



June 1994

Zündfolge



***Bavarian Beer
Tasting 6-25***

***Concours
d'Elegance 7-31***

***High Performance
Driving School 8-14***

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Cover:
Charles Finkel
and his BMW 600.

Zündfolge

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Boilerplate

This magazine is the monthly publication of the BMW ACA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

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Calendar

June 24	Deadline for July <i>Zündfolge</i>.
June 25	Bavarian Beer Tasting at Merchant du Vin. Last call, time to register.
July 6	Track Night at SIR.
July 7	Board Meeting hosted by Al and Bea Lancaster.
July 31	Concours d'Elegance at Columbia Winery in Woodinville. See the articles in this issue.
August 14	High Performance Driving School at SIR. The one, the only.
August 24	Track Night at SIR.

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

Upcoming (and Past) Events

By Dan Alvis

Wednesday Nighter

July 6th is the second of three Wednesday nighters to be held at Seattle International Raceway (SIR). Please use the pre-registration form to confirm your attendance and save yourself a little money. If you sign up for two or more drivers you save even more. However, you can show up the day of the event, pay \$75, and drive.

Make sure to bring a helmet. This event is for experienced drivers only; we cannot accommodate track novices. You may show up starting at 3:00 pm and the track will be open from 4:00 pm until dusk. For those who want to drive the track for the first time, read on.

Summer Driving School

Yes, it is right around the corner (excuse the pun). Our annual Drivers' School will be in the summer this year, instead of around Halloween. The date is August 14th.

It's not too early to start planning to attend the Drivers' School. There will be limited space due to an influx of new members who have expressed a desire to drive the track. We expect the school to sell out.

Those who have been to SIR know how much fun this can be. First timers should not be intimidated. You will have the opportunity to drive **in excess of the national speed limit**, but you will not be pushed. This is a driver education event, not a competitive race. The focus is on safety and fun.

You will learn things like the line, threshold and trail braking, understeer, oversteer, heel and toe downshifts, skid control and lots more. The club had an Instructors' Clinic in May to help prepare for the school. Our goal is to make sure you, the club member and driving enthusiast, get the best possible school for your time and money. No, the school is not free. But it is money well spent.

I have seen my young nephews transformed by these schools. And I will see my kids (when they're old enough) take a drivers' school. My wife has been to two schools and is looking forward to many more. And not because she's a bad driver. Quite the contrary. She is an excellent driver who realized that this is **fun, safe and time well spent.**

1994 TRACK NIGHTS APPLICATION

NAME: _____

ADDRESS: _____

CITY, STATE: _____

PHONE: _____

CAR: _____

PLEASE REGISTER ME FOR: ☐ 7-6-94
☐ 8-24-94

COST: \$65 for one event, \$120 for two.

Make checks payable to: BMW ACA.

Mail form and check to: P.O. Box 1259, Bellevue, WA 98009

So send in your reservation form now. See you there!

Thanks, BMW Seattle

Thanks to Steve Norman's crew at BMW Seattle for the use of their facility and the refreshments for the Instructors' Clinic.

Sunset Dinner

We are making tentative plans for a Sunset Dinner at the top of Crystal Mountain. The day will start with a meeting at the Enumclaw Safeway in the afternoon. We will then tour up Highway 410 to the Crystal Mountain base lodge.

After changing transportation modes, we will ride up the mountain via the chair lift, to the Summit Lodge and Restaurant.

Dinner will come next. The seafood and prime rib are heavenly; they also have great pasta and vegetarian dishes. After the meal and a guest speaker we will wander outside for photos. From this location, on a clear day one can see Mt. Hood, Mt. Baker, the Olympics and more. About the time we finish, the sun will be setting over Mt. Rainier, which looks close enough to touch.

Tentative date is a Sunday in September. More next month.

SUMMER DRIVING SCHOOL REGISTRATION FORM AUGUST 14, 1994

Name(s): 1. _____
2. _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Home: _____ Work: _____

Car(s): 1. Year: _____ Make: _____ Model: _____

2. Year: _____ Make: _____ Model: _____

Track Driving Experience: _____ Driver #1 _____ Driver #2 _____

None ☐ ☐

Have attended club school ☐ ☐

Other track experience _____

Please detail _____

Level 1 or higher ☐ ☐

Early discount deadline is July 15th. Event deadline is August 7th. Make checks payable to BMW ACA.

NOTE: Refunds will be given only if you notify the event chairman in advance *and* we are able to fill your spot with another driver.

Send registration form and check to: Dan Alvis, 8318 Northway SW, Tacoma, WA 98498

☐ \$110 Single car and driver before July 15th

☐ \$140 Single car and driver after July 15th

☐ \$160 Two drivers, single car before July 15th

☐ \$190 Two drivers, single car after July 15th

1994 Concours d'Elegance

By Al Lancaster

It's that time of year again . . .

Get out the top secret wax, toothbrush and toothpicks, the competition will be tough again this year. What do you expect . . . Historically the most beautiful Sunday of the year, on the grounds of the Columbia Winery, surrounded by the most pristine assembly of German automobiles yet presented (personal bias). Latte and espresso for the early risers, wine and cheese in the afternoon, beautiful music provided by a classical string quartet. Have we aroused your interest yet?

The Club has really worked hard to make this a premier event. Banchero's glass etching will produce the trophies again this year. Classic as they were last year, this year Ric really outdid himself. The trophies will be solid glass etched with the club logo and . . . well you'll just have to come out and see for yourself. If you work real hard you may be one of the proud owners who takes one home. We have tried to make this an event for everyone this year. There will be several classes of automobiles judged. We will also present both Spectator's/Entrant's Choice trophies and the Club perpetual Best of Show. The spectators have turned out to be the toughest crowd to impress in years past.

We will have Dennis Noland and Exeter Detail back again this year, demonstrating the art of detailing as only the professionals can. Dennis never seems to have any problems finding a donor car for these demos. Espresso Events will be marketing their wares toward those early contenders who wish to get a jump on the competition. We will again this year host a children's coloring contest for future BMW owners, with prizes for those contestants that impress the judges with their artistic ability. BMW Seattle and BMW of Bellevue are rumored to be bringing out the newest (hottest) creations from BMW NA for all to touch and see. We also have some special interest automobiles lined up to attend that have not been available to the general public for quite some time. If that were not enough to keep us entertained, our gracious host Columbia Winery will be open all day for browsing through the wine shop, tasting and purchasing your favorite

wines.

Concours entries are free if you register by June 30th. Entries by July 20th are \$10. Day of the event entries are \$25. The registration procedure is new this year to help with event planning.

So bring out your automobile, a large blanket, something comfortable to sit on, a picnic basket and friends are always a welcome and approved option, and come out and join us for an entertaining and rewarding day with your Club.

1994 Concours d'Elegance

Name: _____

Address: _____

Phone: _____ BMW Year & Model _____

Until 6/30 - Free, 7/1 - 7/20 - \$10, Day of Event - \$25.

