

**BMW ACA
Puget Sound Region**

Zündfolge

February 1989



**More 2002
Overload**

**Z1 and K1
Debuts**

**Nast Gets Nasty
About Cats**

The ULTIMATE LEASE on the **THE ULTIMATE TANNING MACHINE.**

\$398/month The ULTIMATE LEASE.

The BMW 325i convertible, \$398.00 per month plus tax, \$4,480.94 delivers 72 months closed end lease. Cap costs \$33,000, residual \$14,415.86. Customer responsible for 1st month payment, refundable security deposit, and license/registration.

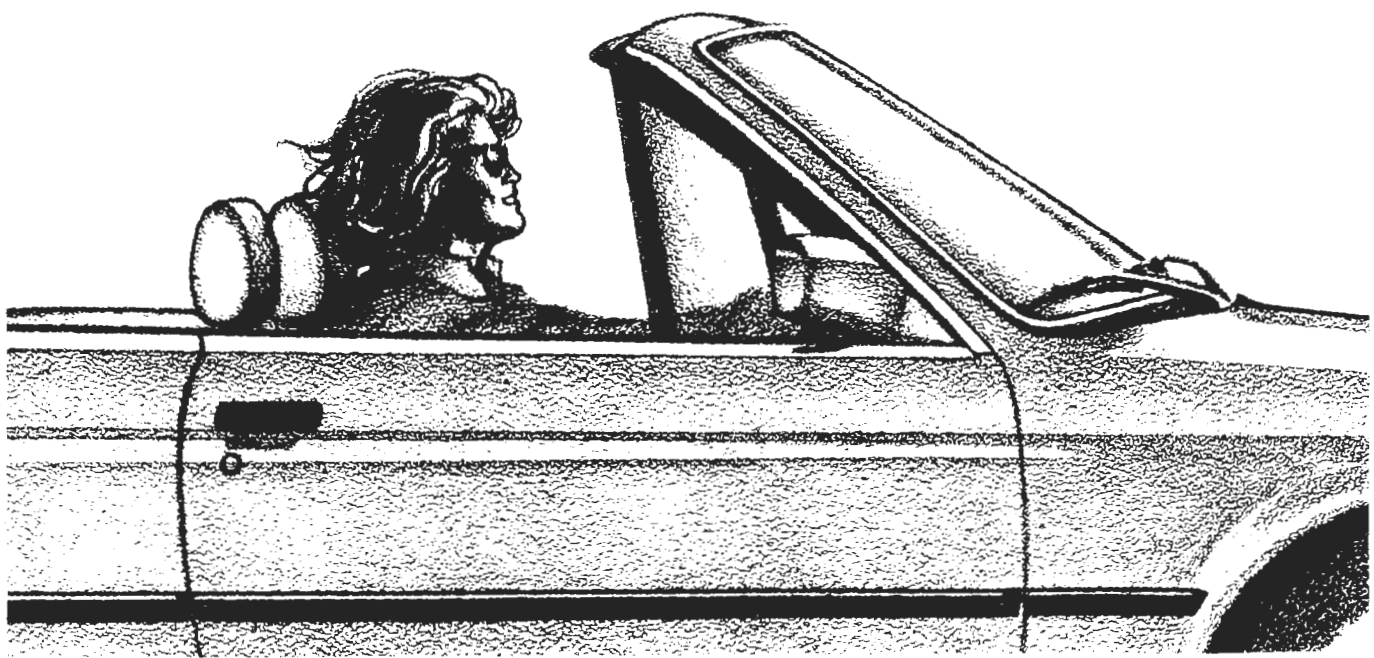
An incredible deal on an incredible car.
The only convertible with the heart and
soul of an "i series" BMW. From the only
BMW dealer offering the tradition, service,
and detail of a Phil Smart Company:



BMW SEATTLE

A Phil Smart Company

714 East Pike 328-8787



Cover:
The curvaceous Type 327 coupe of 1937-41, essentially a sports version of the Type 326.

