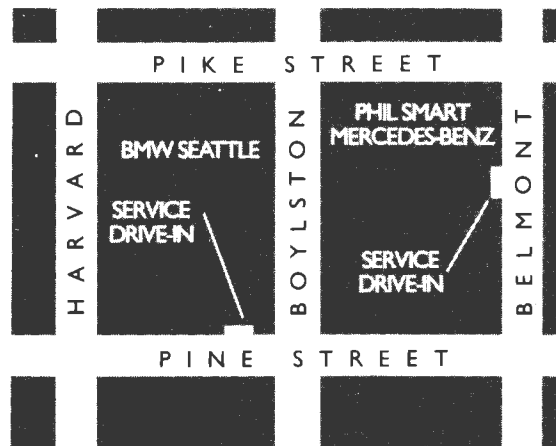


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Activities

Driving Events At SIR

One of the most frequent interests cited by new members is the opportunity to drive at SIR. Well, there will be several chances yet this year for those with prior experience and there will be one more school for those without prior experience.

A word to those who are intimidated by driving on a race track: don't be. Our schools start out slow and safety is everything. You will not damage your car. However, you will learn more about driving than you thought could be possible in one day! Our schools are a real bargain compared to similar professional driving schools. Our instructors are experienced, skilled and patient. If you took the trouble to buy a BMW, you owe it to yourself to gain the skills to truly appreciate your fine car. Come to a driving school; you'll love it.

The Longest Wednesday Nighter

On June 24th about two dozen club members enjoyed the late evening sun in the warmth of a perfect evening. Being just three days after the summer solstice, we were able to run until 9:30. The event was run in a very casual way due to the experience of the participants. David Smith's Ferrari GTO was a special highlight. Fast car, Enzo!

July Wednesday Nighter

July 22nd is our third and last Wednesday nighter. As usual, no advance registration is needed for members with level one sign off. Those with prior track experience but without level one status must register in advance with Lucetta or David Lightfoot at 282-2641. Cost is \$20 per person, \$25 for a couple sharing a car. You must be a club member in good standing, use a helmet and have your car in good mechanical repair to participate. The event runs from 5:00 until dusk.

Calendar

August 6

Board Meeting - At the home of Greg and Linda Mierz, 6010 California Avenue S.W. in West Seattle. Meeting starts at 7:30 p.m., all interested members are invited.

August 7, 8, 9

Tacoma Grand Prix - Racing in the streets once again. This year the promoters have added a vintage Formula One race. Check out Byron Sanborn driving the King Cobra in Saturday's vintage race.

August 22-23

Willamette Valley Wine Tour '87 - This is your chance to visit and taste some of Oregon's finest. This weekend will be a fun way to discover some interesting new wineries and enjoy the beautiful surroundings of the Willamette Valley. See article within for more details.

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!

August 27

General Meeting - Topic and location be announced in next month's issue of *Zündfolge*.

Sept. 11, 12

Driver's School - S.I.R. - The final drivers school of 1987 will be a two day event on a Friday/Saturday. The exact format is still under discussion. Considered is an advanced school on one of the days geared toward Level I drivers. Input should be directed to David Lightfoot.

Alfa Club Wednesday Nighter

The local Alfa Romeo club has invited us to participate in their Wednesday night session at SIR on August 12th. The cost is \$25 for those preregistered by August 5th. Track sessions will run from 4:15 until dusk. This event is open only to our club members with prior track experience. Call Lucetta or David for a registration form.

September School

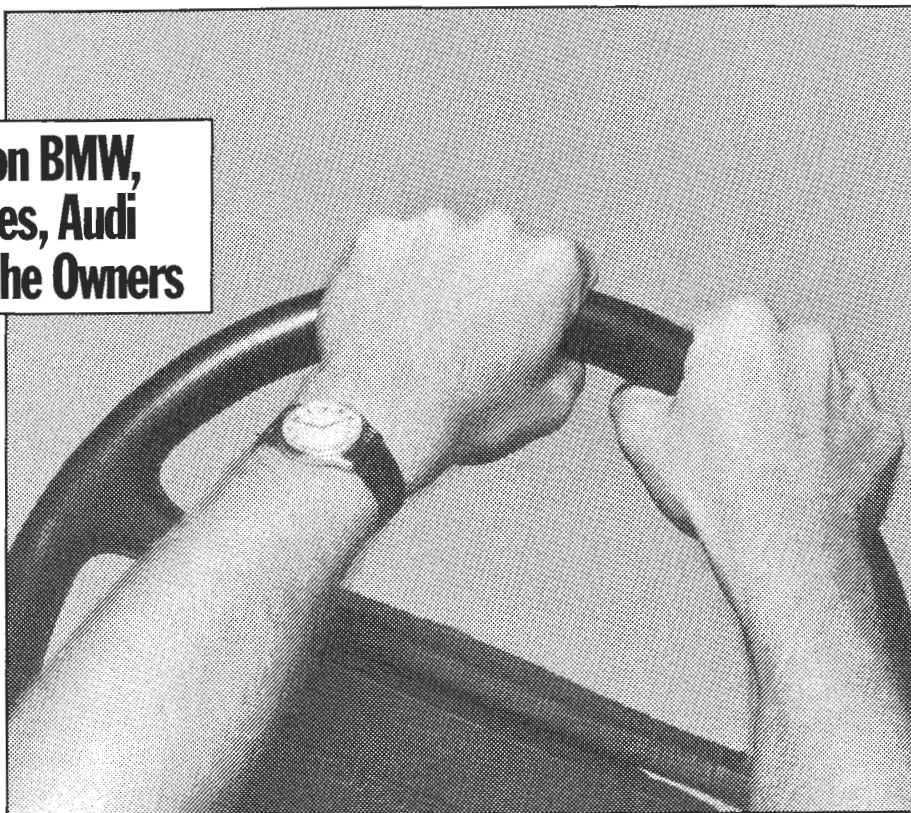
The club has September 11th and 12th, Friday and Saturday, reserved at SIR. We tried to get a weekend but they just aren't available. Since we have had two novice oriented schools this year, we plan to do something a little different in September. Friday

will probably be a school geared towards both novices and intermediate drivers. The experienced people will be segregated into a separate group with some of the club's most senior instructors. The first-timers will receive the basic training necessary to introduce them to high performance driving.

Saturday will probably be open to anyone with prior experience, including those who took the school the prior day. Instruction will be mandatory for those without level one sign off and optional for others. All participants must preregister for the event. A registration form will be in next month's *Zündfolge*.

-David Lightfoot

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Willamette Valley Wine Tour

Oregon's Willamette Valley has been described as the Northwest's classic wine touring area. Indeed, the region has an unspoiled yet orderly quality. The soft colors and textures of the area contrast vividly with the stark (but no less beautiful) Washington wine country. On the weekend of August 22-23 club members will be touring the north Willamette Valley area to discover for themselves the special character of the area.

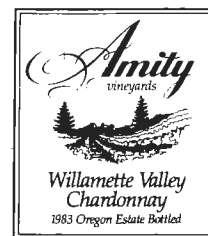
First, a little background. Oregon's wine production is but a small fraction of Washington's. The largest producer, Knudsen Erath, sells only about 35,000 gallons a year. As a comparison, Ste. Michelle sells 750,000. What the local producers lack in quantity, they more than recoup in a startling loyalty among local wine fanciers: over 30% of Oregon wine sales are Oregon wines. Contrast this with Washington, where Washington wines account for less than 10% of the state wine market. Another tack Oregon wine producers favor to gain attention for their relatively small output is

to emphasize wines that simply aren't grown in large quantity elsewhere in this country, such as pinot noir and pinot gris. However, we should expect to find some good examples of everything from rieslings to cabernets on our tour.

