

# Zündfolge



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***Puget Sound Chapter***



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# Zündfolge



**BMWACA PUGET SOUND CHAPTER**

**JULY 1983**

## **Calendar of Events**

- July 28      **Board Meeting.** To be held at the Wood's, 939 19th E. in Seattle. All members welcome, starts at 7:30 sharp.
- July 30, 31      **IMSA At P.I.R.** A great weekend of road racing in store. Club caravan leaving the I-5 weigh station at Federal Way, Saturday at 6:00 a.m. For latecomers, we will be at Turn 2 of the racetrack.
- August 20      **Tech Session.** For dual carbureted cars, as well as single Weber down-drafts. More details next month or call Greg Mierz at 935-2844.
- August 21      **Autocross V.** The challenge continues, this time at the Olympia Airport. Details in next month's newsletter.
- August 25      **General Meeting.** To be held at the North City Light Auditorium, 97th and Stone Avenue North, at 7:30 p.m. The meeting will feature a demonstration of the latest fire extinguishers. See article within.
- August 27      **Wine Tasting Party.** Always a fun event, this promises to be no exception. Details in the article within, plan your reservations early.
- August 28      **BMW Rallye/Tour.** A new event for us, and sure to be a good one. See article for more information.
- September 11      **Autocross VI.** Our series returns to Monroe. Watch for details.
- September 24, 25      **Oktoberfest.** Our annual tour to Leavenworth for the festivities. See upcoming issues for more information.
- November 19      **Club Banquet.** Latitude 47 will again be the location for this fine event.

# AUGUST GENERAL MEETING

The August general meeting will be held at the Seattle City Light North Auditorium, 97th and Stone Avenue N. at 7:30 p.m. The topic of this meeting will be Halon fire extinguishers. A presentation by AAA Fire and Safety will feature the benefits of Halon extinguishers for automotive and marine use.

Halon is a liquid which is expelled from the extinguisher by nitrogen. Because it is a liquid it is more effective outdoors, especially in a wind, than CO<sub>2</sub> or dry chemicals. Halon rapidly blankets a fire and interferes with the chemical chain reaction of fire and quickly penetrates difficult to reach areas. Halon is harmless to automobile finishes as well as clothing. Halon is pound-for-pound three times as effective as CO<sub>2</sub> but much safer.

AAA Fire and Safety, Inc. has been in business since 1954 and is the largest fire equipment wholesaler in the Northwest. Because of the Club's size, AAA has agreed to treat us as a business and offer us extinguishers at wholesale prices. The 2½ pound Halon extinguisher which lists for \$73.00 will be available to members for \$30.96. The 5 pound extinguisher which lists for \$107.00 will be sold to us for \$41.95. There will be no extinguishers for sale at the meeting. Club members may make purchases at AAA's retail store at 307 Nickerson Street in Seattle, across the street from the Fremont Bridge. As always when making a purchase involving a Club membership discount, present your *current* membership card *before* the sale is rung up.

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## WINE TASTING PARTY

The Club's annual wine tasting party will be held August 27th beginning at 7:00. Our hosts this year will be Gary and Rosemary Requa.

As in past years, we will have about seven different wines to sample plus bread and cheese to complement the wines and clean palates. The wines will be moderately priced and offer a wide variety of tastes, styles and geographic origins. It's a great way to discover a new favorite.

The price of the party is \$8 per person. Make reservations early as this event always fills up and has a waiting list. The event will be limited to 30 persons. To reserve your place call Lucetta Lightfoot at 283-8695, 9 a.m. to 9 p.m. Advance payment to the Club address is also required. Lucetta will send you written instructions on how to reach the Requa's home in Edmonds when you register.

## BMW GIMMICK RALLYE/TOUR

Sunday, August 28th has been set aside for our first BMW Gimmick Rallye and Tour. This is being planned as a fun, novice-oriented event. No previous rallye experience is necessary, or advantageous. Unlike a "TSD" Rallye that requires precise monitoring of elapsed time, maintaining specific speeds, and controlling distances covered, a Gimmick Rallye and Tour sets a more fun and relaxed pace. At the start, each team of driver and navigator is given a set of instructions directing them through a pre-arranged course over scenic back roads. Winners are determined by the number of correct answers to questions contained in the Rallye instructions. More details will be in next month's newsletter. So plan for an enjoyable afternoon on August 28th at the first Club-sponsored Rallye and Tour in many years.