Send to: A.A. Lancaster, 27820 37th Ave. S., Auburn, WA 98001

New Members

Joseph & Mary Colella	'94 325i
Jeshua Barron	'69 1600
Christian Bols	'91 M5
Max Matsuura	'92 325i
Mel & Janine Shawuer	'71 2002,
	'89 325is
Rich & Kirstin Davies	'94 325i
Scott Hale	
Hasta Nakayama	'81 320i
Lonnie Tweed	'94 740i
David Culp	'76 2002
Matt Harrington	'93 325i,
	'94 325iC
	'94 530i
	'89 351iX

No Stalls

There will be no Stalls column for the June and July issues. Instead, we will bring you Tom's "The New World According to Meguiars" in two installments. This will allow you to use the techniques yourself, in time for the concours.

Another Change . . .

Beginning this month we have changed to an all post card membership renewal system. Not only does this save 10 cents per mailing, but also the cost of printing an extra envelope. It also saves me TIME. No more folding and stuffing envelopes—HOORAY!

A few reminders about the renewal process:

1. It will be approximately three weeks from the time you mail your check until you receive your new card. Please renew early in the month if possible.

2. You will receive a post card reminder if you have not renewed two weeks after your membership lapses. (Save the club money—renew early!)

3. Please notify us of changes of address. These can be phoned directly to Greg Mierz (who runs our computer) for the quickest service. The Postal Service will not forward your *Zundfolge*, and it costs the club 35 cents for the change of address we receive from them.

As always, if you have any questions about membership, or if you don't receive a magazine please call Greg Mierz or me.

— MaryLee Helton

Advice From the Master

By Marcus Schack

Yes, it is that time of year again when our thoughts turn to fast cars. We all know that a clean car goes faster, hence a cleaner car should go even faster. With that in mind there is also the feeling of a job well done and the knowledge that you have eradicated the 'ravages of winter' from your car, after giving your car the care and attention it deserves.

As you read this, you will have a little more than a month to prepare for the Concours, which is scheduled for July 31st. To those of you who have already started to prepare your car, my hat is off to you, and to those who haven't yet started . . . Well what is stopping you!? Contrary to popular belief, you do not get a Concours winner by doing all of your cleaning a few days before-hand, but rather by doing a little at a time.

Set aside a few hours everyday in which you will 'attack' various areas of your car. This makes the huge task of cleaning your car much easier to manage and will also show you that you are accomplishing the tasks at hand.

For example, a two week cleaning schedule might look like this:

Week 1

- Monday -* wheel wells, tires
- Tuesday -* prepare all black rubber surfaces, trunk
- Wednesday -* engine compartment
- Thursday -* clean paint & chrome
- Friday -* clean upholstery & dash
- Saturday -* wash entire body of car, engine, grillwork, shampoo carpets . . . yes, this is a full day job
- Sunday -* another full day of 'detail work' on the dash, window chrome spare wheel and tire, grille and glass

Week 2

- Monday -* treat all rubber on the car with cleaner & polish
- Tuesday -* dash, upholstery, roof liner, sunroof opening
- Wednesday -* engine compartment, clean hard-to-reach areas
- Thursday -* door jambs, hinges, bottom of doors, fuel

- Friday -* filler opening rest and make a list of what you have missed and a list of items that need to be replaced
- Saturday -* wash car, rub out paint & wax
- Sunday -* just examine the car & clean any dirt you find

As you can see from the above list, which is by no means the 'ultimate list', there is a lot to do but it can be broken down into manageable tasks which will make the whole thing go easier.

Take it from me, there is no better feeling than a job well done, especially when you hear the grumbling of the judges, because you cleaned the area they felt could trip you up on. And when it is all over, remember a clean car goes faster!

So, when the Diamond Black 535i pulls up on that day, will it be a competitor or a judge . . . now that would be telling, wouldn't it! In either case, I look forward to seeing you all on July 31, 1994.

Ladies and Gentlemen . . . start your brushes!

(Marcus has won "Best of Show" numerous times at the club Concours d'Elegance.)

We know your BMW inside and out.

We should. Because, at Strictly BMW, fixing BMWs is all we do.

BMW's are sophisticated cars, and it takes specialized knowledge to repair them properly. Our technicians have that knowledge. They're all ASE-certified at the Master level, and they've been working on BMW's for years.

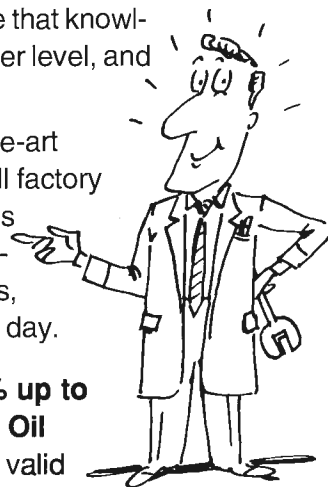
Our expertise, together with our state-of-the-art equipment and computerized access to all factory service bulletins, means that we do repairs right the first time. And, because we maintain an extensive inventory of factory parts, we can often get you in and out the same day.

As a get-to-know-you special, **save 10% up to \$35.00 on all services, OR receive an Oil Change for just \$19.95 plus tax.** Offer valid through 7/31/94. We'll even provide free shuttle service! So call us today at 747-6044.

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Babarian Beer Tasting

By David Lightfoot

The event many have been looking forward to is almost here. This is your last *Zundfolge* before the **Babarian Beer Tasting**, so it's time to sign up. Use the Reservation Form provided and send a check for \$5 per person payable to BMW ACA.

The **Babarian Beer Tasting** will be held at the offices of Merchant duVin, 140 Lakeside Avenue, Suite 300, in the Leschi area of Seattle. Our host will be Merchant DuVin owner Charles Finkel. Charles was profiled in last month's *Zundfolge*.

Charles will lead us in a formal tasting of Bavarian specialty beers. Featured will be the beers of the Ayinger Brewery.

This event will give you the opportunity to see Charles' BMW 600 which features the Ayinger Beer logo. The 600 is a little-known piece of BMW history and this model is very rare. The car will be parked on the sidewalk in front of the Merchant duVin offices. Come a little early and bring a camera.

The date of the event is June 25th, a Saturday. The time is from 3:00 to 5:00 in the afternoon. You may want to make reservations for dinner at one of the restaurants within a block of Merchant duVin. These include:

Leschi Lake Cafe	328-2233
Daniel's Broiler	329-4191

Advance Registration Required

Remember, you cannot merely show up for this event. Advance registration is required. Also, you must be 21 or older to attend. There will be light snacks available to complement the beers. The \$5 fee will be spent on food; Merchant duVin is generously providing the beer.

Driving Directions

Merchant duVin is located on the western shore of Lake Washington, between the floating bridges. From the Evergreen Point Bridge, drive through the Arboretum, across Madison, down to the lake via Lake Washington Boulevard, which will turn into Lakeside Avenue.

If coming from I-5 northbound, take the Madison St. exit in downtown Seattle, turn right and head east. If coming from I-5 southbound, take the

Union St. exit, then turn left on Fifth Avenue and left again on Madison (four blocks south of Union). Take Madison east over I-5.

Follow Madison St. up, over Capitol Hill and through a not-so-great neighborhood. Continue to follow Madison down a long hill. Turn right on Lake Washington Boulevard (a left would take you into the Arboretum). This road leads through some wonderful BMW roads (curves) and eventually down to the lake. When you come to a small business area, you're there. Merchant duVin

is at the north end of this small business and retail area. Look for the BMW 600 on the sidewalk.