Our tentative plan calls for basing our operations out of Portland and taking day trips Saturday and Sunday from there. We intend to meet at the Oregon Tourist Information parking lot at Jantzen Beach (first exit after crossing the Interstate Bridge) at 10:30 Saturday morning. This makes for a decent drive from Seattle without having to get up too early. For those wishing to stay Friday as well as Saturday night, plenty of motels are available on both sides of the Columbia near our meeting place. Basically, the idea will be to get to the wineries furthest from Portland on Saturday to the extent possible; virtually all the wineries we



will visit are an hour or less from Portland. We might also stop at a tasting room or two that feature wines from wineries not open to the public at the time we will be visiting. Most wineries in Oregon charge a nominal fee, usually \$1 for a tour; most do not charge for tasting. Saturday night dinner will be at a Port-



land restaurant. On Sunday, we will once again foray into the countryside, concentrating on wineries in neighboring Washington County. This will allow us to have a good day touring Sunday and still enable us to return to Puget Sound City at a sensible time Sunday evening.

The tour promises to be enjoyable and for a good many of us, educational as well. Call Tom Williams for further information. We look forward to seeing you on the 22nd of August for what promises to be a fun weekend restocking the wine cellar.

John DeLorean Speaks Out

Recently, I had the rare opportunity to meet John DeLorean. Speaking as an honored guest at a banquet of the Greater Seattle Chapter of the Full Gospel Business Mens Fellowship International, the brilliant automobile engineer reflected on his past at General Motors, his financial crisis after founding the DeLorean Motor Company in Northern Ireland, and his federal cocaine trial.

I first became infatuated with DeLorean's work while he was Pontiac's chief engineer. He took a great car, the Pontiac Tempest, offered it with a 326 cubic-inch V-8 or a 389 cubic-inch V-8, with 3 double-barreled carburetors for performance, and named the creation a GTO. DeLorean went on to manage the Chevrolet division, and eventually, most of General Motors. Later, his skill, talent, and creativity gave us the DeLorean motor car, with its gull-wing doors perfectly counter-balanced against gravity, its gray steel body built in Northern Ireland; a truly magnificent sports car.

I am sure that most people remember John DeLorean's arrest. For the few of you who do not, it was a major media event. Videotaped, choreographed, probably rehearsed, it was complete with theatrical props, cocaine in particular. What many people may not remember is that John DeLorean was acquitted. That event, unfortunately, did not receive much attention from the media. The facts presented at DeLorean's trial demonstrated a major set-up, carefully planned and executed by a paid FBI informant. The informant's sleazy scheme, utilizing coercion and threats, received the support of reputable FBI agents. The tactics employed during his trial, an intense courtroom drama, are documented in DeLorean's new book, *DELOREAN*. It's an exciting autobiographical account of his life and well worth reading.



John DeLorean would "delight in being able to resurrect the DeLorean car." However, "when it looked like DMC might come out of bankruptcy . . . the British government ordered the 12 million dollars worth of body dies destroyed, dies essential for manufacturing the DeLorean motor car." Some of the dies were dumped into Galway Bay. Scuba divers have photographed the dies lying on the ocean floor. With this move, the British destroyed the value of the 8758 DMCs on the road in America. John DeLorean is still struggling with litigation — against the British government. He hopes to salvage some of the dies so that parts can be made available to existing DeLorean car owners.

DeLorean's future plans? He has always dreamed of building "another BMW." DeLorean is and has been relentless as an innovator within the automotive industry. He promises his new car will be very different. Yes, he has gotten back the rights to make cars again! He hopes to disclose everything within 60-90 days. His engineering genius will be challenged by his strong ethics to de-

sign improvements based upon performance, and not simply some superficial, cosmetic modification. Knowing John DeLorean, I don't think we will be disappointed.

—Kurt Sorenson

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Stalls

by Thomas B. Nast

More Than Words Can Say

We were dipping into the second bottle of wine (well, ok, so we had opened *three* more bottles, but there were three of us there and two more on the way) when the subject of car ads came up. Actually, Garry was leafing through Johnny's copy of "Rust Buckets Northwest" or whatever the title was before it was terminally smudged. Admiring the newsprint-quality photos, giggling over the prices and puzzled by the descriptions, we speculated about what kind of person was behind the words on the page, and what those words really meant. After about three glasses of research apiece, the answers began to fall into place.

Car sellers fall into three basic categories. There are the realists, such as the 924 owners who know their cars aren't worth much over four grand. There are the optimists, who think they can get 7 G's for that '82 Audi 5000. And there are dreamers, who tend to own "restored" Pontiac GTO's and Beetle Convertibles.

Although the grip which car sellers have on reality is attenuated to varying degrees, one thing they (or should I say we? as I still have not flogged the 2000CS) do have in common is a secret language. You, gentle readers, may have thought that hidden meanings were limited to sex magazines, where a Greek into water sports is not a swimming Athenian. But the language of subculture extends to cars, which are not very different from sex anyway.

As a public service, a few of the more popular expressions are translated below:

Must see to appreciate. The more people who see the car, the more it will appreciate. This is a function of the "crowd effect." The more people bidding at an auction, the more that clapped out 356A will sell for. Crowds whip themselves into a frenzy, as P.T. Barnum was wont to note. If a long line forms, many people will stand on the end of it, reasoning that whatever is



at the head must be worth it. Looked in the head lately?

Won't last. This means the car won't last. Many cars are described this way. The failure to include these words in a Renault ad may be actionable.

Light roll. Presumably, the car was not in a heavy dinner roll. A light roll usually precedes lunch but is after cocktails. Cars in light rolls are hard to get your teeth into, and if you haven't been handed the wine list by this time take your custom elsewhere.

Sanitary car. This one is a little hard to define delicately. The trend has definitely been toward smaller cars, and soft, absorbant cloth interiors have superceded vinyl. What you do with your car is your own damn business, and while I have nothing against sanitary cars, the idea of buying a used one is a bit offensive. I would nose away from these.

Below book. The question is, what book is the car below? Given how tim-

idly librarians drive, such a car could be a real steal. Watch for chassis damage, though, as librarians tend to be a bit nearsighted. If the car is *below blue book*, then you need to know why it is below blue book. If the blue book price is reasonable, chances are that a car selling for a lot less is not. Most likely, the owner has merely stored his back issues in the garage rafters, and now works exclusively out of his black book.

Rare. Simmered slowly over an open flame, such as in Arizona or Florida. Better to get a car that is well done.

Cherry. [Deleted by editors.]

Sacrifice. Acts of a pagan nature have been performed in the car. It is suggested that the rear seat be carefully inspected if it has not been recovered. American cars from the '50's, Checkers and older Peugeots are particularly susceptible.

\$9500 or B.O. The car is a race car, and is in the pits. After a little no sweat negotiating, the price will come down.

Reduced. The car has been undergoing attrition or weight loss. This can be in the form of missing body panels or the ravages of rust. Reduced cars can be found parked around Green Lake most any evening.