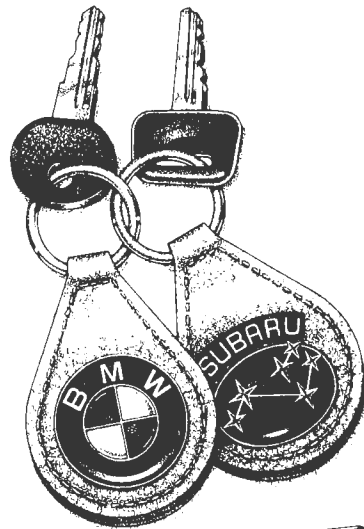
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## SEEING RED

*[You may have read in these pages recently an article telling you how to update your 2002 with red instrument lighting, ala the 320i. You know that red light helps to combat night blindness, but do you know why? To dispel your ignorance on this point, we welcome Audrey Moreland (Acadiana Chapter). The article has been reprinted from the Windy City Breeze — ed.]*

The retinal surface of the human eye has two (2) distinct physiological structures; rods and cones. Cones are clustered near the center of the retina (the fovea) and become less dense near the periphery. The cones are chromatic, in that they can discern color, yet are not sensitive to dim illumination. Rods, on the other hand, are non-existent in the fovea, and become denser to the point of cone exclusion in the periphery of the retina. They have no color differentiation, but they are sensitive to dim illumination. (Nocturnal animals have only rods. They can't see colors, but their night vision is excellent.) Rods become saturated in brighter light and can take up to ten minutes to "see" again; depending on the magnitude of the light.

The retina of the eye also discerns different colors in different areas. Red and green are seen in the fovea (cone region — no rods), yellow and blue in the transition areas from fovea to periphery, and black in the extreme periphery.

So here you are, driving down the road at night, the instrument panel light is obvious to your sight (we won't choose its color yet). Suddenly, a nutria decides to cross the road a few hundred feet in front of you. She (or he) is an object of dim illumination. If your instrument panel light were white, your eyes would not physiologically be able to see that road

hazard for a matter of a few seconds; depending on how bright you have set your lights, because the constant presence of that bright light just below your direct line of vision has saturated your night vision rods. However, you would easily be able to see how fast you are going, or what your oil pressure was. On the other hand, if your instrument panel were illuminated in red, the rods would be able to fire immediately, and you would see the road hazard.

It's true that the rods are not as fast as the cones in response time, but it is far more important to observe and respond quickly to activities outside your car than to those on the instrument panel, when you're talking in terms of a few seconds at highway speeds.

Therefore, if your instrument panel light is not red, I suggest the following: The darker the road, the dimmer the panel light. This will save your rods from being saturated, and allow them to respond quickly to road hazards.

## PLUG OF THE MONTH

Been stereo shopping lately? This month I decided to purchase a car audio system for the Red Car. Basically, I was looking for a reasonably priced package as I couldn't justify spending large amounts on a car not worth large amounts.

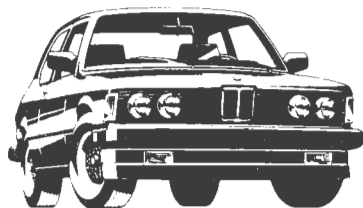
My final stop in the shopping list should have been my first stop: The Perfect Sound. I had always associated Benson with \$1,000++ super systems, but thought I should stop anyway, just to see if there was anything he could do for us. I was happily surprised.

For well under \$400 Benson beautifully installed a basic 4-speaker system with an excellent quality AM-FM cassette. Obviously, the system is no rival to a Chuck Wood or Jim Westcott special, but the 2002 has never been more enjoyable to drive.

D.O.

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# THROUGH THE PUDDLE — SIDEWAYS

by Denny Organ

One more duel with the cones is now history. Last month 25 members headed to Cheney Stadium in Tacoma to venture onto another of "Course Czar" Bob Paisley's challenging formats.

The course was easily the most interesting of the year, and also one of the best uses of the Cheney lot we have seen. Bob threw in a little bit of everything, including an unintended water hazard part way through a long sweeping corner. Yes, it was interesting on racing slicks.

In Stock 2002 (Class A), most of our die-hard competitors were missing due to numerous flimsy excuses. As a result, Bill Muse motored to an unchallenged 1st place victory.

Joan Webb finally returned to the autoslalom scene and proceeded to dust off all of the male competitors in the Improved 2002/1600 class. Joan's time of 1:04.73 insured a solid first place. Greg Mierz and Doug Ayers continued their battle, this time for second and third place. Doug hitched a ride in the Green Car but still fell about a second behind Greg. Gary Michael, finishing fourth, is closing in on the leaders, followed by Mic Sawvel

in fifth.

In Modified 2002, Green Car Racing was finally able to get the race tires on and keep them filled with air. Chuck finished a mere .3 seconds behind me and Darwin posted a 1:04.23, the fastest time of the day on street tires.

Stock 320i provided some close competition with Steve Stuart just edging Russ Johnson for first. Jim Fortun was close behind in third place.