A Special Invitation

We would like to make a special invitation to new club members and those club members who have never attended a club event. This will be a good one to try. Come on out and join us. And then come to the Concours next month. Membership can be more than reading *Zundfolge* and getting a discount whenever your car is serviced.



Babarian Beer Tasting

Reservation

Name _____

Send this form with a check for \$5 per person, payable to BMW ACA, to:
Lucetta Lightfoot, 2641 39th Ave. W., Seattle, WA 98199.



From Left to Right: Barbara Guinn, Greg Pardee, Nelson Nakasone

GREAT SERVICE STARTS AT THE TOP

Year after year customers continue to rave about the quality of service at Acura of Bellevue. When I purchased BMW of Bellevue in December of 1992, the same comments were not expressed by past or present customers. I am going to have a successful BMW franchise and that means my personal commitment to customer service. For that very reason, I have brought Greg Pardee and Nelson Nakasone to BMW of Bellevue. Because of their dedication to our service customers at Acura of Bellevue, we have won the prestigious Precision Team Award, Acura's highest industry award for customer service and satisfaction, for two consecutive years. These two gentlemen understand my commitment to Making Customers For Life. If you have not had a pleasant service experience at BMW of Bellevue, we want to be the first to know about it. We will do whatever it takes to ensure your complete satisfaction in the service of your BMW. We truly are dedicated to Making Customers For Life.

Barbara Nelson Guinn



BMW of BELLEVUE

13617 NE 20th (Northup Way) Bellevue

643-4544

1-800-404-4544

THE NEW WORLD ACCORDING TO MEGUIAR'S

By Thomas B. Nast

Photos by the author

Copyright 1994 by Thomas B. Nast

Five years have passed since I last wrote the definitive tome on using Meguiar's products to keep your car looking, well, as nice as mine. In that half-decade, some products and techniques have changed. Add to that certain production problems with the last publishing on this subject, membership turnover, and the recycling of old *Zundfolges* as kindling and parakeet cage liners; the time for a rewrite is upon us.

Credit for this rewrite must be shared with Dennis Noland of Exeter Garage of Seattle, one of the few detail shops which follows the processes outlined below; and with Terry Richards, the area representative of Meguiar's, who was kind enough to bring me up to date on new product details. I have personally observed or tried every operation described in this article, and routinely use the appropriate procedures on my own rolling stock. So, departing from my usual practice, I will take the blame for any errors the editors have not installed for me.

How to keep new paint looking new always baffled me. Wash it, and I got scratches. Wax it, I got more scratches. It seems like the cleaner I tried to keep it, the more scratched it got. I'm not talking about gouges, just light scratching. Take the car to a detail shop (at least to judge from cars I've seen), and you can add swirls to the list of horrors. And I know I have a lot of company.

One solution (to which I used to plead guilty) is only to wash and wax once a year. Assuming the car is garaged, this does minimize paint damage, at the expense of appearance and oxidation. It is not really a solution at all, any more than a hat is a solution to baldness. Fortunately, there is a *real* remedy to the dilemma, and it is Meguiar's.

There are more companies making car care products than there are rust pockets in a Karmann-bodied coupe, and I cannot say that Meguiar's is the best. I have not tried them all (I have tried dozens, however). I have found only one line that seems to consistently work, with emphasis on consistent. In

addition, Meguiar's has done more to see that its products are used properly (read, "successfully"), than any other manufacturer I know of (at least through its reps — its printed literature is a bit confusing). I am not a Meguiar's salesman, and I feel that if you already have a system which works for you, stick with it. For example, I can suggest no Meguiar's compound which will do a better job on chrome than Simichrome. But if you have had decades of frustration, as I have, with \$6.00 waxes wasting \$3,000.00 paint jobs, read on.

Mr. Achilles takes a stand. Meguiar's has expanded its product numbers since the original publication of this monograph, continuing its entropic tradition. Unfortunately, there remains no choice but to learn which numbered product does what. Since you are not running a detail shop and are (presumably) concerned with only one or two cars, probably an half-dozen products will do it for you. Don't let the numbers intimidate you, you only need to learn a few.

Another bit of lameness is Meguiar's naming of products — "Professional" this, "Hi-Tech" that. To its credit, the "No. 11 Professional Hi-Tech Finesse Quick-Step" no longer appears in the catalog, but what is the difference between "No. 00 Hi-Tech Wash" and "No. 62 Carwash Shampoo & Conditioner"? Especially if your car is not endowed with a full bonnet of hair? Such monikers will not be honored by further repetition in these pages.

Theory. The theory behind Meguiar's products is simple. A system is needed to care for the car's finish, not just one or two 'universal' products. First, take out scratching and don't put any in. Second, put oils back into the paint instead of taking them out. Third, avoid wax buildups or anything which will dull the natural gloss of the paint.

This theory is expressed in

Meguiar's products in a number of ways. Solvents and detergents are avoided. Abrasives which will not break down are not used. Nearly every Meguiar's liquid has feeder oils, which replenish the natural oils in paint. Almost no carnauba wax is included, as solvents are needed to make it flow and it leads to wax buildup. Silicones are avoided in nearly every material except the waxes, where they are used as carrying agents. And the foam pads for machine use are about the best product to come down the pike for polishing without inducing swirling.

Typical case. The following is a typical treatment by a BMW owner new to the Meguiar's regime. It is based on about a dozen real-world applications by the author. This will help establish a baseline of products you can expect to use. We can then consider the exceptions to the rules, and the techniques involved.

First, wash with 00 or 62. Next, remove things that can be removed (e.g. windshield wipers) and mask vents, grills, or anything else that will be hard to clean spatter off of. Clean with No. 2. Polish with No. 7. Wax with No. 26 (one coat) or Medallion (two or three coats).

Whew, that's a lot of work! Fortunately, if you keep up with the car you won't need to do all the steps next time. Maintenance with No. 7 or No. 9 and wax is usually sufficient; if the car is kept polished and waxed, the cleaning is an annual event at most.

Now, on to more theory, technique and special cases.

Hand vs. machine application. We have been taught that the only way to clean and wax a car is by hand. This teaching, however, must be relegated to the same dustbin where the teachings of the Flat Earth Society now repose. Proper use of the right power tools and products will not only yield better results than hand application, but is less likely to damage the paint in the process. I was surprised by this too, but I cannot dispute that which I have witnessed. Unless you are preparing for

a body-builders' convention, use machines. Virtually all Meguiar's products can now be applied by hand or machine.

Hand application is necessary in certain areas that machines can't (or in the exercise of prudence should not be called upon) to reach. Examples would be around wiper blades, radio aerials and sharp body contours. And some people may not want to invest in machines. So because of this (and for those who won't use machines out of penury or atavism), hand application will be discussed, though it is not generally recommended.

Buffer swirls. Buffer swirls are the result of (1) the fibers which comprise wool pads, (2) compounds which don't break down, and (3) dirt being ground into the paint. Swirls are quite common when wool pads are used (and many detail shops still use wool pads). (A few years ago I attended a Porsche club event at the dealer in Tacoma, and saw three brand-new cars have their paint systematically destroyed while being "prepped" with wool pads).