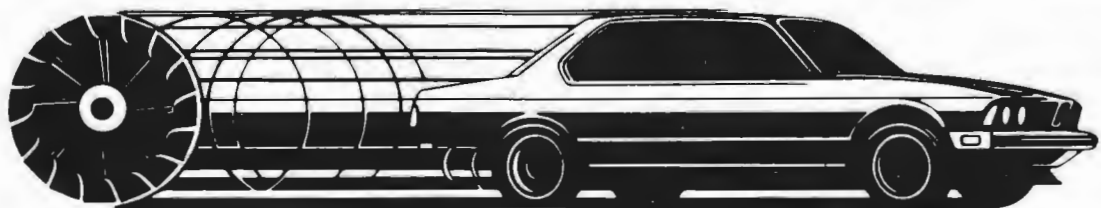
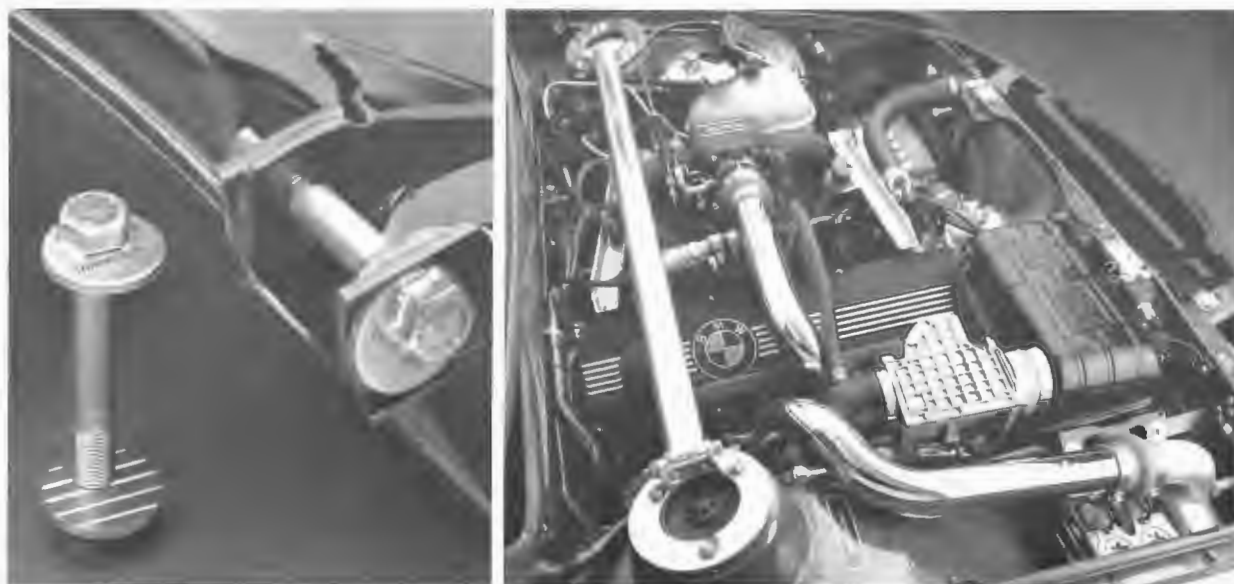
Loaded. Essentially the obverse of a reduced car. These cars have more than ethylene glycol in their radiators, and have the bulge around the beltline to prove it. They tend not to drive in a straight line, and have very high shop bills toward the end of their useful lives. Best to avoid them.

Original miles. Including the phrase "original miles" lets the reader know that the owner had not placed the car on jackstands and run it flat out for several weeks to make it look like the chassis has more miles on it than it truly has. This practice is most common before a concours which awards bonus points for mileage, but hey, you never know. Look how many people voted for Reagan.

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Annual Dinner Meeting & Silent Auction

Our annual year end dinner meeting is fast approaching. The date will be November 21st, a bit earlier than last year. We're looking forward again to a large crowd of old and new friends and a good time for all.

The silent auction last year was a great success. Everyone seemed to have fun, with some items causing more than a little bit of friendly competition. Everyone seemed happy with their respective purchases and most got some terrific items for very little money.

Again this year, we'll have a myriad of goodies available for your bidding. But, we would like to add many new items and services. For example, George Shaw has donated a complete tax return. We would greatly appreciate any club member's donation of goods or services. We're open to any ideas for auction items (which could be almost anything).

Some of the auction items already lined up are several sets of sheepskin seat covers, 2 Bilstein shocks, foglights, cruise control, a radar detector and a signed photograph of David Hobbs.

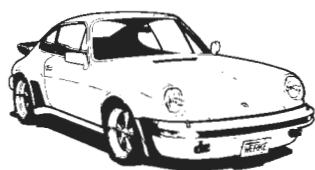
Call Sharon Silverstone, evenings at 632-6567 if you've got an idea, service, or item for the auction.

If you're wondering about the location, it's an as yet undisclosed eastside establishment. Look for more details in future issues.

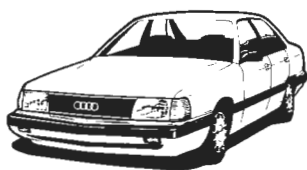
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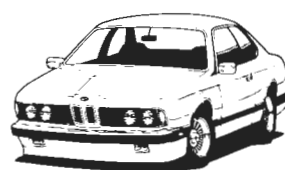
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Tech Session

Machine Work: Performance Tips on Engine Rebuilding

August 22, 9:00 a.m. to 12:00 p.m., *Autosport Seattle* will be demonstrating the fine art of machining your bimmer engine. John Maloney, formally of Johnny's Machine shop, is the owner of Autosport Seattle. He will take us into the world of the machine shop and show us what machine work is all about. In simple easy terms, John and his assistant, Darwin Webb, will take us through engine rebuilding steps. Crankshaft grinding, polishing, cylinder boring and honing, and more will be covered. Bring your technical questions and field them to John and Darwin. This tech session promises to be a very interesting and informative one. Autosport Seattle is located at 2121 Westlake Avenue in Seattle. The telephone number is 621-1940. Hope to see you there!

Investing in BMWs

BMW's have long been touted as good investments. BMW NA used to run a television commercial with a Wall Street type who had a garage full of BMW "investments." Let's face it, almost any car is a lousy investment. Oh, a few classics have appreciated quickly. Yes, I wish I would have bought a Mercedes Gullwing in 1969 for \$4500 rather than a Camaro Z-28 for \$2900. But by and large, cars cost a lot to run and maintain, produce no income and all the while they are depreciating in value. When we talk about buying a new car and considering it a good investment, we really mean it will run reliably and at reasonable cost while decreasing in value



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more slowly than other cars.

The real reason most of us buy BMW's is the pleasure we derive from driving them. But it is a nice bonus that they hold their value so well. Even though most Yuppies are forsaking their bimmers for Jeeps and flooding the market, BMW's still sell at a remarkably high percentage of their original cost.

Just ask President Bill Linder about resale value. His 1977 320i is worth about \$5,000. That's about 45% of the cost new. Not bad for a ten-year-old car. But maybe you'd better not ask him about his wife's Renault Fuego. It's also worth about 40 to 50% of what it cost new. Only trouble is, it's only three years old.

And if you really want to appreciate your BMW, talk to a Maserati Biturbo owner. The Biturbo is a direct competitor to the BMW 3-series, with Maserati prices a little higher. A Biturbo that sold in 1985 for \$28,000 now is worth about \$7,000; a devastating 75% depreciation in only two years. This fiasco is the result of serious problems with the Biturbo and no support from the factory or the distributor.

While BMW NA isn't perfect, they do a good job of supporting their dealers and, hence, their customers.

That's us. A 1985 325e cost about \$25,000 new, less than the Maserati Biturbo. But the 325's value today is about \$15,000, about 60% of new.