The closest competition of the day was in Improved 320i, Class E. Bob Paislev borrowed a ride from Ted Rodgers and did the unmentionable, beat a friend with his own car. Times like this I wish the timing lights were completed as the difference between Ted and Bob was only .05 seconds. Chuck Wood and David Lightfoot tied down third and fourth, followed by Roy Wilkinson and Loree Wood.

The loan entrant in Modified 320i was Greg Benson with his beautiful '77 turbo. This was Greg's first ever autoslalom and we expect to see him back for another battle with the boost.

In Women's Improved, Lucetta Lightfoot



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continued to dominate with a first place time of 1:09.38. Joan Rodgers was close behind followed by Brenda Byers and Julie Sawvel.

One of the success stories of the day was Brenda Byers. This was Brenda's first auto-slalom and we classed her in the Women's Improved, even though her 320i is absolutely stock. As it turned out, if she had been in the regular Stock 320i class, she would have taken first place by over 3 seconds. Watch out.

## EVENT RESULTS

### **Class A — Stock 2002/1600**

	<b>Time</b>	<b>Points</b>
1. Bill Muse	1:13.41	100.00

### **Class B — Improved 2002/1600**

1. Joan Webb	1:04.73	100.00
2. Greg Mierz	1:05.41	98.96
3. Doug Ayers	1:06.89	96.77
4. Gary Michael	1:07.07	96.51
5. Mic Sawvel	1:09.83	92.70
6. Tim Bowman	1:10.74	91.50
7. Bill Arnold	1:11.47	90.57

### **Class C — Modified 2002/1600**

1. Denny Organ	1:01.60	100.00
2. Chuck Christensen	1:01.97	99.40
3. Darwin Webb	1:04.23	95.90

### **Class D — Stock 320i**

1. Steve Stuart	1:16.66	100.00
2. Russ Johnson	1:16.78	99.84
3. Jim Fortun	1:17.43	99.01

### **Class E — Improved 320i**

1. Bob Paisley	1:06.45	100.00
2. Ted Rodgers	1:06.50	99.92
3. Chuck Wood	1:07.99	97.73
4. David Lightfoot	1:08.72	96.70
5. Roy Wilkinson	1:09.37	95.79
6. Loree Wood	1:11.83	92.51

### **Class F — Modified 320i**

1. Greg Benson	1:16.55	100.00
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### **Class W — Women's Improved**

1. Lucetta Lightfoot	1:09.38	100.00
2. Joan Rodgers	1:10.99	97.73
3. Brenda Byers	1:13.65	94.20
4. Julie Sawvel	1:18.99	87.83

## BEWARE 320i BATTERY CLAMP

Symptoms: Idiot lights come on but no sound from the starter motor. Car is a 320i. It can be bump started on hills and appears to run fine once started.

Solution: The positive battery clamp has split, and cannot carry enough current to operate the starter motor. Clamp (and cable) must be replaced.

Reasons: It appears that in its never-ending quest to reduce production costs, BMW got the lead out of the battery clamps. At least most of it. Whereas battery clamps used to be all lead, the newer ones have a lead ring only a few millimeters thick which is surrounded by a plastic clamp. It is the lead which makes contact with the battery post but the plastic which holds it snugly against the post.

When the plastic splits, as it did here, the lead ring is no longer held snugly against the post and the amount of current which can pass through the connection is severely limited. I temporarily solved the problem by spiking through the clamp and into the post with a small nail, instructing the owner to pick up a new cable/clamp assembly asap. Oh yes, make that a cable assembly with an all-lead clamp — they don't split.

TBN

## SNOWMAN MAKES ANOTHER SALE

Snow news is good news for John Z. DeLorean. The former auto maker, currently facing federal drug trafficking charges, appears close to selling his snow-grooming equipment subsidiary to a group of Austrian investors. Seeking to purchase Logan Manufacturing Co. is a group headed by Steyr-Daimler-Puch AG, a manufacturer of bicycles, mopeds, firearms and automotive equipment.

—From *AutoWeek*

# GETTING YOUR SHIFT TOGETHER

by Bill Machrone

Some chapter newsletters have been carrying articles on the importance of replacing the nylon bushings in the shift linkage for continued smooth shifting. Perhaps you have noticed that your shifts aren't as notchy as they used to be and there is a little too much slop in the shifter when it's engaged in a gear.

You may have feared that the slop is inside the transmission, but the various and sundry nylon bushings to suspect are the two circular ones that locate the ball at the base of the shifter. Just in case you've never peeled back the shift boot to give the ball a shot of WD-40, there's no time like the present to do it. Furthermore, if you've never lubricated it, it's all the more likely that the bushings are worn. Replacement, while not a difficult job, is a fair to middling pain in the neck as it requires work both above and below the car. You also have to take the shift lever apart to free the upper bushing, as it will not slide over the chrome portion of the shifter.