Swirls are also induced by rubbing with compounds made of silicate, sand or aluminum oxide. These materials are not used in Meguiar's products, which use materials (e.g. diatomaceous clay) which break down as they are used instead of scratching up the paint. Improper cleaning of the car before waxing, or failing to clean the dirt out of the foam pads, will also result in swirling. Wax conceals buffer swirls, but does not remove them. Swirls will reappear as the wax wears or is washed off. Go to a car wash and take a look at the cars as they emerge — otherwise impeccable cars come out with grotesque swirling in the paint, now visible as a result of the wax being stripped off. (Not to mention that most car washes introduce scratching.) Swirls can be usually be removed, but it is best not to install them in the first place.

The impossible. There are two things which no car care product can do. Totally oxidized paint, checked paint (thousands of tiny cracks), and peeling or flaking paint, cannot be restored. Paint this far gone (regardless of its age) should be stripped and new paint applied. No compound or wax can save that which has been destroyed. (An example of this was encountered during a photo session for this article; see



Photo 1. Classic clear coat failure. No amount of polishing can correct this — it needs repainting!

photo 1.) In addition, deep scratches (i.e. near or into the primer) cannot be completely removed, as obviously all the paint will be removed with them. They can be minimized, but not eliminated. So don't expect miracles, even if you find waxing cars a religious experience.

Do not be completely discouraged, however. Partially oxidized paint can be restored, and light-to-moderate scratching can be removed. If you aren't sure whether or not you are attempting a miracle, give it a shot — no harm can come from trying.

Type of paint. The products and techniques you use will vary somewhat depending on the type of paint your car has. So you must determine the type of paint you are dealing with. Meguiar's divides paints into two categories, conventional and "high tech", which I will call "plastic paints" because I can't stand the hype. Conventional paints are enamels (acrylics and otherwise) and lacquers (ditto). Plastic paints include the ever-expanding family of urethanes.

This matters because the urethanes are very hard, and when they scratch (or swirl) you have to be more aggressive to get the flaws out. Conventional paints are softer, scratching and repairing more easily. Conventional paints will tolerate more heat than will plastic paints, so buffers can be run at faster speeds (within reason); if plastic paints are overheated, they will cloud.

Determining which paint you are dealing with can be quite challenging. Manufacturers have been inconsistent

in what type of paint they use, and aren't very good about telling you. To make matters worse, a different type of paint may have been used on a repaired area than on the rest of the car. So if in doubt, ask a reputable body shop what type of paint you have. And if your car is repaired or repainted, make a note of the type of paint used.

Generally speaking, solid-color BMW's used to come with conventional paints, but now come with a single-stage urethane. Metallic painted BMW's always have a clear coat. The clear coat was of uncertain parentage (some would say it was a son of a bachelor) until about the late seventies, when urethane clear coats appeared. As many of us know, paint failure on metallic BMW's was a certainty until this change was made. Any clear-coated BMW may be treated as having plastic paint. Solid-colored BMW's of other than recent vintage will require some detective work.

To check if you car has a conventional or plastic paint, rub a small area with a terry cloth towel and some cleaner (No. 2). If color comes off the car onto the towel, you have conventional paint. If no color appears, you have plastic paint (probably a clear coat).

Condition of paint. The condition of the paint will determine how aggressive you need to be in restoring it. New cars should need very little work (unless butchered when being "prepped"), but a five-year-old car which has been parked outside will probably need two

or three additional steps. The differences will be dealt with in the text.

Equipment. In an effort to avoid inducing sticker shock, let me warn you that a one-time investment of \$300 - \$400 may be required to properly care for your car's paint. This could be lowered considerably by a club group purchase, or if your club purchases a buffer and DA and rents/loans them out.



Photo 2. A basic Meguiar's tool bag.

A basic kit is shown in photo 2. What you need is:

- A variable speed rotary buffer for cleaning. I am satisfied with my Makita 9207SPC, which sells for about \$200 discounted. Also recommended is the Black & Decker No. 6138 (ca. \$280). Whatever you use, it should work at well under 2000 rpm (like 1000-1400 rpm). Some people use a variable speed drill with a \$5 adaptor, but this quickly gets tiring; not recommended.

- A dual action (DA), orbital or "hutch" (Hutchins) buffer for polishing and waxing. Polishing and waxing can be done with the rotary buffer, but a DA is a better choice for a number of reasons. It is smaller and lighter than a buffer, thus a lot easier on your back. Because of its low speeds, it splatters less material. And the low speeds and eccentric motions make it much less capable of harming a car than a rotary buffer. However, a DA is not good for cleaning. A recommended orbital is the Porter-Cable 7335; it sells for about \$125. Air-driven Hutchins sanders also work well for buffing. The theory behind DAs, orbitals and hutches is to simulate hand application, but at a higher speed and with less effort.

- Meguiar's foam application pads.

About \$50.00. Do not use wool pads. Get two yellow polishing pads (W-1000 in 8" and W-5500 in 5-1/2") and one or two 8" finishing pads (W-9000). The finishing pad has velcro backing, so you will need a backing plate (No. W-65) if you don't have one. (A new backing plate with an alignment pin for the pads is imminent). The 5-1/2" finishing pads presently only come with a backing plate permanently affixed; 8" finishing

pads come with permanent backing plate or with velcro (W-1000L). If you are using a DA, get a couple of 6" yellow polishing pads for it (W-6000); these are presently the only foam pads available for DAs. If you are attacking serious scratches, get a burgundy cutting pad (W-7000).

- A supply of terry cloth towels (all cotton). Thick looped toweling is best; the theory is that dirt goes down into the loops, where it cannot damage the paint. Save your marriage, and get some nice, soft towels for your car at a department store sale.

- Folded and stitched terry cloth pads, about 3" square. Not absolutely necessary, but very nice for hand work.

- A small, stiff nylon brush. Like a toothbrush with a gland condition. Figure a dollar.

- A small wire brush (Snap-On sells a nice one with stainless steel bristles for under three dollars).

- Some dense, closed-cell foam application pads for applying polish (about 3" square). Cadge these. I use foam from the thermal barrier you put under your sleeping bag when camping.

- Meguiar's materials appropriate to the job. Plan on \$80.00.

- Apron or coveralls, free of any

scratch-inducing metal on the front. Some enterprising sort should market terry cloth aprons!

To help you accept this, consider that the total cost is less than two trips to a detail shop, and the results should be substantially better in most cases. If you share, borrow or rent a buffer from your club, you're probably dollars ahead the first time around.

The yellow polishing pads for rotary buffers come in large (8") and small (5-1/2") sizes. The 8" pad covers a lot of area in less time, but the 5.5" pad is good for getting into smaller spaces. My counsel is to start with a set of the 8" pads, and pick up smaller ones when you feel the need.

As to where to get this stuff locally, I bought my Makita at Tool Town on 15th Ave. West. The Meguiar's products are carried by Exeter Garage and Autosport Seattle. Look for department store or linen store sales for the towels. The orbital can be bought at Home Depot.

Technique. Technique is, of course, more important than size (850i owners take note). The following practices should be observed, as a general rule.

First, never wash, polish or wax the car in the sun. Do it in the shade, indoors or not at all.

If you are applying materials by hand, squirt the material onto the terry cloth pad, instead of onto the car as you usually would do with machine application.