For most of us, the largest component of the cost of operating an automobile is the depreciation. So while the initial cost of admission is high, the true cost of operating a BMW over the period of ownership is really not that high when compared to many European cars. But you probably didn't notice. You were having too much fun driving your investment.

—David Lightfoot

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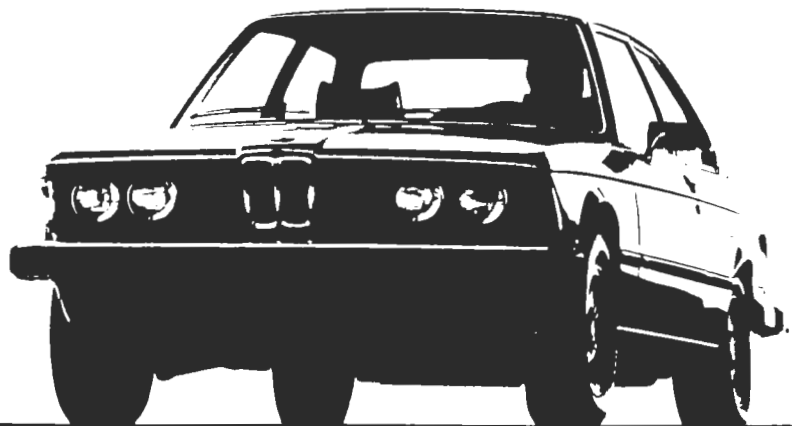
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Meeting Features BMW Seattle

The June meeting at Phil Smart, Inc. was one of many pleasant surprises. As each club member approached the door of the Mercedes Benz/BMW showroom at 600 East Pike they saw a sign directing them up the street one block to 714 East Pike. There they found BMW Seattle. As we were to learn at the meeting, Phil Smart, Inc. has separated the Mercedes Benz operation from their BMW operation. BMW Seattle has sales, service and parts at a location apart from the longstanding Phil Smart dealership.

The club was the first group to meet at BMW Seattle. We saw the showroom prior to renovation. After our meeting, work on the showroom began. The walls were painted and the clear-story windows replaced. This is not your typical new car showroom. First, it is huge. It holds over 40 cars. It is sort of a high tech, warehouse-type space. There are few frills but it is very functional and well suited to the BMW image.

Phil Smart, Sr. gave a short and interesting talk and then introduced his son, Phil Smart, Jr. J.R. in turn introduced his mother, his wife and the Phil Smart, Inc. staff members who were present including Lyn Lacher who had made all the evening's arrangements. Our next surprise was meeting Dave Remer who is the general manager and part owner of BMW Seattle. Dave is personable, dynamic and has already expressed support for the club. We look forward to a mutually beneficial relationship and a shared love of BMW automobiles.

The BMW Seattle staff then took us through a large door at the back of the showroom for our third surprise. We went into the service facility. There sat an absolutely perfect, orange M-1 in front of the service department office. On the wall above the M-1 was an



enormous BMW roundel logo. The whole area glistened with fresh paint. A visit one week after the meeting revealed that the lifts were installed and cars were being serviced.

The Phil Smart meeting is always marked by hospitality and good food and drink. This reputation caused over 100 members to attend. This was the largest general meeting we have ever held, narrowly edging out Dr. Peter Fisher several years ago. The new facility, exclusively for BMWs, was a real treat for the crowd. When in Seattle pay a visit to BMW Seattle.

-David Lightfoot



BIMMER BIO

Chairman of BMW AG

On January 1, 1970, Eberhard von Kuenheim was appointed chairman of the board of directors of BMW. More than 17 years later, the 58-year-old Prussian is still in charge. Under his stewardship BMW has developed from a promising but financially weak manufacturer into one of Germany's most powerful industrial combines. No other German company can match the growth rates BMW has achieved worldwide over the past ten years. And now, with the opening of a new factory, the company begins a fresh chapter in the boom that von Kuenheim is nevertheless anxious to keep tightly under control. Fittingly, for a company with BMW's reputation, von Kuenheim has a master's degree in Mechanical Engineering. The following article is an edited version of an interview which was conducted by Georg Kacher and appeared in the May 1987 issue of the British monthly, Car.

The interview is scheduled for 7:30 a.m. The lights in the four silver cylindrical structures that are the BMW corporate headquarters in Munich, are still dimmed for night-time, but the chief's office on the 22nd floor is already bristling with activity. On a TV monitor, we watch Eberhard von Kuenheim's black 735i limousine roll through a gate and onto the reserved park deck. A couple of minutes later, the security officer shuts off one of the four high-speed lifts to the public: the boss is on his way up.

Von Kuenheim is a man of noble Prussian descent, and his looks, manner and speech are indeed those of an aristocrat. But behind the rather static features and abrupt, well-controlled gestures, lurks a roguish, if cryptic sense of humour, that's neither strident nor insipid. Dressed in an immaculate although conservative black-over-white manager's outfit, the chairman guides us past panelled walls and through the secretary's empire into his surprisingly small office. It contains a sizeable desk

and leather chair as well as a round conference table and the usual somewhat indifferent selection of sideboards, paintings and gleaming small-scale car models.

First, a backward glance to 1986, 'another good year for BMW.' Sales improved by 1.2 percent to 446,109 cars, turnover increased by 5.3 percent to £5.32bn, and the new 7-series range received an encouraging welcome. The aims for 1987 are improved profitability and modest growth. One of the highlights of the current season is the opening of the company's fourth assembly plant at Regensburg which will commence operation in May. Will BMW become a volume manufacturer after all?

'Certainly not,' replies the chairman, his diction clear and cultivated. 'BMW isn't interested in producing 700,000, 800,000 or even 900,000 cars a year. We intend to stay in our exclusive segment of the market, but I must admit I am glad that Daimler-Benz is about to boost its volume. Why? Because to me, an annual output of close to one million units has nothing to do with exclusivity anymore. We certainly feel much happier around the 500,000 mark, and as long as I run this company, quantitative growth will never be a top priority. The only thing that really matters at the end of the day are your profits because only they can ensure long-term economic strength.'

Regensburg will, therefore, introduce only a very cautious expansion of capacity. The company will, in 1987, produce about 465,000 units; the target for the early '90s is 'somewhere between 500,000 and 550,000 cars per annum.' What Regensburg will do, above all, is help BMW to reorganize its assembly site network which also includes Munich, Dingolfing and Landshut. 'The Munich plant is bursting at the seams. Every minute a truckload of parts comes through one of the gates—that's 1400 tons of stock per day. We have pushed the daily production rate

of the 3-series up to 860 units, and that is too high. It is our goal to get below 800 again because the cars are becoming more and more complex which means that it takes more time and more space to put them together properly.'

The production squeeze is most obvious in Dingolfing where all four BMW models are being built. As soon as Regensburg gets into gear, the 3-series will move from Dingolfing, making space for next year's all-new fives and for the sophisticated new 7s which spend between two and three times as long on the line as the basic 316. By the end of this year, the Dingolfing output will, therefore, be scaled back from 1100-plus to well under 1000 cars. Regensburg is initially scheduled to contribute around 200 units each single-shift operation, but as soon as a second shift is added in October, this figure will first double and then eventually increase to 480 vehicles. Starting in 1988, Regensburg is also going to handle the 325iX, 325i convertible and perhaps the Z1, too. 'Of course, we did not set up a new factory without allowing for potential future expansion', adds von Kuenheim. 'But capacity, these days, is not limited by technicalities such as floor space or tooling equipment. The true restriction is manpower.'