The top one requires a snap ring pliers or a very thin screwdriver to remove the lock ring that sits around the shift lever. Directly below it you will notice a wavy spring washer along with the bushings. It loses spring tension over the years and contributes to the sloppiness you feel. Note the order of the shims and wavy washer, as you will have to reassemble them in the same sequence.

Now it's time to go underneath and get your minimum daily requirement of iron in the form of muffler chips in your eyes. The car should be up on ramps or jackstands to allow sufficient maneuvering room. Look up into the tunnel and you will see the bottom end of the shift linkage above the resonator and driveshaft. If you have a pre-1975 2002

where the only way to get a pin out was to drill a hole in the tunnel from inside the car and hit it with a drift. Chances are that yours is not as badly corroded and will come free with minimal effort.

1975 and later cars, including 320is, have an L-shaped end on the shift lever. The connection to the linkage is secured (and I use the term loosely) by a circlip, otherwise known as an "effenclip", as in "Where'd the effen clip go?" Like the circlips that hold the black plastic rollers on the ends of the hood hold-down levers on 2002's, this circlip will make itself scarce at the earliest opportunity. In either case, the connection from the shift lever to the linkage is bolstered by more nylon bushings, which should be replaced upon subsequent reassembly.

Going back to the topside of the car, you can now remove the shift lever. Take the lower nylon bushing out of the socket and replace it. Now you can take your shift lever apart. There is a slot for prying out the lock ring that holds the innards in the chrome portion. In case you were wondering, there are vibration damping components inside the shift lever. Once you see the insides of your shift lever, you will doubly appreciate the fact that the only thing that isn't over-engineered on a BMW is the instrumentation.

Now that the lever is apart, you can take the shims, wavy spring and top bushing off (remember the order!), and replace them with fresh components. Coat the ball and lower pivot with a good grade of waterproof grease, such as Lubriplate Type A and reassemble everything. That should tighten things up nicely.

*[Reprinted from NJ Bulletin]*



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# MacPHERSON STRUT INSERT REPLACEMENT

By Marshall Hunt

Instead of getting out the *DRIVING LIGHT*, I put new shocks in my 2002. Since I haven't read about the technique before, I thought I'd write it up.

The BMW Shop Manual procedure for putting new shocks in a 2002 calls for the removal of the wishbone arm from the front axle carrier, which then exposes three bolts holding the strut to the track rod arm, and the strut is removed.

Unfortunately, BMW switched from a castellated nut to a self-locking nut, and the past seven years froze the nut to the bolt to the point that I bent my ½ inch breaker bar. So much for following the book! Fortunately, there is a simpler system.

First, pop off the plastic top on the strut bearing, exposing the nut holding the strut to the bearing (8). Loosen the nut past the Nyloc insert. It's often hard to remove (impact driver) but the weight of the car on the strut helps keep the shaft from turning.

Lift the car, putting it securely on jack stands. Remove the wheel, brakeline bracket (4), and caliper, and tie the caliper out of the way. Remove the sway bar bolt (1).

Compress the spring so that it is very loose in its mounts. Remove the strut top nut, small washer, spacer, and large washer. Since I was replacing the bearing and shock, I drove out the strut shaft with a hammer.

Turn the wheel so it is straight, and step on the spindle or wishbone, to lower the assembly enough to be moved out from under the fender. The strut will now be hanging out of the fender, supported by the ball joint. Remove the compressed spring. Don't lose the strut bearing seal and washer on top of the spring mount.

The insert is covered by a screw cap on the strut (5). There are various ways to remove it; most use a pipe wrench or big pliers; I made a

spanner wrench by brazing ¼ inch bolts to two pieces of steel angle and hit it with a hammer; BMW makes a special tool. Good luck.

The strut screw cap has two holes in the top to insert the BMW special tool or my bolt arrangement. You can also hit the edge of the cap with a chisel, or put a bolt into one hole and hit it sideways with a hammer. The idea is to combine a turning movement with an impact. I had previously bought replacement caps, so they served as a pattern for my tool. Bilstein apparently comes with new strut caps. You should try to borrow or rent their special tool to screw on the caps, and follow their torque values precisely.

Now the strut insert can be pulled out. There's a lot of oil which must be removed, and the inside of the strut cleaned out. Remove the support bearing (7).

Now you can begin assembly. Pour some oil in the strut housing and put in the replacement insert. Screw on the cap, put the foam bumper (6) pointy end down. Earlier BMWs might not have the bumper, or a rubber sleeve which protects the shaft from dirt. Put on the spring. Shove the strut assembly back into the fender well.

Why put some oil in the strut housing? The new strut insert doesn't touch the sides of the housing, so the oil aids heat transfer. Light oil transfers heat better, and also helps to keep the insert from rusting to the bottom of the housing. I poured some oil in first, then slid in the insert and caught the overflow with a rag. Then I extracted about an inch with a syringe, to allow for heat expansion.