With buffing wheels, use different pads for cleaners, polishes and waxes, and frequently clean or change the pad, as any dirt trapped in it will scratch the paint. Frequently refresh the pad with material, using modest quantities. When rubbing, do not use a circular motion. Always use straight strokes. This will avoid swirls and minimize the number of angles at which light is refracted by any scratches you induce. It is recommended that your strokes be back and forth, in the direction which the car travels.

Whether by machine or by hand, use light pressure. If light pressure does not do the job, try a more aggressive product (except on urethanes) and/or a higher machine speed, depending on the experience of the operator and the type of paint. Keep rotary buffers well under 2000 rpm; if working on urethane 1200 to 1400 rpm is better). Under no circumstances should you be "grinding" on the finish.

Sometimes the rotary buffing wheel will start to oscillate, jittering like an orbital sander. This is usually the result of the pressure not being on the center of the pad (plus the pads are not the best-balanced objects to pass through my shop). The oscillating motion can do your paint no good, and may well harm it. If you feel an oscillation building, ease up the pressure and try to center the pressure on the middle of the pad. Otherwise, lift the buffer off the surface and reapply it after the oscillation subsides.

With an air-driven hutch or DA, don't turn the tool on before the wheel is on the car. Without contact, the wheel spins up to a very high speed, slinging material and tearing up the pad. The slight friction contact with the car provides should slow the tool down to a fairly slow speed (adjust the air pressure if it doesn't).

Resist the temptation to hold the buffer with one hand while stretching to reach those hard-to-get spots, like the center of the roof. This is an invitation to disaster.

When applying liquids with buffing wheels, a number of practices should be observed. The foam pad must be kept clear of dirt and dead foam. Before reusing the pad and periodically thereafter, scrape it (while rotating) with the plastic brush until stuff stops coming off. (See photo 3.) If there is any suspicion of dirt caught in the foam, you

may also apply terry cloth to the rotating pad to clean it. The foam wheel may be trimmed using a wire brush. The wheel should be kept in flat trim, and periodic trimming can greatly extend the life of this fairly expensive product. (See photo 4.) Application of liquids

the liquid to the car, as the wheel slings off quite a bit in all directions as it spins up. If the liquid has been applied directly to the car, approach the liquid with the pad at a slight angle, so the liquid is thrown back onto the pad and not onto everything else. With the Makita, which



Photo 4. Trimming the wheel with a steel brush.

may be in a column on the painted area being worked on, or to the foam pad directly. Which is appropriate depends on which product you are using (see text below and read the labels), but generally you will be happier applying

rotates clockwise (when observed from above), the edge farthest from you will be the contact edge if you are right-handed. Once the liquid has been distributed, keep the pad flat on the panel (with the weight on the pad's center) to

avoid swirl marks. Do not apply cleaner to the car and then leave it sitting.

Guide the machine in long, straight, overlapping strokes, letting the machine do the work. (See photo 5.) Every novice moves the machine in a circular pattern on the panel being worked — don't do it. On the other hand, keep the machine moving; if you rest it in one place, the paint may overheat from friction and be damaged. I have found that the trunk and hood are more easily approached from their ends than from the sides, and that the roof is most easily buffed without the use of a lad-



Photo 3. Cleaning the wheel with a plastic brush.



Photo 5. Move the buffer in straight strokes, lengthwise along the car, picking up the liquid along the way.

der. Avoid using the machine on high points (the body creases), because it will wear through the paint. Do these by hand. And avoid objects which may catch the pad (e.g. the air vents on the hood, antenna, etc.), because the pad is too expensive to rip up and you may have the machine power itself onto the hood (or whatever), ruining your whole day. In the same vein, some system is necessary to avoid scratching the finish with a power cord or air hose. Encasing the cord in socks is one suggestion.

Also, avoid the plastic beading set in the rubber around windshields (2002, 320i). I found that the buffer can permanently disfigure these.

All Meguiar's materials have an indefinite shelf life (if not allowed to freeze), but they should be well shaken before use to evenly distribute the solids, which may settle out.

If applying a liquid directly to the car, squirt it in a 15" - 24" long bead. After it is worked in, lay down another bead on the feather edge of the area you just worked. Columns will be about 12" apart

except the wax, which works better with more but thinner columns, so expect columns 8" on center for wax. The other exception is the No. 1 cleaner, which is best applied directly to the pad. When applying materials onto the pad instead onto the car, put it on the center of the pad to minimize splatter. (Photo 6.)

Although you can continue buffing until the liquid is mostly dry, this is not a good idea on dark or clear-coated finishes. In general, you should stop buffing after the material begins to break down but before it becomes dry (you can tell when it is dry because it will leave a glossy finish without further wiping); stop when a thin film of material remains. At this point you can (and should) remove the film with terry cloths, rather than with more buffing.

Discrete foam pads should be used with cleaners, polishers and waxes. This is because their chemical and abrasive compositions differ, and mixing them up undoes what you are trying to do. So plan on having three pads, and identify the use of each with an indelible marker. Use your best pads for

polishing and waxing; when they become tatty, demote them to permanent cleaning duty.

Be somewhat stingy with liquids. Most people use way more than is necessary, at least while they are learning.

Use the softest terry cloths you can. They often get softer with repeated washings, by the way. Remember, cloth is an abrasive! Any dirt caught in the cloth will undo your work, so clean the cloth frequently with a brush or another cloth, and don't be bashful about chucking it into the laundry and grabbing another, clean cloth. When washing, do not use liquid fabric softeners. Fabric stores carry terry cloth by the yard, but it will generate lots of lint before it is washed. Also, when you cut it the unbound edges will chuck off yet more fabric. So I prefer towels to terry-by-the-yard.

Finally, it is much easier on you and the car to maintain the paint (with regular washing and waxing) than it is to restore it and wax it, say, annually. (This is true of every aspect of any mechanical object, just in case you hadn't con-

templated the subj. It is also true that if it ain't broke, don't fix it. Such is the yin and yang of automobiles.) The idea of an annual wax (as with Meguiar's No. 20, a polymer) will not work out if the car is used outdoors. If you just drive it around your garage, though, it's probably ok.

Splatter. It is inevitable that, using machines, slop will get all over the car. Especially until you learn just how much liquid to use and how to apply it. The car will look like a muddy dog shook itself off nearby. For this reason, you should plan on doing each step to the entire car (or as much of it as is appropriate) before moving on to the next step, so you only have to wipe up once after each step. You could cover areas not being worked with soft (e.g. terry) cloths, but it's probably easier just to wipe up slung liquids with terry cloths.

Other suggestions: Wear an apron or coveralls, for some of the splatter will be tossed onto you, particularly your chest and gut. And start at the top of the car and work down, because splatter obeys the law of gravity.

Another characteristic of splatter is that it gets into cracks, such as between the hood and fenders, the door jambs, and so forth. You will find a thin line of splatter behind the edge you just worked. I suggest that after each step, you open the appropriate panel and remove the splatter before it dries out.

Use a terry cloth. It may take a couple of wipes, as a thin residue will be left after the first pass. Dry or hard-to-remove splatter can be addressed with No. 34 spray and terry towels.

Wash the car. Never wash in direct sunlight. When washing the car, do use plenty of water and never, ever use a detergent (like dish soap). Prepare a five-gallon bucket of suds, so when you wring out your wash mitt the dirt can settle out. Wet the car thoroughly before soaping. Do one panel at a time (so the soap doesn't dry before it is rinsed), starting at the top. As I apply the soapy water to an area, I flush it with the hose at the same time.