Inhalt

Vol. 19, No. 1
February 1989

Zündfolge Staff

Editors-in-Chief
Lucetta and David Lightfoot

Production Editors
Tom Williams
Susan Herrero
William Linder

Photographers
Tom Cox
Susan Herrero
Paul Touby
Greg Mierz

Editor Emeritus
Denny Organ

Columnist
Thomas B. Nast

Advertising Manager
Ed Tanaka

Illustrator
Kirk MacGregor

Zündfolge is published monthly (except November) by the BMWACA Puget Sound Region, Office Of Publication: 2913 27th W., Seattle, WA 98199. Publication number USPS 715250. Subscriptions \$10 annually (available only as part of \$25 membership fee.) Second Class postage paid at Seattle, WA. Postmaster: send address changes to *Zündfolge*: POB 1259, Bellevue, WA 98009

This magazine is the monthly publication of the BMWACA, 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. Unless specifically stated otherwise, the Club endorses no person, product, service or business. Modifications within the warranty period may void the warranty.

Activities/Calendar	2
Board of Directors	4
M-formation <i>from the Editors</i>	5
Stalls <i>by Thomas B. Nast</i>	6
BMW's New K1	9
BMW 2002: Die Flusterbombe <i>by Ken Gross</i> Part Two	11
Z 1 Debuts	17
ProFormance Driving School <i>by Susan Herrero</i>	19
Classified Marketplace	22
Club Discounts	23
The Parting Shot <i>by Len Peterson</i>	24

Activities

Future Events

For those of you who like to plan ahead, some of our big events for '89 already have established dates. Plan on these:

Track Events

The club has some fine dates reserved at SIR:

May 20	Saturday
July 3	Monday
July 26	Wednesday night
August 30	Wednesday night
September 23	Saturday

Track Events Chairman Paul Touby will be filling these dates with performance driving events.

BMW Fest Northwest '89

The third annual Fest Northwest will have a few new twists. First, the concours d'elegance will be held first, on July 1st, Saturday at Chateau Ste. Michelle. Sunday, the 2nd, is open at this time but will probably feature a rally or tour. On Monday, July 3rd, we will have SIR for the entire day. Take Monday off and make a four day weekend of it. Or start planning now to be "sick".

Annual Banquet

The date has been set at November 18th, the Saturday before Thanksgiving. We haven't yet determined the site, but we'll pick a nice place. The featured speaker has been determined. He's sure to be popular. More later.

David Lightfoot

Tech Tip Compendium

Our club Tech Tip Compendium is enjoying a resurgence. We have recently made our fourth run of reprints and copies are once again available.

The Compendium is a collection of technical tips gathered from various BMW club newsletters from around the country. The tips were gathered through 1982. We had previously considered an update but at a recent board

Calendar

January 29

Magazine deadline. All articles and classified ads to be published in the next magazine (March), must be received by January 29, 1989.

February 2

Board meeting at the home of Michael and Mary Lee Helton, 7 PM. All members encouraged to attend — call the Heltons for directions.

March 2

Board meeting at the home of Al and Beatrice Lancaster, 7 PM.

March 23 or 25

General meeting, time and place to be announced. See next month's *Zündfolge* for more details.

May 20

Sports Car Open. S.I.R. will be the site of the 1st annual N.W. Sports Car Open, an event not to be missed. This will be a multi-club event co-sponsored by Bridgestone, Yokohama, Michelin, Puget Sound Tire and BMW ACA. The day will feature open track time, bolt on tires to test, pro instructors, a B-B-Q dinner, and more!

meeting it was decided that the Compendium is in final form. This is due to the complexity of the new cars and the unlikelihood that an owner would do their own maintenance. It was also noted that many of the tips being published currently for the newer cars are inaccurate.

The Compendium focuses mainly on the 2002 and Senior Sixes (coupes, Bavarias). Many of the tips are universal. It is very valuable to anyone doing their own mechanical work. The tips are organized in 18 chapters: Tuning & Specifications; Engine; Drive Train; Lubrication; Cooling; Fuel & Carb.; Electrical; Brakes; Suspension; Steering & Tires; Tii; 320i; 6'ers; Body; Interior; Gauges & Dash; Heater, Wipers & Washer; Parts Substitutions; Maintenance Procedures; Troubleshooting & Miscellaneous.