Repack the support bearing with grease, and put it on the strut shaft. Don't forget the washers, spacer, and bottom seal. Now the whole assembly can be inserted into the holes in the fender. Newer 2002s have an alumi-

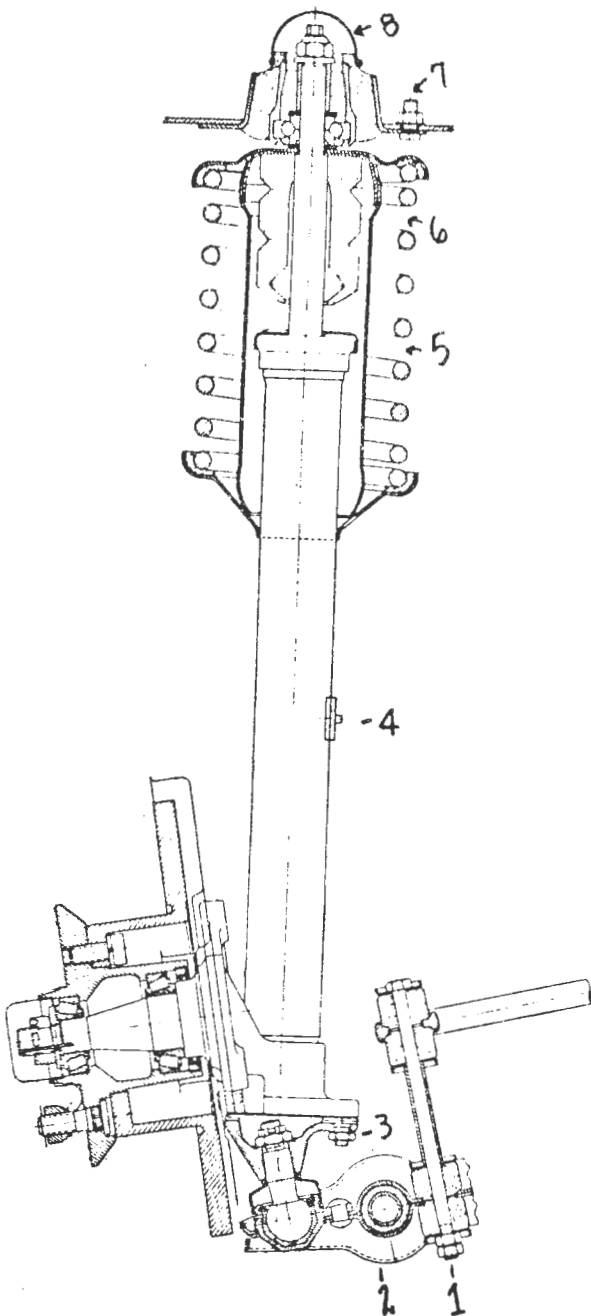
num ring which fits under the fender to raise the height of the car. This can be left out to lower the car and improve handling slightly (see *Roundel*, May, '81). After the bolts are tightened, the spring compressor can be removed.

The sway bar bolt should be inserted so that the nuts are on top. Most bolts inserted by the factory show damage from hanging down below the wishbone and hitting objects on the road. Note that the convex side of the metal bushing washers faces toward the bushing.

Replace the caliper and support bracket. Pump the brake pedal to reset the pads. Put on the wheel, and you're finished. I have left out torque values, cleaning, painting rusty places, and my tendency to use anti-sieze on every bolt.

Remember the spring compressors will be holding back over 700 pounds of force which is trying to get loose. You must be very careful working with these, and take them off evenly. If they come off, you won't have time to get out of the way.

[Reprinted from the BMWCCA's *Buckeye Chapter DRIVING LIGHT*.]



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# CLUB DISCOUNTS UPDATED

The following businesses offer club members special discounts. To be eligible you must have a **valid** membership card. If you "forgot your card", are "going to join next week,, or "just forgot to renew my membership" that's not good enough. The discounts offered will usually save you much more than your annual membership. Please have your membership card ready and tell them you are a member before they ring up your sale. The club offers a special thanks to the following businesses for their support.