Synthetic wash mitts work well — this is the only place for synthetics (other than the buffing pads). Terry cloth can also be used. Frequent turning and rinsing of the mitt or terry is necessary, because dirt trapped in it will scratch the finish. Car washing is where scratching problems start; after all, that's when the most grit is present to cause scratching. Don't let it happen to you.

Meguiar's recommends its No. 00 wash, which I have used for years. A more recent product is No. 62, which is available in the large quantities No. 00 used to come in and which is a good deal less expensive (though about the same as No. 00 was before No. 62 came along). Though I am resistant to

change, I can find no fault with No. 62 and for reasons of economy will adopt it. The Meguiar's products really enhance the shine of Meguiar's-finished cars, without silicones and without stripping off the waxes and oils.

However, most any quality car shampoo will do fine. A quality product will have no detergents and no silicones.

Meguiar's also makes a waterless spray-on wash, No. 34, which you wipe off with a terry cloth. This product, now called "Final Inspection", replaces, is much less expensive and is entirely reformulated from, the former No. 34 "Trigger Wash." The notion of wiping off a dirty emulsion scares the hell out of me, because how can you avoid abrading the surface as you wipe? The theory is that No. 34 puts a lubricant (not silicone) between the paint and the dirt, floating the dirt off. It seems to work, but I remain uncomfortable with it in heavy grime situations.

Dry the washed car with The Absorber or clean terry cloths, again turning them frequently to avoid scoring the finish with dirt particles. Leather cham-ois is not recommended for drying (or anything else, for that matter, except patching elbows).

(Next month we will have the second and final installment of Mr. Nast's magnum opus. — Editor)



Photo 6. Applying Meguiar's material to a polishing pad on a hutch.

On the Road With the New M3

By Tom Williams

The new M3 has arrived! On Memorial Day, *Zundfolge* editors David Lightfoot, Bill Linder, and yours truly took a test drive in the new car accompanied by BMW Seattle owner Steve Norman. (Don't even ask about demo drives without a dealer employee as an escort; those requests simply won't be granted). While our test wasn't exhaustive by any means, it was sufficient to give a strong feel for the character of the new car. And quite a car it is. Our thanks to Steve for taking time on a holiday weekend to accommodate our request for a test drive.

A brief introduction may be in order. The new car is based on the 325is coupe. But, as Dave Lightfoot described in the February *Zundfolge*, there are a number of differences underneath the shared sheetmetal. Chief among these is the 3.0 liter motor, which produces 240 bhp and 225 lb-ft of torque (comparable figures for the 2.5 liter motor are 189 bhp and 181 lb-ft). The engine management system was revised for more top end power. Brake discs are now ventilated on all four corners and increased from 11.3 inches to 12.4 inches in the front and from 11.0 to 12.3 inches in the rear. The ABS has been recalibrated, and a 25% limited slip diff is standard. Outwardly, the differences are for the most part subtle and include a new front apron with a screened air intake, air vents for the brakes, M3 badging on the decklid and rub strips, a rear valence

through which protrude polished exhaust pipe tips, and, most notably, beautiful 17-inch alloy wheels.

Our test route took us across I-90, (where we gingerly negotiated a massive WSP speed enforcement pogrom) up to the Snoqualmie Winery for some photos, then back through the Snoqualmie Valley before returning to Seattle. The white test car had black leather upholstery with tasteful tri-color Motorsport accents. Base price of the M3 is \$35,800; our car had a sunroof and cruise control (available only together, \$1,575) and heated front seats (\$370).

On our trip, Steve emphasized that this new M3 was designed for the showroom first, rather than the track as was the case with the original car. This vision no doubt influenced the choice of subtle styling cues. In fact, editors Linder and Lightfoot found them to be a bit too subtle, preferring a more aggressive look; I preferred the stealth quality of the new design. Overall, the car is probably best thought of as a grand touring car with sports car overtones rather than the reverse. As we found, however, this lack of overt sporting character did not diminish from the sheer driving enjoyment this car provides.

Once started, the car settles into an almost eerily smooth and quiet idle, with absolutely no indication of what lies beneath the hood. Get out on the road, though, hit the accelerator, and the car

will amaze you. Power delivery is progressive and linear from idle to red line in all gears. Fifth gear acceleration is astounding, even with four people in the car and the effective A/C going full blast. This motor has power, flexibility, and reasonable fuel economy ratings of 19 city and 27 highway. One very impressive powerplant, and what a lovely song it sings!

Clutch action was smooth and take-up easy to manage. The gearbox has relatively short throws and is extremely precise. Pedal placement allowed for easy heel and toe shifting, and a nice dead pedal is provided.

Dave thought the brakes might take a little getting used to. On a hard stop, he said the pedal action was progressive but kept sinking until full stopping action was achieved. The brakes sure brought the car to a halt in short order, though. The steering was the subject of some controversy among your intrepid reviewers. Dave thought it communicated everything, but did so very subtly. I found it to mask road feel too much. We agreed, though, that the engineers deserve some praise for eliminating the on-center deadness characteristic of a number of BMWs.

As our trip only took us over public roads, we did not have a chance to get anywhere near the limits of the car's handling. In moderately aggressive street driving, the car felt more than capable. Body roll and pitch were totally under control at the speeds we were traveling. Given the car's intent, the ride quality was very good, although bumpy city streets and freeway expansion joints caused some thumping to be transmitted to the cabin. Wind noise was minimal at normal speeds, but the same couldn't be said of the 235/40 17-inch Michelin tires, which made their presence known on all but the smoothest surfaces. But again, the levels of tire noise and suspension thumping are reasonable given the car's capabilities. And if you had a car that was as quiet as a Lexus, you wouldn't be able to hear that scintillating exhaust note.

The car's interior is for the most part standard issue 3-series coupe. The manually adjustable leather-trimmed seats were excellent, and they incorporate an interesting feature: the top of the





seatback goes up with the headrest to provide shoulder support. Headroom and legroom are adequate in both front and back for those up to six feet. Controls had a solid feel and were laid out most sensibly. A safety note: BMW designed the rear seat belts so that in the event of an impact, the two rear seat passengers would be pulled away from, rather than into each other. The well-designed and beautifully finished trunk space looks larger than the 9.2 cu. ft. claimed. Steve mentioned that his family of four found this space more than adequate during a recent trip to Europe. If one desires more cargo space, the rear seats fold down.

Some 2,000 M3s will arrive this year badged as 1995 models. Supply is limited, obviously; BMW Seattle, for example, is getting 14 cars and has sold a fair number of these already. Convertible and 4-door versions have been rumored, as has an automatic transmission option.

There has been a fair amount of grumbling that we will not be getting the European version of the M3, or more precisely, that we won't get its 282 bhp motor. Don't lose any sleep over it. You would pay a very steep premium (around \$15,000) for the privilege of those 42 extra horses. And those ponies stay in the stable until you reach the very top of the power band. Sure, in a perfect world our motoring fantasies would not be derailed by marketing and political considerations. The reality is far different. Take the \$15K you save and go to Europe, where you will find that the 140 plus mph autobahn blitzes of your dreams are becoming increasingly the exception rather than the rule.