This is the biggest collection of its type in existence at 450 pages, there is also an 11 page index. The Compen-

dium is available for \$25 plus postage from Lucetta Lightfoot, 282-2641. (9 AM to 9 PM only)

To All BMWACA Members:

"I sent in my membership application ages ago, but I still haven't received my card."

"I renewed my membership, the check is back from the bank, but my new card isn't here yet and I need it for a discount!"

Sound familiar? Because of a cumbersome membership process, (4, sometimes 5 people passing things back and forth) complaints like the ones above are frequent. We're trying to streamline it, but don't expect miracles just yet. If you have a problem or a question please call me and I'll do my best to resolve it quickly.

*Mary Lee Helton,
Membership Chairman 643-4729*

Sprechen Sie Bosch?

3
February 1989

Today's German cars have some of the world's most advanced electronics under the hood. Electronics created by Bosch.

Bosch designed and produced your car's electronic ignition, fuel injection, anti-lock braking systems and other electronic components. So it makes good sense to bring your **BMW** service to a service center trained and equipped by Bosch.

Luckily, it's not hard to decide on where to go. There's only one authorized Bosch service center in Seattle — Hermann's German Auto Service.

And at Hermann's, we not only know Bosch, we also know **Bayerische Motoren Werke**. So call Hermann. When it comes to fine cars, we speak fluent German.

HERMANN'S GERMAN AUTO SERVICE

*6800 Roosevelt Way NE
Seattle 522-7766*



**Bosch
Authorized
Service**

Thorough, caring service • Downtown shuttle • 12 month unlimited mileage warranty

Racer Info Wanted

We know a lot of you club members are involved in racing, autocrossing or other forms of motorsport. *Zündfolge* wants to make you semi-famous. Send us information about your heroics. Get free publicity for your sponsors! Send your good stuff to Mary Lee Helton. Her address is listed with the board of directors.

BMW ACA Puget Sound Region

Board of Directors 1989

President	Tom Williams P.O. Box 99428 Seattle, WA 98199 hm 283-1056	Past President	William Linder 14618 21st Ave. S.W. Seattle, WA 98188 hm 246-5292
Vice President	Al Lancaster 4505 Hampton Ct. Kent, WA 98032 hm 854-4100	Secretary	Beatrice Lancaster 4505 Hampton Ct. Kent, WA 98032 hm 854-4100
Treasurer	Terry Jeppesen 2827 24th Ave. West Seattle, WA 98199 hm 285-4928	Membership	Mary Lee and Michael Helton 4700 Somerset Ave. S.E. Bellevue, WA 98006 hm 643-4729
Track Events	Paul Touby 9613 S. 240th St. Kent, WA 98031 hm 854-1986	Roster Manager	Tom Cox 11682 Holmes Pt. Dr. Kirkland, WA 98034 hm 823-5048
Technical	Greg Mierz 6010 Calif. Ave. S.W. Seattle, WA 98199 hm 935-2844		
Zündfolge Editors	Lucetta and David Lightfoot 2641 - 39th Ave. West Seattle, WA 98199 hm 282-2641		

Please limit phone calls to these volunteers between the hours of 9 a.m. and 9 p.m.

Membership Contest

The club is reviving its annual membership contest for 1989. Here's how it works. A large prize will be given away at the annual banquet in November. To earn chances in the giveaway, members hand out comp cards and/or recruit new members. Comp cards mean complimentary mailing list cards. These postcard size cards invite the recipient to return the card to the club for more information and a complimentary issue of *Zündfolge*. Comp

cards can be given to BMW owners or just left on a BMW windshield. There is a space on the card to leave your name so you can receive credit. If a comp card is returned with your name on it, you receive one chance in the year end drawing. If the prospect joins, you receive an additional two chances. Or just sign up a new member and receive three chances. Comp cards are available at all board and general meetings or by calling any board member. Happy recruiting!

ALL NEW!