- ALAN BMW -** 10% on parts and service, 21420 Hiway 99, Edmonds. 771-7100.
- BELLEVUE BMW -** 10% on parts and service, 15% on parts during the summer, (new address) 13817 N.E. 20th (Northrup), Bellevue, 643-4544.
- PHIL SMART, INC. -** 10% on parts and service, 600 E. Pike, Seattle, 3245-2500 service, 329-4360 parts.
- BMW N.W. INC. -** 10% on parts - 75th and Bridgeport Way, Tacoma. 473-3212.
- BLADE BMW -** 10% on parts, 1100 Freeway Dr., Mt. Vernon, 424-3231.
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# STALLS

By Thomas B. Nast



## TAXES & IMPORTS

Ford's president and chief mouthpiece, Philip Caldwell, recently complained that the Japanese have an advantage of \$2,000 per car over U.S.A.-produced autos. He breaks this down into three components: More efficient production, \$700; imbalanced yen-dollar exchange rate, \$700; unequal tax burdens, \$600. While some dispute the numbers, there seems to be general agreement about the components of the Japanese price advantage. I would like to briefly examine the tax burden issue.

Our federal government is, of course, principally funded by an income tax. Japan (like Europe) relies more on a value added tax (VAT), which is a species of sales tax. There is no VAT on exports from Japan. There is (corporate) income tax on cars made here, whether for export or domestic consumption. Hence, Caldwell argues, the Japanese have an export incentive which U.S. manufacturers don't have.

Mr. Caldwell's total avoidance of reality is

transparent. First, our domestic manufacturers traditionally have not built a product for export. Rather, they own plants in nearly every country in the developed world and build in and for the local market. Second, the importers (as contrasted to manufacturers) of Japanese cars, such as Nissan U.S.A., must obviously pay income tax on their profits just as domestic manufacturers do.

But this leads to an interesting notion. Did you know that the state of California levies an income tax on a percentage of Container Corporation of America's *total world revenue*, not just income derived from Massachusetts sales? Did you know that the Supreme Court permitted this? Why not apply this principle on an international scale to the manufacturers of imported cars (assuming no treaties would prohibit it)? In other words, why not tax Toyota, Mazda (yes even BMW) on a portion of their total corporate income (that portion representing the U.S. share of worldwide sales)? This would result in both a more equitable pricing structure

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and much-needed government revenue (we won't discuss the obscene ways it's spent). What do you think?

## PHIL THROWS A PARTY

I knew that quite a party was being planned at Phil Smart's for June 3rd, because they sent me an invitation both at work and at home. It's obvious that, since most parties are not worth going to, most hosts don't bother to invite me. But having received two invitations, Phil's open house (open garage, really) promised to be the exception. It was wonderful.

There were the cars. Not just the 300 turbodiesel and 318i up on lifts for under-side inspection, but a racing M1 (sans engine, granted) next to the um-pah band, a maroon 540K and various and sundry from the Smart private reserve (e.g. a 300SL and 280SE ragtop). It would have been nice to hook a few up to exhaust hoses and listen to those vintage engines run. They even brought down a range of BMW cycles for display.

There was the beverage. A choice from an

array of '81 Mosels and Rheins, and DAB beer on tap.

There was the food, Gretchen's best catering. Salmon, oysters for those who came early, sausage, pates, dozens of cheeses and on and on. All served stylishly: wooden wagon carts, a large carved ice tri-star, &c.

And the facility. I cannot recall seeing such a clean, organized and large facility anywhere in the world. It is structured for large volume without sacrifice of individual attention to the customer. Having used it already, I can say that it works. Plus, how could you lose even a washer on such a clean floor?

After about half an hour of visiting long-unseen friends at this affair I cancelled dinner, picked up my date and returned to eat my rebate until it was time for theatre.

Congratulations to Phil Smart on their new facility and on a party well done.

## ZWEIRADEN NOTES

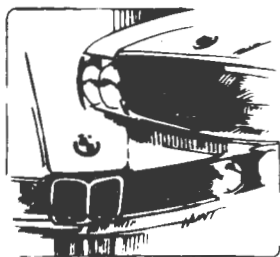
There has been quite a turnover in BMW cycle dealers in the past few years, the only constant being Gregg's Greenlake BMW.

Welcome to the Cycle Barn of Lynnwood, the newest member of the family. And farewell to Poke's (of Capitol Hill), which recently dropped its franchise.

*AutoWeek* ran a short story with photos and drawing of the new BMW cycle, which is as I earlier described it (see **Zündfolge**, July 1982). Statistics for the four cylinder version are 90 bhp at one liter displacement; for the

three cylinder 70 bhp and displacement of 750cc. The motor, you will recall, is water cooled with the cylinders inline, running lengthwise to the motorcycle and parallel to the ground. It's like a car motor flopped over on its side. The dual overhead cams are chain driven and the fuel injection (a production motorcycle first) is L-jetronic. Initial price in the fatherland is anticipated to be 15,000 DM (\$6,000).

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## HARLEY-DAVIDSON

You may recall that, a few years ago, Honda tried to buy Harley-Davidson. Honda failed, and AMF (which had only lost money on the division since its acquisition in the early '70s) sold the unit to the managers who were already running it. They are losing money too, lots of it. Honda is certainly ruining its own loss now.