Comparisons will inevitably be made

to the old M3. In many ways similar, they are ultimately two different cars. While the old one was loud and brash when going about its business, the new car is refined. One could make the case that the previous car had more character and was more involving. To the extent this may be true, I put it down largely to the steering, which I found to be far

more communicative in the original car than the new one. But the fact remains that the new car has more ultimate grip, better brakes and will run away and hide from its predecessor. And it will do so for the same base price as the 1991 M3. This is an incredible achievement, and makes the new M3 one of the best values in performance motoring today. ☛

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Other Activities

In case your yard may be getting too much attention, we've got lots of stuff to fill your weekends. Besides club events, here's other things of interest to car enthusiasts.

Alfa Club Track Night

The Alfa Romeo Club has kindly invited us to their Wednesday night track event on June 22nd at SIR. Gates open at 4:00, there's a drivers' meeting (mandatory) at 4:30 and the track is open beginning at 5:00. The cost is \$90 per car/driver. You must drive your BMW to participate. To register contact Chuck Lewin at 821-0299.

Historic Races

The sixth annual Pacific Northwest Historic Races will be held July 2nd and 3rd at SIR. Our club will be participating in the corral parking for marque clubs. The deal we get for participating in the club corral is pretty super: \$5 per person for a two day pass. You can attend either Saturday, Sunday or both days.

You must arrive between 8:30 and 9:30 in the morning. Look for and follow the car club corral parking signs. You will be given a packet including a two-day pass. Volunteers will direct you to the assigned parking area, which is in an excellent location. About noon we will line up by club for parade laps. Clean up your car because there will be voting for favorites by marque.

You won't believe the historic cars that show up for this event. Come on out and see the show. You must drive a BMW to be part of the club corral. Most members will be attending on Sunday.

All British Field Meet

On July 23rd, Saturday, the Puget Sound British Automotive Society will hold the All British Field Meet at Bellevue Community College. The event is expected to draw hundreds of British cars of all vintages. Car placement takes place from 8-11, the vehicles are on display from 11-4, and the balloting deadline is 2:00. Awards will be at 3:00. For more information contact Carita Boswell at 367-3512 or Arnie Taub at 644-7874.

Port Gardner Bay Concours

The 1994 Port Gardner Bay Concours d'Elegance will be held July 24th. The theme is "cars of the famous and infamous." The concours is held in American Legion Park, north of down-

town Everett, overlooking Port Gardner Bay. For information contact Deaconess Children's Services at 259-0146.

Mini-Grand Prix

The first annual Mini-Grand Prix to benefit the Arthritis Foundation is set for August 21st. Additional information has not been made available. If you would like to buy and enter a car, call Gary Crum at 622-1793.

Monterey Weekend

The weekend of August 26-28 is the time for the 1994 version of the Monterey Weekend, the ultimate car enthusiast blowout. On Friday the Concours Italiana is held at Quail Lodge in Carmel Valley. On Friday through Sunday, the Monterey Historic Races are held at Laguna Seca. The featured marque this year is Ferrari. More red cars! On Sunday, a lot of people go to the Pebble Beach concours, the world's best.

The Golden Gate chapter of BMW CCA will be holding a BMW Corral at the Monterey Historics. There will also be a Coupefest Corral for owners of CS coupes. For more info call Ken Whitson at 408-625-5133.

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...from the editors **formation**

It looks increasingly likely the new M5 due in '97 will be powered by a 4.5-liter V8. The engine uses an up-graded VANOS variable valve timing mechanism. Engine output should be about 400 hp. (AutoWeek)

Classic Motor Car Rally

The Mayflower Park Hotel Classic Motorcar Rally was held on May 28th and 29th. A number of club members participated in one form or another. BMW Seattle owner Steve



Norman drove, with his wife, Annie, navigating, his Bentley since the restoration of his '37 BMW 327 didn't get finished in time. Al and Bea Lancaster drove their 325e as a substitute for their broken Maserati. T.J. Balzarini drove his '74 Porsche RSR, the "Blue Blaster." Portland chapter members Mike O'Hara and Shirley Sanders entered a very rare '67 BMW/Glas 3000 V8. (bottom photo)



The poster car for the event was the famous "Blue Train" Bentley. (top photo) This car won a bar room bet for Bentley chairman "Babe"

Barnato. Barnato raced the French "Blue Train," the fastest land transportation of the day, across France. He won, in 1930, and a legend was born. The car is now owned by Bruce McCaw and cared for by long-time club member Byron Sanborn. Byron gave your Editors-in-Chief a ride in the "Blue Train" around downtown Seattle and back to our M5. Quite an experience!

◆◆◆ Honda and Rover have agreed to undo their cross shareholding arrangement. Honda will sell its 20% interest in Rover to BMW. Other collaboration on Rover products will stay intact. (AutoWeek)

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BMW News

There's a lot going on both locally and nationally. All three local dealers have significant news and there's important things happening on the BMW NA level. First, the local news.

BMW Seattle

Steve Norman has completed the buyout of his former partner David Griffith. It's taken a long time to close because BMW NA insisted on some upgrades to the facility as part of the deal. Those upgrades have begun. An old building adjacent to the showroom has been demolished and a new parking area will be built there. Planning is well underway for a full remodel of the dealership. The front of the show-

room will be modernized, the parts and service departments will be moved, and the service entrance will be moved. We'll have more details as plans progress.

BMW Northwest

In 1993 a new level of recognition was established for dealerships providing outstanding customer service, as rated by service customers. Two dealerships were recognized for the highest level, the President's Club One winner was in California, the other was BMW Northwest of Tacoma. Congratulations to Werner Scharmach and his staff.

BMW of Bellevue

As of June 1st, BMW of Bellevue is a BMW-exclusive dealership. The Volkswagen and Subaru franchises have been sold. In a letter to customers, Barbara Nelson Guinn, owner, described the reasons she and her husband, Bill, took this dramatic step. Barbara candidly admitted "that both past and present customers have not had a lot of good things to say about the quality of service at this store."

Becoming a BMW-exclusive dealership is intended to improve "the way BMW's are sold and serviced at this store." The sales, service and parts staff will now be trained to sell and service BMWs exclusively.

BMW of North America

BMW as a company is about the hottest in the automobile industry. The line-up of current and future models is very strong. The Rover purchase was probably a masterstroke. BMW just gets bolder and bolder.

This translates over to health for BMW of North America. While 1994 sales were projected to be about the same as 1993, in fact, sales are running about 10% over last year. This is resulting in inventory shortages. Especially scarce are convertibles and M3s.

BMW NA has two short-term goals: outsell Lexus and win back service business from the independent mechanics. Outselling Lexus will probably be a function of the current and new cars and their pricing. Already, BMW is beating



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Lexus on the West Coast, a good indication of future sales nationwide.

Getting the service business back is another challenge. BMW NA surveys have shown that most BMW owners use independent mechanics once their BMW is off warranty. This problem (for the dealers) is being attacked in two ways. First, there is a continuing effort to make service information proprietary. This is limited by various federal statutes.

The second approach is more positive for the consumer. BMW is attacking the real problem: cost. BMW parts are viewed as expensive. This leads to a "cost of ownership" that is prohibitive. This "cost of ownership" issue is separate from the issue of new car prices.