BMW

NEW PARTS AND ACCESSORIES CATALOG



Bavarian Auto Service Inc.
44 EXETER ST., NEWMARKET, NH 03857 • TEL (603) 659-2002

- Incredible Inventory
- Discount Prices
- Most Current BMW Parts and Accessories
- Easy to read - 104 Pages
- Send \$3.00 for Catalog

800-535-2002

In NH: 659-2002





Orders shipped within 48 hours on in-stock items.



Bavarian

auto service inc.

44 Exeter St., Newmarket, NH 03857

M-Formation

Here's the 1989 BMW line up with base price and percentage change in base price from last year:

325i	\$24,650	-15%
M3	\$34,950	+3%
325is	\$28,950	+2%
325iX	\$29,950	-9%
325iC	\$33,850	+4%
525i	\$37,000	+17%
535i	\$43,600	+21%
635CSi	\$47,000	+2%
M6	\$55,950	+0%
735i	\$54,000	+2%
735iL	\$58,000	+0%
750iL	\$70,000	+4%

Some standard features on '88 models are now optional on '89's. Note that the 525i and 535i are higher due to the new 5 series being introduced. (BMW CCA Roundel.)

BMW Clubs Europa's 27th International Driving School at the Nurburgring will be held on June 22-24, 1989. Cars will probably be 325is. Reservations are through the Los Angeles BMW ACA. More information as we receive it.

David Remer has resigned as general manager and part owner of BMW Seattle. The new general manager is Phil Smart, Sr.

The new five series is now available in M5 trim in Europe. The German market version with catalyst produces 311 horsepower. This is good for 0 to 62 mph in 6.3 seconds, thus displacing the 750i as the quickest BMW. The new M5 will be brought to the U.S. in late 1989. (Car & Driver.)

The eta engine is gone. BMW NA has dropped the 325 and 528e, the last two BMWs offered in the U.S. with the eta engine.

BMW has finally decided against a V-8 and will instead produce a line of new 6-cylinder powerplants displacing 3.0 and 3.5 liters. Both will be available with 24 valves and will be used in both the new coupe and the 7-series. 24-valve power will also be produced in 2.0 liter (130 bhp) and 2.5 liter (190 form). 2-valve versions of the latter engines are said to produce 130 bhp and 170 bhp respectively. The 2.0 litre and 2.5 versions will see duty in the 3 and 5 series. Best guess is that we will only see the 2.5 stateside. (Car).

BMW of North America has moved to a larger headquarters building. Their mailing address is P.O. Box 1227, Westwood, N.J., 07675-1227. The phone number is 201-307-4000.

Current BMW production facilities and what they produce are:

Milbertshofen	3-series, engines
Dingolfing	5, 6 and 7-series
Regensburg	3-series
Garching	M5, Z1
Berlin	Motorcycles
Steyr (Austria)	Engines
Rosalyn	5 and 7-series
(South Africa)	for S.A.
(BMW CCA Roundel)	

The BMW 7-series now outsells the Mercedes-Benz S-class in Germany.

After going back and forth on whether to call the new coupe the 6-series or the 8-series, the BMW AG board seems to have settled on 8. Look for a 6 cylinder 835CSi and a world killer, V-12 850CSi.

The January 2nd edition of *Auto-week* includes two 2002s in its classified section. One is listed at \$18,000 ("no expense spared"), the other is \$16,000 ("\$35,000 invested"). Even if you spare no expense, how do you dump 35 grand into a 2002?

Britain's *Car* named the new 5-series the best "executive class" car in its recent 10 Best/10 Worst survey. The 5-series was praised for its handling, styling, and fun-to-drive quotient. Worst in this class: Volvo 740.

U L T I M A T E
MOTOR
WORKS

BMW

**PARTS
SERVICE**

823-1212

Gordon Kortlever
BMW Specialist
Pete Jackson
Service Consultant

*Ultimate Service for the
Ultimate Driving Machine*
13635 N.E. 126th Place
Kirkland, WA 98034
Telephone (206) 823-1212

Stalls

by Thomas B. Nast

CAT TALES

I assume none of our readers own cats. After all, it is impossible to put a cat and a car near each other without trouble, unless the car is on top of the cat. You are in a car club, after all, and presumably own a car worth looking at. Ergo, unless you are an unreincarnated rutabaga, you do not have cats. So I can be felicitously frank with you, who can see through the national obsession with these quadrupeds.