Von Kuenheim is surprisingly sensitive to questions about overcapacity and possible difficulties BMW may have selling its additional cars. Does the arrival of Regensburg not come at the wrong time now that the 5-, 6- and 3-series models are all due to be replaced?

'Providing the distribution department is prepared, marketing an extra 50,000 units is no problem. But you are missing the point. We're not building this new outlet in order to react to a model cycle or to meet a certain introduction date. That would be very short-sighted. An additional plant is built to cater for the requirements of the next

30 or 40 years. And remember: our reasons are not simply to increase capacity but also to rearrange the production strategy.'

BMW steadily upped its investment budget from £115m in 1976 to £570m in 1986. In the past few years this expenditure was shared evenly by Munich/Dingolfing and newcomer Regensburg. Factory number four has so far swallowed £340m, but by 1990 the total outlay is expected to run close to £480m. When the new plant is in full production it will employ an estimated 3500 workers.

'Quite apart from the obvious cost problem, I would also be worried about flooding the world market with too many high price cars. You see, the segment our 7-series competes in has a reservoir of approximately 250,000 buyers per year. This is a realistic figure, and there is no danger of over-capacity here. But I strongly believe that the customer base for 3-series-type cars—and below—does not have an unlimited potential for growth. This means in turn that you must be very careful when determining the size and packaging of your range. By making the new model bigger than the old one, you may eventually push it into a different class. If the worst comes to the worst, this can force a company to introduce an additional model. BMW will therefore position the new 3-series models very carefully right in the heart of the traditional segment.

Although Mercedes strenuously denies its existence, von Kuenheim seems to be quite familiar with project W301, Stuttgart's proposal for a Golf-sized Benz. 'Of course, BMW, too, has prepared a "possible" 214, but I am not going to OK the program because we're not interested in the small car market. Let me tell you why. We had to work for 10 or perhaps 20 years to get to where we are today. Our products are up-market, the quality is excellent, we can be proud of our dis-

tribution network, and the morale of our employees has never been better. In other words we have created what I would like to describe as a sophisticated company culture, and there is no way I am going to put that achievement at risk in exchange for a probably short-lived sales success.'

According to the chairman, such an inexpensive volume model would call for changes to the size of the factory, the type of tooling equipment and the kind of components used. While the break-even point for a Fiat Panda or Uno is around 1500 to 2000 units a day, BMW could produce the 7-series at a profit even if it were building only 100 cars per day. 'The concept of a prestigious high-price compact car works out in the case of the Golf GTi', admits von Kuenheim, 'but that is only so because the GTi shares many parts with the baseline Golf which is comparatively cheap to make. In the case of a £12,500 BMW or Mercedes, this calculation must fail because no lesser models exist which could be a source of inexpensive components.

'The press is not interested in reporting the status quo', opines von Kuenheim laconically. 'But I would nevertheless like to add one more chapter to our success story. It concerns the allegedly outmoded 3- and 5-series models. Well, last year we built over 300,000 3s. In Germany, the compact BMW is the third best-selling car after the Golf and Kadett. By the way, Mercedes made only about 200,000 190s. Now, let's look at the 5. Although it is approaching the end of its life, we're selling more 5s today than we did in 1985 or in the heyday of the previous model. One-and-a-half years before Mercedes introduced the W124, sales of the old W123 dropped to 40 percent of its normal level. Not here. We are going to phase out the 5 with grace.'

The chairman finds it hard to admit as much, but the history, the prestige and the presence of Mercedes do still affect the way BMW sees itself. Initially,

the man who has stuck by the company throughout his career, dismisses media stereotyping of the relationship between the 'Bavarian crown prince and his Swabian arch-enemy', but when talk turns to the possibly transitory success of the new 7-series (an indirect reference to the next-generation S-class) and whether or not his engineers need to be mesmerised by the developments of rivals, it becomes clear that the three-pointed star is everpresent in the minds of Munich decisionmakers. And then, halfway through our 100 minute interview, von Kuenheim comes crisply to the point: 'It is high time we stopped being obsessed by Mercedes Benz. We have more than one competitor. Don't forget either that there was a time when Daimler-Benz was not Germany's most prestigious car manufacturer. Half a century ago, Maybach and Horch were also fighting for the honor, but they were eliminated in the war. So were VW and BMW. It took us 20 years to find a new identity. And believe me, the biggest mistake BMW could make would be to try to be like Daimler-Benz.'

Tacoma Grand Prix Donates \$10,000 to Washington Charities

The Washington State Council of Fire Fighters Burn Foundation and the Washington chapter of the Cystic Fibrosis Foundation will each receive a \$5000 dollar donation courtesy of Schuck's.

In addition, the Burn Foundation will receive 50 cents for every Schuck's Grand Prix ticket sold by firefighters.

The announcement was made by Grand Prix Association President Ken Avedisian and Washington State Council of Fire Fighters President Michael McGovern at a meeting of the Washington State Fire Fighters Association at the Tacoma Sheraton on Monday July 6.

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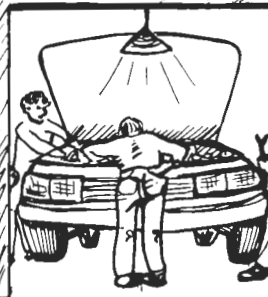
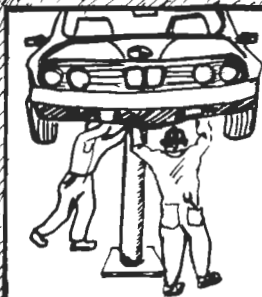
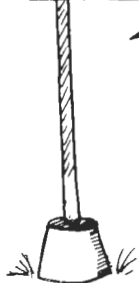
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July 1987



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Monthly Tech Tip Brought To You By

Lateral Weight Transfer

Still another load factor affecting cornering force is **lateral weight transfer**. Because lateral force pulls your car away from a turn, weight is taken away from your inside tires and transferred laterally to your outside tires. You notice this condition because of body roll, and it affects your cornering force.

The same principle applies in braking and acceleration. When you brake, weight transfers to the front tires. This **fore-and-aft weight transfer** is one more factor in cornering force.

In addition, **tractive forces** or the forces required to generate acceleration or braking also affect cornering force. Adding tractive forces causes a tire to lose cornering force. In a turn, you don't suddenly stand on the brakes or floor the accelerator. You might lose control. You ease off the brakes as you turn the wheel. And as you come out of your turn, you gradually feed in gas. This keeps your tires working all the time for maximum cornering force to achieve the fastest route around a corner.

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## Need a Lift?

This tip has nothing to do with hitching a ride. Rather it is sort of a warning about lifting your BMW, as in at your favorite garage. It is based on a rather expensive lesson I (re-) learned recently. Garages that do a lot of BMW repairs are familiar with the proper location of lift points on your Bimmer. This however is not necessarily the case when you're dealing with, for example, a random tire store. I use the tire store example with good reason; it was because of a tire store that I am writing this tip.

I recently purchased a new set of BFG Euro T/A tires for my 2002. I went down to the dealer early in the morning, told the man what I wanted, took a seat in the waiting area and settled down with the current issue of Road and Track, secure in the knowledge that my keyed lug nuts would force them to come get me when my turn came.