BMW has made a major effort, with its suppliers, to reduce parts prices. This effort has resulted in reduced prices to the dealers. Price reductions have been coming in waves for the past year. The latest wave is effective June 15th. Parts affected include those for all models and especially high volume items.

BMW Seattle has provided a sample of retail parts prices "before and after." You need to look at your specific needs, but you're probably in for a pleasant surprise when you check out parts prices. Take a look at the sample in the sidebar. Parts price reductions are generally in the range of 10%-40%.

— David Lightfoot

Price Reductions

	Before	Now
3-5-series oil filter (6 cyl)	\$ 11.67	\$ 9.56
Early 4-cylinder oil filter	8.77	7.05
'83 & on, push-on fuel filter	28.74	20.20
12 cyl. fuel filter	45.20	22.93
E30 3-series oxygen sensor	204.49	133.25
'80s 3,5,6,7 oxygen sensor	212.67	164.00
E30 3-series fender	255.44	172.56
E30 3-series hood	470.87	338.96
E28 5-series hood	524.38	377.47
E28 5-series/E30 3-series airfilters	20.29	15.97
E34 5-series air filters	45.24	39.41
2002/E21 3-series/E30 3-series pres. plate	112.34	56.46
E30 3-series clutch disk	103.74	82.00
Early 318 fuel pump	315.10	190.65
Big 6 (older) water pump	93.46	65.50

►►► BMW has been quick to respond to the early European touring car race success of Alfa Romeo's 155 Silverstone with a hot new version of the 318i developed by its Motorsports division. The 318iS/4 is powered by the 140 hp, 16-valve, 1.8-liter engine from the 318iS coupe and sports bold new front and rear aerodynamic aids aimed at increasing downforce and improving air flow. The Europe-only model will be priced about \$30,000. Homologation is scheduled for July 1. (AutoWeek)

►►► Rick Cole's 10th annual "Gold List" of cars that cost less than \$35,000 but should appreciate in value more than other



automobiles over the next five years includes the 1972-1974 BMW 3.0 CS coupe. Current price is listed as \$8,000 to \$14,000. The five-year projected value is up to \$25,000. (AutoWeek)



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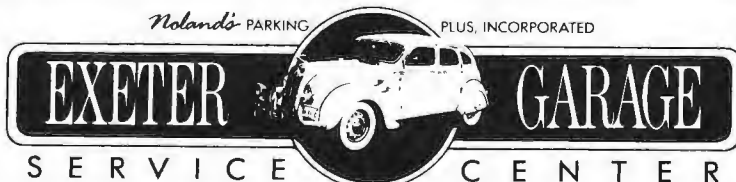
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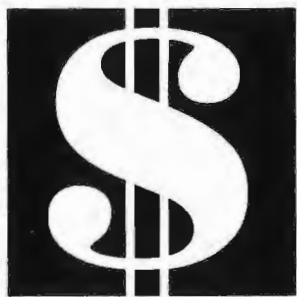
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Cars For Sale

1990 BMW 325is Alpine white with natur leather, original owner, 5-speed, ABS, airbag, BBS wheels, sunroof, Clifford Intelliguard 600 alarm, non-smoker, 59K miles (mostly freeway), 60K service complete, a/d/s/speakers, very clean. \$16,000. Chris 454-7677.

1987 635CSi Black exterior, black leather, automatic, all options, Dinan chip, Hartge muffler, Weds polished wheels (16"), Bilstein shocks and Jamex lowering springs. Mint condition throughout. \$19,950. Glade Johnson. 827-1600 (days).

1977 320i. Nearly everything perfect or re-done. In family since new. All records, lowered, Tii header, MSW 15" wheels w/50 series tires plus full set winter studs on stock alloys. Planned entry in July 31 Concours if it doesn't sell. No one under 40 has owned or driven this garaged since new car. \$4000. Ken Nelson (206) 881-5649.



1973 2002a Automatic, sunroof, stereo, good car for student, \$1500. Dan 206-582-0803.

1972 2002 One owner car, new motor, many new parts, all original. Moving sale, \$1700. Dan 206-582-0803.

1972 2002tii New motor, new susp. 22mm bars, new exhaust, needs finishing touches, \$2100. Dan 206-582-0803

1960 502 Good condition, rebuilt engine, brakes and fuel system. Local car. Asking \$12,500. Call Donna (206) 723-2279 or Bob (818) 903-7467.



1960 700 Tilux Great body, motor out but in good condition, good interior, asking \$1500. Dan 206-582-0803.

Parts For Sale

1985 325e being parted out. Engine, trans., interior, some body parts, etc. Al 746-7141.

Starters for all models \$10. **2002 Alternators** \$10. 25mm sway bar \$100, Roundels new in box, front and rear \$13. Rubber gaskets for 2002 \$40. Have every part you need for a 2002. Call for the cheapest prices around. Dan 206-582-0803.

Fiberglass hoods and deck lids. Zender air damn for 2002 \$75. 320i air damn \$110. Rear spoiler for 2002 \$100. Have one set of Schnitzer flares for 2002 \$700. Have one set of IMSA flares for 2002/320/325 \$800. Dan 206-582-0803.

1979 733i. One original wheel and tire (Michelin XWX 205x70x14), w/ding in rim. Tire unused; \$80. Also,

six quarts of **Mobil 1**, 5W 30, \$12 OBO. **Passport radar detector**, barely used w/original box and all accessories, \$75 OBO. Steve Cmar 217-6117 (W), 522-1349 (H).

635CSi Rear end, 3:45 limited slip \$250; full set Bilstein standard shocks-used 9 months, \$125; full set Suspension Techniques lowering springs \$85; 2 Bridgestone 225/50 ZR16 Potenza RE 71-1/32 to 1/16 tread left-perfect for racing \$40 each. Glade Johnson. 827-1600 (days).

320i Steel wheels and trim rings. \$25 each. Glade Johnson 827-1600 (days).

Pins 2002 and Motorsport. \$3 each. Dan 206-582-0803.



1971 2002 Needs alignment and some body work. Can also be purchased for parts. Make offer. Harvard Tan. 723-2182 (H), 281-6456 (W).

Wanted

BMW Magazines First two issues (silver and black covers). David Lightfoot (206) 282-2641.

Deadline for the July issue is June 24.

Classified Advertising Policy:

Classified ads are free to members in good standing (paid up dues). There is a \$10 fee to non-members. Photo classifieds are \$15 to members, \$25 to non-members. Ads will be run for two consecutive months, space permitting. *Zundfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to *Zundfolge*, c/o Lucetta Lightfoot, 2641 39th Ave. W., Seattle, WA 98199. Attn: Classified ads. Make checks payable to BMW ACA.

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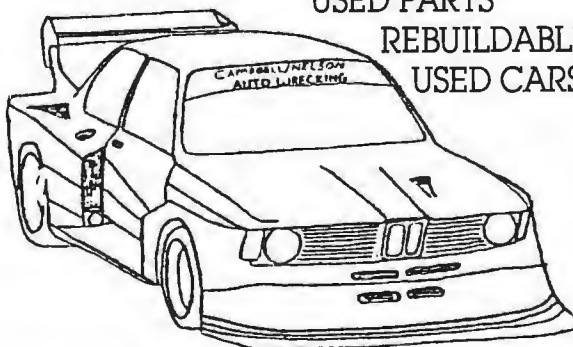
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