My neighbor to the south had two cats, a saggy white one and a shaggy charcoal gray one. The gray one died, so she got four more to replace it, including a fluffy orange and white one with a malevolent but guilty glint in its sneaky eyes, a black one with a half inch plumbing nipple for a tail, an incontinent tiger and a long-in-the-tooth black and white one with a dead tail. These cats, in fact, have only one thing in common with each other: complete disrespect for their neighbor's automobiles.

For a while, I thought the poor animals were merely brain damaged. I mean, a BMW doesn't look like a ballroom floor, does it? Nevertheless, the little flea-carriers will dance the fandango on any car I leave in the driveway, adding a saraband if the car has been recently washed. There is nothing like paw prints all over a freshly washed Mercedes to cause pity to well up like venom in a viper. Just last week I viewed a white cat with a gland condition practicing a danse macabre on the driver's seat of the wagon, the open rear hatch having been left unattended for over one minute. Dancing in and on cars seems to be compulsive behavior, perhaps beyond the control of these small-brained creatures. It does not appear to be the kind of thing which can be cured, even if caught early.

Then there is The Slide. This little maneuver involves climbing to the top of the car, then sliding down the rear glass with claws extended. Properly



performed, uneradicable scratches can be left in the rear glass.

It is The Spray (known by cat lovers as The Force) which stays with you. (Cat lovers are easy to spot. They're the folkings driving Subarus.) Wheels and tires seem to be favored recipients of this feline dispensation, along with towels and cleaning rags. And the locus is not limited to cars — motorcycles, the garage, basement and back porch are all enhanced on an as-available basis.

But it is the Invasion of the Garage that has left me with a firm and abiding view that the best use for a cat is as a seat cover, never mind its mental state. Leave a garage door open, and cats insinuate themselves in a manner suggesting tactical training in Granada. What is done in there is done under cover of darkness. I don't know what goes on, personally I don't even want to know, and if I did want to know I'd hire Geraldo Riviera to find out for me. But more than once the proprietor of these pestilences has knocked to ask me to release one of her wards, the miscreant having performed a full night's destruction and discharge behind closed doors. Perhaps I should be grateful, for at least I cannot hear them practicing *Tannhäuser* in there, but I am not. If you visit my garage, watch your step.

Of course, cats have their uses. I have conducted some preliminary ballistics research using volunteer targets, and can assure you, *inter alia*, that full cans carry a more predictable arc than empty cans. But care must be taken, as Dan Quisenberry is not participating in the program and damage to the cars is a heavy price to pay for a missed bull's eye.

The one time I needed a cat to help with my car, none could be found. This, of course, is completely consistent with the goal of the committee which designed cats, which was to make something utterly useless into a highly profitable industry. The place was Juneau, the time 1973, and the car Eric, a 1968 2002 working on its second hundred thousand.

I'd had an awful time trying to figure out where these strange little noises were coming from, when Eric was stopped. Mostly sounded like Eric was scratching himself in his heating and ventilation system. But an examination revealed Eric not to have ductitis, so it had to be something else. The answer was revealed to me after weeks of puzzlement. One day when I was driving to work a mouse scurried across my chest, leapt off my shoulder and dove to the back seat. It then made itself scarce. Very scarce.

I had seen mice all over the engine bay when I did maintenance; they seem to be attracted by the warm engine, and insufficiently fearful of me. Somehow, I don't know how, mice apparently had infiltrated the vent hoses and achieved passenger status.