Sure enough, they came and got me, but when I went out to the shop area to get the key for the lug nuts, my car was already up in the air. After handing them my key, I noticed they had placed the rear lift arms on the rear subframe, which is probably the worst spot they could have picked. Well, by then the damage had been done. I mentioned to them they had not located the lift arms properly. The response I got was somewhat unintelligible (I'm still not sure it was even English) and knew at that point I wasn't going to get very far pursuing the point, so I dropped it.

Once the tires were installed on the car and it was let down off the lift, I inspected the rear suspension and could find nothing visibly amiss. I then settled my bill and drove off, thinking about how lucky I had been. It didn't take long driving to realize I hadn't been so lucky after all. The car felt really squirrely, especially in the rear.

I again inspected the rear suspension but could find no visible problems.

After several days driving the car, all the while with the handling getting worse, and trying to figure out what was wrong, I decided it had to be the rear subframe mounts. In case you don't realize it, your BMW's rear end is mounted on a subframe which is attached to the car's body with rubber mounts, 2 on the front crossmember and one at the rear of the differential. Like all things rubber (especially Bavarian rubber) they tend to get brittle with age. Anyway, I ordered new mounts (they are special order items for 2002's; the dealers in Houston don't stock them anymore) and installed them one evening.

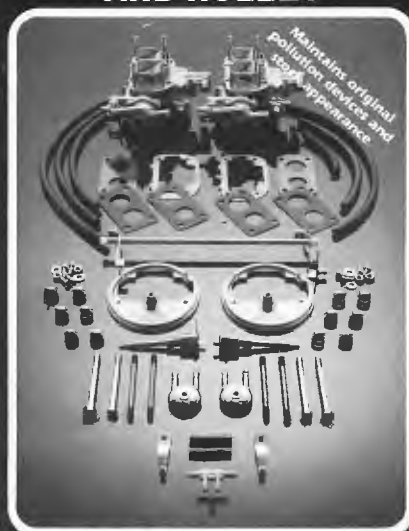
Sure enough, that fixed the problem. No more squirrely handling. It is now apparent that when the car was lifted, these mounts, which were never intended to support the entire weight of the rear of the car, stretched and broke, so they were no longer performing their intended function of locating the rear subframe. Every time the car entered a corner, the whole rear end would shift before the rear end would follow the front around the corner. Rather disconcerting, to say the least.

I guess I could rationalize this by reminding myself that these mounts were probably overdue for replacement, but that's not the point. (My 2002 only has 170K miles on it, surely not enough to wear these mounts out!) The point is that you should know where the lifting points are yourself (it's in your owner's manual - you do read your owner's manual don't you?) and make sure anybody who is lifting or jacking your car knows them as well. It could save you some bucks. If you are driving a high mileage Bimmer, by the way, replacement of these and all other rubber bushings in both the front and rear suspensions should be considered.

As to the tires themselves, I am

pleased with the way they handle, especially on wet pavement. They are far stickier than to the old tires, Michelin MXL's, although they don't seem to be quite as crisp in their response to steering inputs (although some of this is probably due to worn out bushings in the front suspension). At \$68 each for 185/70HR13, including mounting, they are a reasonably good buy, at least if you don't end up having to buy new subframe mounts at about \$50 a set as I did. My only reservation is in having to deal with the particular dealer I bought them from, not only because of the subframe fiasco, but also because less than a week after buying the tires, one

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of the balance weights fell off, and they couldn't be bothered to rebalance the wheel. So much for service after the sale. By the way, I bought the tires at a franchised B.F. Goodrich dealer on Long Point Road if that gives you a clue as to its location.

*Bill Wray  
Houston Chapter  
BMW CCA*

### Welcome New Members

|                      |             |
|----------------------|-------------|
| Pat and Jo Hillyer   | '87 325is   |
| Kristopher Johnson   | '74 2002ti  |
| Fran Spring          | '84 528e    |
| Martin Leedon        | '82 528e    |
| Irv Woods            | '80 320i    |
| Mike Rogoza          | '72 Bavaria |
| Mitchell & Wendy Kan | '72 2002tii |
| Donald Caldwell      | '76 530i    |
| Dennis Sather        | '84 325e    |
| Larry Beck           | '85 318i    |
| Chris Orr            | '85 318i    |
| Alexander Baker      | '77 530i    |
| Larry Milton         | '87 635csi  |
| Tom Koehler          | '75 2002    |
| Scott Jacobsen       | '83 320i    |
| Judson Brown         | '82 528e    |
| Ron Winter           |             |
| Bruce Ricks          |             |

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### Important Changes in '87 Tacoma Grand Prix

This year over 20,000 high angle grandstand seats (which start 6' off the ground) have been added to the Tacoma Dome viewing area. Additional standing area in front of the grandstands will also be available without blocking anyone's view. This important addition will allow better viewing of the race.

Roving Grandstand tickets are also available this year. This new ticket allows access to several grandstands on a space available basis. The ability to see the race from several different vantage points is a welcome addition this year.



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# Techni-Tips

by Ron Newell



*Q. I have a 1983 320i and the car seems to ping most of the time. It pings at high RPM and low RPM. I'm now using unleaded supreme gasoline. I've had the car tuned to factory specs., but this doesn't seem to help. Can you shed any light and offer solutions to my problem?*

*Brad Smith, San Clemente, CA*

A. Preignition or ping has been around in engines for a long time. The 'ping' occurs as the piston is traveling upward on its compression stroke and the ignited fuel pushes against it. The sound produced varies from a light rapping to a harsh ping. It usually occurs under low rpm/high load or high rpm/high load conditions. If left untreated, severe pinging will cause excessive overheating in the combustion chamber and burn valves and/or pistons.

The major factors affecting ping are:

1. Fuel octane rating – the lower the octane the faster the burn. A slower, controlled burn is preferable to a quick burn. Therefore, the higher the octane rating the better.
2. Combustion chamber temperatures – fuel is more volatile when hot. The hotter the outside or underhood temperatures, the easier for pinging to occur.
3. Ignition timing – the more advanced the timing is the more apt you are to hear pinging.
4. Compression ratio – the higher the compression the more volatile the fuel becomes; thus the easier it is to ping. Carbon build-up on the top of the piston or underside of the head also contributes to raising the compression.
5. Fuel mixture – the leaner the mixture the hotter the burn, therefore inducing ping.

The solution to curing an engine that pings requires altering one or more of the five factors influencing preignition. By far the easiest method to try is switching to a high grade premium fuel. Some gas additives will

give an increased octane rating and, at the same time, help to reduce carbon build-up inside the combustion chamber. When using a gas additive as a carbon blaster, I recommend driving the car at 4,000 to 4,500 rpm intermittently for five minutes at a time to create enough heat in the combustion chamber to do its job. This can be achieved easily in 2nd gear.

An easy way to reduce pinging is to retard the timing. If you set the '83 320i timing mark at about 2600 rpm, this should help. The drawback in retarding the timing is that in so doing you affect the power output of the engine and reduce the mileage. Nevertheless, no ping is preferable to ping.

A rich mixture (one that has a higher concentration of fuel per given volume of air) will burn cooler, thus helping to reduce pinging. A mixture too rich or

too lean causes other performance and drivability problems. Your engine is designed to operate in a very narrow fuel/air mixture ratio. Partially plugged fuel injectors (refer to June article of Technitips) may also cause pinging. A good fuel injection flush or replacement of the injectors may help in this case.

As you can see, the causes and cures for preignition pinging are numerous and varied. Sometimes it simply requires playing with the variables a little to see what works best for your car. Other times, it's best to take it to a specialist who understands engine dynamics and have the problem properly diagnosed.