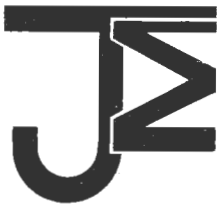
Fundamentally Harley has only two problems: quality and price. Putting aside loyalty, image and emotion, they are lousy motorcycles which are plagued with problems. They are overweight, unreliable and inefficient. There has been no major reengineering of them since the last world war — Harley's idea of reengineering is to enclose the chain so it doesn't spray the rider with oil (new for '82!). Harley ceded to the English bike market in the late '50s and early '60s; here were bikes that were light, nimble and (somewhat) more reliable. The English were, in turn, vanquished by the Japanese, who added dependability, variety and sheer performance to the formula. The Japanese did not compete unfairly with Harley, as Harley simply failed to compete at all. To accuse the Japanese of stealing Harley's market is tantamount to accusing Toyota of devastating the market for the Ford model A.

So when our President announced a 49.4% duty on motorcycles over 700cc (up from 4%) on April Fool's Day I was amused. I was not amused by Reagan's action, which carries profound implications, but by public reaction. I was amused because in my view this action will cost less than \$20 per bike, and is thus insignificant. Much ado about little.

Remember when Reagan offered President Zia of Pakistan a huge pot of money for "defense", which was rejected as not enough (and was later doubled)? Before the new motorcycle duty was put into place, Japan Inc. offered Harley \$20 million to drop its tariff request, which was rejected as not enough. Harley wants \$40 million and technology transfer from Japan. Harley will get it, the tariffs will be returned to normal, and it will cost the buyers of Japanese bikes damn little. Until this deal is cut, the Japanese can sell off their warehouses of unsold 1981(!) and 1982 models, to which the duty does not apply. So I predict.

Meanwhile, look at the exceptions, BMW is practically exempt (Germany gets to bring in 5,000 bikes over 700cc free of the extra duty in 1983); Italy and Britain are similarly exempt; Honda and Kawasaki are exempt for the 50,000 large bikes they annually assemble in the Midwest. The first 4,000 large bikes exported from Japan are exempt. About one-third of the large bikes sold here are exempt, including all non-Japanese imports.

The administration's action in staunchly defending bad engineering and poor management foresight is properly criticized. The solution, protective tariffs, sets a precedent which, if extended, will significantly affect us all. Yet the goal sought by this back door solution, the revitalization of Harley-Davidson through an infusion of Japanese cash and technology is quite admirable. In a way, Reagan is forcing the Japanese to do for Harley what Congress did for Chrysler. Let us hope the result is as good.



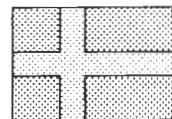
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Xon Baker .....	'83 320iS
Arthur Anderson .....	'77 320i
Kendall Lutes .....	'83 733i
Will and Kathy Wisbeck .....	'77 320i
Mathew Lampe .....	'76 530i

## 24-HOUR AUTOCROSS?

The world's first 24-hour autocross is scheduled to run during the Pocono Sports Car Club Grand Prix, July 30-31. Entry is restricted to street automobiles on street tires, licensed and inspected, with a minimum purse of \$1,000.