*Q. I have a newer type BMW with service indicator lights. How accurate are they in indicating service?*

*Celeste DeVoise, Redmond, WA*

A. The lights you are referring to have been on most BMW's manufactured since 1982. From my personal experience, I don't know yet how well they operate in indicating oil services. They seem to indicate the need for engine inspections (tune-up services) at about the proper intervals.

The service indicator lights operate from a series of inputs from your car and your driving habits. The inputs include: engine temperature, vehicle speed, tach/fueleconomy guage, engine temperature, the number of starts, mileage of trips etc.

I've always been of the opinion that the oil change interval should be 3,000 miles. I've seen what happens to the upper end of engines (specifically the rockers and shafts) when the engine oil was changed regularly at 7500 miles. The rockers and shafts, which are located within the head, function to operate the valves. Dirty and contaminated oil takes its toll quickly on these components. In my opinion, changing the oil every 3,000 miles is the best insurance to engine longevity regardless of what the service lights indicate.



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## Schuck's Grand Prix to Rev Up Tacoma Economy

No matter who takes the checkered flag in this year's Schuck's Grand Prix, Tacoma stands to be the winner by at least 2.5 million dollars.

And Grand Prix Association president Ken Avedisian says this year's race could bring millions more to the city.

The economic impact study compiled by the City's Community Development Department uses a 1.4 multiplier with figures supplied by Avedisian. A multiplier is the number of times an earned dollar is spent and then re-spent.

Avedisian feels the 2.5 million dollar projection is low because of the conservative multiplier and

because race-related events such as fund raising parties, pit stop competitions and other promotions are not included.



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# RANDOM NOTES

by Denny Organ

## Yes, We're Late

Blame it on me. I'll blame it on work. A new job for the Food People has required mass quantities of extended hours and extended energies over the past few weeks. As a result, your *Zündfolge* is a few days past due this month. Activities should return to a more normal hectic pace by next month. I hope.

## Fest Northwest Recap

Due to press deadlines everyone thought existed, articles on all of the Fest Northwest activities will be included in next month's *Zündfolge*. In all, it was a fantastic BMW enthusiasts' weekend. We saw participants from Idaho, Oregon and Canada. Join us for the fun. Much credit goes to Fest Father, David Lightfoot, and each of the members who chaired an event.

As an aside, if any member has some good people/car photos from the weekend, especially the concours, please call. We would like to use them in next month's magazine.

## M3 Is Here

There was an *urgent* message on my desk when I returned to my office, "Charles Christensen of **Bellevue BMW** called to say that your new car was delivered today." That always sets the office buzzing. What Chuck really meant to say was: "Den, if you hit the lottery this Saturday, I've got a rocket powered toy that you can't live without." The M3 is finally here.

Most of the dealers are now taking delivery of the long awaited M3. From what I've culled out the automotive press and local testimonials, this is yet another BMW to lust after. Some of the press accounts rate the U.S. M3 as a much better car than the European version. I am desperately behind schedule on my intended road tests and articles but I do hope to talk one of our friendly dealers out of an M3 for an afternoon in the next couple of months.



Speaking of toy stores, I was talking with David Griffith of **Alan BMW** the other day, and Dave stated there was a period of a few days when he had an M3, an M5, and an M6 all on the showroom floor at the same time. Why would anyone want to buy anything else? Quick, lead me to the nearest Lotto machine.

## Oil Update

Someone asked recently about my **Minit-Lube** oil analysis that was performed the week before I spun a bearing racing the GLH. I did receive the results but was not able to read into them my pending engine failure, which was caused by oil starvation during heavy braking into a turn. As a point of information, the oil analysis statistics allow an owner to set up some base line numbers and are intended to be measured against in future tests. The

idea is to measure changes over a period of months (or years) to monitor wear primarily via metallic content in the oil. It was interesting and would be worthwhile to track during the lifetime of an engine.

## Tacoma Grand Prix Time

The Schuck's Tacoma Grand Prix is upon us again with an expanded race program and the promise of even better spectating arrangements. The dates are August 7, 8 and 9 with racing all three days.

Club racing ace Byron Sanborn will again be driving the classic King Cobra in the South Tacoma Motors Vintage Challenge. We anticipate a pole position start for Byron! The vintage races will be on Friday and Saturday afternoons.

Added to this year's schedule is a Vintage Formula One race. This should be as much fun as the Nascar boys. I've always wanted to visit the vintage races at Monterey and watch the old thundering Formula One tour Laguna Seca. Now they are coming to us.

Mentioned in the official program (which also features a pic of Byron and me on last year's victory lap in the King Cobra!) are drivers Parnelli Jones, Ireland, Phil Hill, Bobby Unser and one of our local retired Formula One stars, Pete Lovely. This one will be fun.

As last year, the demo derby Nascar race will be the featured event on Sunday. Last year we were taking wagers on the fences as to how few laps they would run green until the next yellow came out for a wreck. Those boys were hard on equipment.

In addition to the Nascar race, Sunday's activities will feature a Pro Sports 2000 event, the Vintage Formula One race and a Formula Atlantic race. In addition to the vintage race on Saturday, there will be a Pro Russell Mazda Fireball Classic race. Strange choice of words.

It promises to be a great weekend of racing. See you there!

## BMW Business Challenge

As we have come to expect, **Bellevue BMW** has again topped the list for this month's Business Challenge. Denny, Dave and the rest of our friends at Bellevue Bimmer/Booroo consistently help promote the BMWACA. Thanks.

Next on this month's list is **Strictly BMW**, with Ron Newell and crew finding four potential new members. I wonder if there are more BMW's on the east side of the pond?

Rounding out the list this month is

the **Ultimate Motor Works**, **Phil Smart, Inc.**, **German Autowerke**, and **Capital City Motors** in Victoria. Once the new comp card racks are installed, rumor has it that Phil Smart's new **BMW Seattle** dealership will be making a run at **Bellevue BMW** for the top spot in each month's Business Challenge. Again, the club thanks each of supportive business friends.

—Denny Organ

### BMW Business Challenge June Results

|                            | Cards Returned |
|----------------------------|----------------|
| Bellevue BMW               | 8              |
| Strictly BMW               | 4              |
| Ultimate Motor Works       | 1              |
| Phil Smart Inc.            | 1              |
| GermanAutowerke            | 1              |
| Cap City Motors (Victoria) | 1              |



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 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Color \_\_\_\_\_ Lic. No. \_\_\_\_\_  
 BMW Year \_\_\_\_\_ Model \_\_\_\_\_

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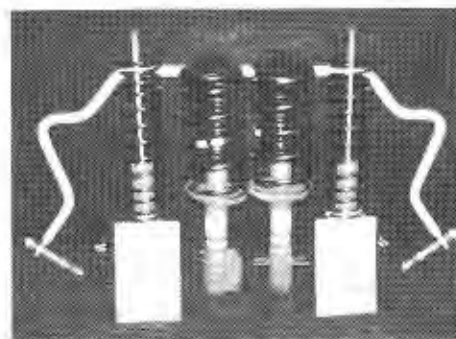
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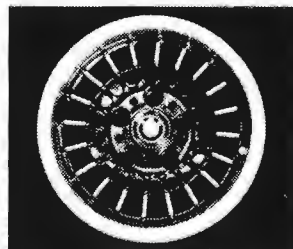
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## Classified Marketplace

### 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.

**FOR SALE:** 1986 325 2 door. 5 speed, Cinnabar red, Pearl vinyl. 9500 miles. Spotless. Assume low lease payment. Connie 285-1280.

**FOR SALE:** BHMA custom tailored bra, embossed BMW logo, style B, fits '77-'83 320i, includes heavy vinyl carrying case. Never used. \$80. Tony 622-6767 ext 326 (days), 244-2417 (eves).

**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

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

**FOR SALE:** 2002 Heaven I set of custom black sheepskin covers (w/head-rest covers), like new, \$150. NOS Factory Service Manuals, perfect, \$50. Club Technical Compendium (2nd edition) pages in protective plastic covers, \$20. 631-4738 (evenings till 9 and weekends). Prices not in stone.

**FOR SALE:** '68 1600 with '81 320i engine, runs well, little rust, some body damage, \$1700/obo. Mike 745-6943 (h), 827-9626 x430 (w).

**FOR SALE:** '76 2002, 130k silver metallic, beautiful paint & body, no rust, Weber, original owner, complete maint. records. Two extra rims & studded tires, shop manual. \$4500. Call 743-9707 after 6 p.m. or on weekends.

**WANTED:** Left rear tail-light assembly for '83 528e. ('83 533i, 535i, and 524td assemblies are interchangeable.) Call collect (206) 363-2609.

**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.

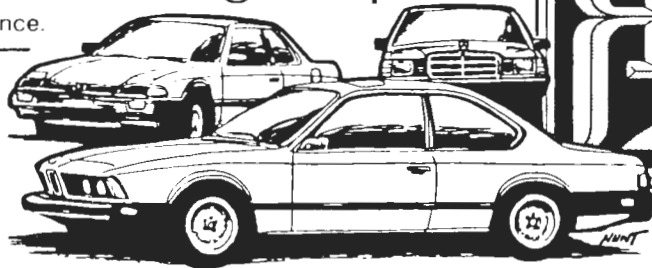
**HELP!** Captain Fantastic pinball machine has been polluting my basement for years! Get it out of here for \$300! Also my cat has gotten tired of walking all over the extra two-liter coupe in my garage, so out it goes for \$13,500, less to a *good* home. Buy the coupe and I'll throw in the Capt'n free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

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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.

27  
July 1987

## Alan BMW Bellevue BMW

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).

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

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).

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

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).

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

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).

## Car-Fi Auto Stereo

15% discount on stereos, alarms, detectors (16724 Aurora Ave. N., Seattle, 542-2139; 13620 1st Ave. S., Seattle, 244-1662).

## Puget Sound Tire

Featuring Yokohama A008 & A001R, 10% discount (11011 Pacific Hwy. South, Seattle, 763-2819).

## Champion Cellars

10% discount on single bottles and 15% discount on mixed cases of wine (108 Denny Way, Seattle, 284-8306).

## JAM Engineering

10% discount on Weber carburetor replacement kits (POB 2570, Monterey, CA, 1-800-431-3533).

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

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).

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

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).

## Bavarian Motor Sports

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).

## RNR Automotive Refinishing

10% discount on all body repair and painting services (1508 - 128th Pl. N.E., Bellevue, 453-2898).

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

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

## Mahayana and the Art of BMW Maintenance

by Marc Cohen

While tinkering with the 320i one lovely spring day, I was given a unique opportunity to compare Eastern and Western approaches to problem solving. The results are, as you might expect, inconclusive. Still, it seems to me a didactic tale, even if I'm not sure what the lesson is.

I was reassembling the cold start valve, after having recalibrated it with shims to improve cold start performance, when several of the small but crucial interior parts decided to take that moment to fly out of my hand. Since I was working outside, I realized, all in a flash, that it would be important to observe the direction of their flight, previous experience having taught me that parts taking such evasive action are often most devious in their efforts to avoid detection. Unfortunately, the fugitive parts took off in two different directions. I had to make a choice; I looked to the right. Rewarded, I promptly recovered the miscreant from under the leaf beneath which it had taken refuge.

The other part, a spring about an inch and a half long, was, as you might have guessed, nowhere to be seen. Still, no problem, I thought, since I got a glimpse of its approximate flight pattern, and reasoned that, if it was not visible on the top of the engine, it would be found on the ground beneath. When it did not appear there, I deduced that it must surely have come to rest on the cross-member, that never-never land of nuts and washers. (Clean the grease and grunge off yours sometime – you'll be amazed at the hardware you'll find there.)

Unfortunately, a thorough examination of the cross-member proved negative. (The few washers I did find

had clearly arrived on a much earlier flight.) Well, this is silly, I thought. A big, fat spring can't simply disappear into thin air, can it? If it is not on the ground or on the cross-member, it must still be inside the engine compartment. So, topside again to check all the surfaces there. Still no spring.

It was now twenty minutes or so into the search, and the thought occurred to me that I would soon have wasted more time on the search than the part is worth. So the sensible thing to do is give up and buy another one. But it was Saturday afternoon (these disasters *always* happen on Saturday afternoon, don't they?), and so I would not be able to buy another spring until Monday. The car, however, had to be drivable within the hour. I renewed my efforts, somewhat more feverishly this time. Still no luck.

Frustration now gave way to despair. What was I to do? I had proceeded calmly and rationally and gotten nowhere. I do not believe in deities of either the benevolent or malevolent varieties, so any appeal to One to get me out of the mess some Other had gotten me into would be hypocritical, at best. And I'm too old to cry. So I just sat there, perplexed.

And then it occurred to me. I'll chant. Chanting, I had learned recently, is the foundation of Mahayana Buddhism. There is nothing particularly religious about it, and it involves no prayer, no arcane, supernatural entities. You just chant *NAM MYOHO RENG KYO* (sincerely – there's the hard part) and you will receive many benefits. So I chanted. Quietly, so the neighbors wouldn't hear, but audibly. Quite a concession, I'm sure you'll agree, for the village-atheist-professor-of-logic-(Western)-and-philosophy.

Now I didn't expect that, while I was chanting, the spring would suddenly appear before my eyes. It's not supposed to be magic. But after a reason-

able period, I expected some results. I mean, I wasn't chanting for anything really big, like peace for all humankind, or a cure for AIDS, or an NBA championship for the Sonics, or a winning season for the Mariners. Later I'll do those. For now, just the spring, please.

But none appeared, and the chanting was beginning to feel silly. So I decided to give Western Logic another try. "Either it is in the engine compartment, or it is not," I started out, with great certainty. "If it is not, it must be on the ground below. But, manifestly, it is not on the ground. *Ergo*, it is still in the engine compartment." Thus buttressed by the principle of *modus tollens*, I returned to engine bay. But now, in place of the sick feeling that I'd been through all this before, came a new observation. "What's that little crevice over near the wiper motor," I wondered, "that BMW's designers have cleverly included?" Sure enough, where the sheet metal at the firewall takes a turn forward on the driver's side, is a little cave, just barely large enough to hide a fugitive spring. "Exactly where the little rascal would try to hide," I concluded, as I shone my flashlight inside. And there, cowering in the corner, was the runaway spring.

So, I put it to you: did the chanting work? My Buddhist friends would insist that it did, but then they are predisposed to believe in its efficacy. My philosopher colleagues would insist that it did not, since they know that *post hoc ergo propter hoc* is the most elementary of fallacies. The more sophisticated of the latter would admit that the chanting may have given me confidence, calmed me down, and thus helped me to think more clearly. But nothing more. It was reason that prevailed.

What do I think? I am professionally obliged to side with the sceptics, of course, but that won't stop me from chanting again when the next crisis occurs. As my grandmother used to say, it couldn't hurt.



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