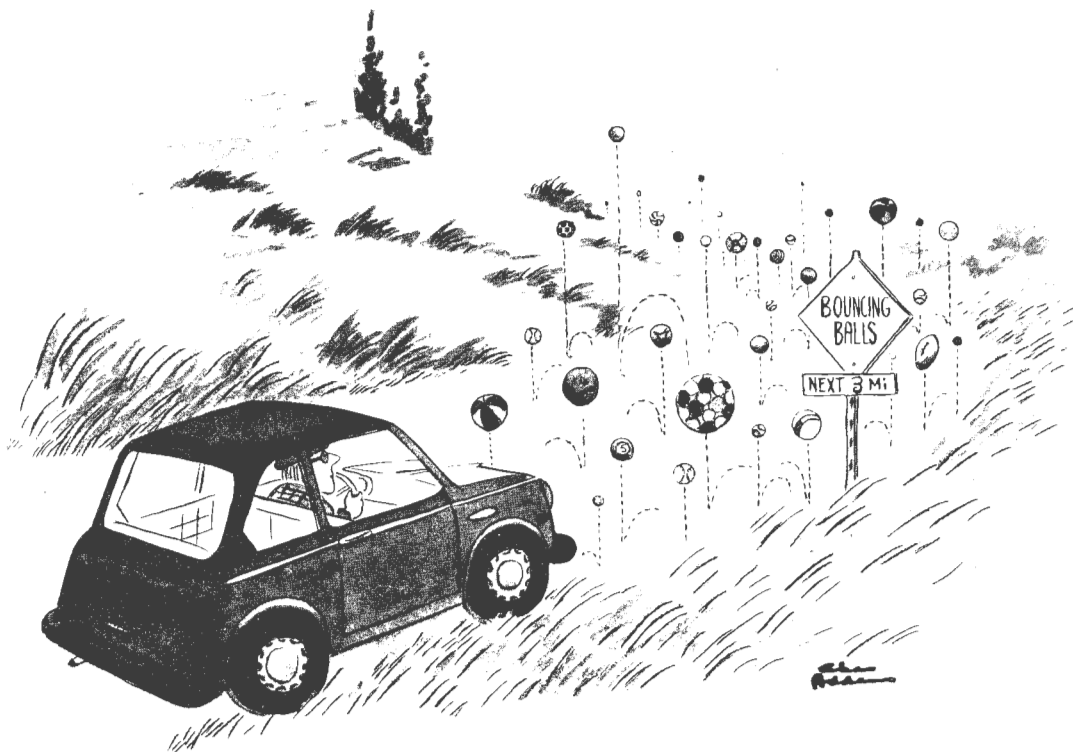
## TIMING MARK

Finding the timing mark on a BMW flywheel is not always an easy task. One way to do it is to select a badly worn junk screwdriver which will never be used as a screwdriver again and *slowly* insert it into the timing hole while the engine is running, letting it barely touch the flywheel. It should make a light scraping sound. Position it so that it just nicks the ball on the flywheel a few times, making it nice and shiny and easy to spot in the future.

When doing a clutch job on the car, it is a good idea to actually mark the ball with something like nail polish or titanium dioxide marking compound. You might also wish to paint a stripe in a contrasting color highlighting the Top Dead Center (TDC) mark as well. Model airplane paint works well for this.

Michel Potheau  
[reprinted from the Roundel]





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**FOR SALE:** For 320i; Set of 4 factory alloys with used P6's, \$250 or best offer. Pair of stock steel wheels. \$50. Stock steering wheel, best offer. Bob 845-2520 home or 237-5836 work.

**FOR SALE:** 1972 2002 tii. 4 speed, AM/FM, near new radials, muffler, battery. Runs well. Interior excellent. Needs minor body work and paint. New air dam, not installed. See to appreciate. \$4,500 or best offer. Karol 659-0360.

**FOR SALE:** 1967 1600-2. White, good mechanically, 200,000 + miles, needs paint. Numerous mods; 60,000 miles on excellent 1800 cc motor, dual webers and appropriate engine tweeks, Allison ignition. Lowered, decambered, fresh 185x70 Phoenix on "Alpina" wheels, Scheel seats. Many spare parts, including complete head. Fast 0 to 60 in 9 seconds. Reliable, driven daily. Mechanically competent buyer preferred due to age and modifications. \$2,800. Jim 232-9783 eves., 655-6475 days.

**FOR SALE:** 1 pair slightly used Koni's for 2002 rear, \$50. Also 1 pair 6" round Bosch amber fog lamps, \$40. Call Scott, 1-476-3174 (days), 1-692-6971 (eves.).

**WANTED:** Pre-'74 2002 or 1600 in good shape (sound as is, no restoration projects!). Call Scott, 1-476-3174 (days), 1-692-6971 (eves.).

**FOR SALE:** BMW steel wheels, all sizes, 13" and 14", 4½" and 5", \$10 each. Also, original factory wheels, w/new or near-new tires, for 3- and 5-series. Call Carl, 743-6026 (local) or 713-523-6890 (Houston, TX).

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**FOR SALE:** 1800ti, extensively modified; various engine options: 2-liter, TISA, or none; best offer. Carl, 743-6026 (local) or 713-523-6890 (Houston, TX).

**FOR SALE:** '78 320i, 85K, ruby red metallic, sunroof, factory alloy wheels, Bilsteins, air dam, desmogged, Monza exhaust. Comes with studded snow tires on steel wheels and bra. Best offer over \$6,000. David Cramer, 1-265-3409 or 1-272-7261.

**FOR SALE:** '71 2002, Riviera blue, black interior, 94K, exceptionally clean, outstanding condition, Blaupunkt Hamburg AM. 485-6853, 523-7199, or 523-3714. Ask for Tom.

**FOR SALE:** 1971 2002 (late model), rebuilt engine, one owner since new, clean, sunroof, 108K, red, painted once, all maintenance records, \$3,700. Frank, 833-8592.

**FOR SALE:** One pair Hella 5¾" headlamp replacements including high-low H-4 bulbs, \$20. Call Tom Cox, 823-5048 (leave message).

**FOR SALE:** Complete black interior for '73 2002 incl. front/rear seats, side panels, \$250/offer. Also two used distributors, '73 tii (002 series) and '67 1600; make offer. Paul Vetter, 447-9900.

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