This, of course, is a cat's golden opportunity to prove that mankind has not erred in tolerating its selfish, aloof and car-abusing ways. So of course there was no cat available, not even from the cat house, which I had been told had hourly rates. Three traps were purchased, together with some medium cheddar, and these were left, appropriately configured, on the rear floor before work. Later that morning

YOKOHAMA



BRIDGESTONE

PUGET SOUND TIRE & SERVICE

**More Than Your Basic Tire Store—
We Specialize in Service
HUNTER
COMPUTERIZED
WHEEL
ALIGNING**

GUARANTEED THE MOST KNOWLEDGEABLE HIGH PERFORMANCE STAFF
FOR TIRES & WHEELS IN THE SEATTLE AREA—NW AUTHORIZED
DISTRIBUTION & INSTALLATION OF WELTMEISTER PRODUCTS

	Bridgestone	Yokohama
	RE71	A708R
195/60HR15	95.85	96.73
205/60HR15	100.51	104.87
215/60HR15	108.04	112.59
215/60VR15	135.96	
195/50VR15	125.55	127.35
205/50VR15	149.07	150.04
225/50VR15	164.75	168.82
245/50VR15	190.19	
205/55VR16	176.22	183.55
225/50VR16	185.10	187.56
245/45VR16	197.78	200.45
245/50VR16	199.44	186.68
255/50VR16	207.56	196.02

**PUGET SOUND TIRE • 11011 PACIFIC HIGHWAY SOUTH • SEATTLE, WASHINGTON 98116
(206) 763-1273 or 763-2819 • CALL JOE STUBBLEFIELD PERSONALLY**

I was near the parking lot with Rex Holman, Teamster, picking up some dead men. (A dead man is a cubic yard of reinforced cast concrete. Unlike a dead cat, it is unappreciated away from a construction site.) I asked him to wait while I checked the traps. I brought back two full traps; Rex agreed that it was a pretty good haul, and mumbled something about not believing it if he hadn't seen it, and if it had been anyone else ... In less than four hours I had bagged two mice, which is a better record than most cats have!

So despite the recent surge in Jaguar sales, it is hard to believe the press when they report that cats have displaced dogs as America's Number One Pet, concurrently reporting that more people than ever are buying luxury

cars. If you have a cat, you might just as well glue astroturf to your '72 Subaru as buy a 750iL; at least you can vacuum the paw prints off the Subaru, and you won't have to apologize for the ever-soiled surface and malodorous wheels of a cat-infested BMW. I wonder if these neighbors of mine ever thought of moving to Alaska? They could save a fortune in cat food, and ...



MARK YOUR CALENDARS!!

★ **MAY 20** ★

"SPORTS CAR OPEN"

- ★ Open Track at S.I.R.
 - ★ Tires To Test
 - ★ Professional Instructors
 - ★ B.B.Q. Dinner
 - ★ Free Prizes (Tires!)
- more info next month!

AMG German Car Specialists INC.

12408 SE 38th Bellevue, WA 644-7770

TEN YEARS OF SERVICE EXCELLENCE.

SINCE 1979 GERMAN CAR
SPECIALISTS, INC. HAS BEEN YOUR
EASTSIDE QUALITY INDEPENDENT
BMW SERVICE HEADQUARTERS.
WE WILL BETTER ANY WRITTEN
ESTIMATE.

PERFORMANCE ENHANCEMENTS



BMW's New K1 Stuns The Motorcycle World

Robert Hellman

You've read about the Z1, you could hardly have forgotten the M1; well, now there's the K1. No, you haven't missed an issue of *Road & Track*. The K1 is a BEEMER, not a BIMMER. It's the latest all-new motorcycle from BMW Motorrad GmbH.

And what a motorcycle it is! At the huge IFMA bike show in Cologne, as well as the Salon de la Moto in Paris, the talk was of little else. "BMW stuns motorcycle world," said France's Moto Flash, and that may be an understatement. Nor was it merely the outrageous bike itself (more on that below); it was the spectacle of such a bike coming forth from BMW.

In recent years, the motorcycle arm of BMW has had something of a button-down, even fuddy-duddy, image. With buyers averaging 43 years old (the industry average is 20), and a buyer's average income at \$75K (industry average, \$19K), Beemers have always catered to a special (*Motorcyclist* says "snooty") crowd. Despite having created two motorcycling genres, Sport-touring with the R100RS (1978) and Adventure-touring with the R80 G/S (1981), BMW had earned a dowdy reputation among the go-fast crowd. For sporty BMW – which is fond of saying "Mercedes also makes BUSES, we also make MOTORCYCLES" – this clearly wouldn't do. A sporty jolt was required.

Thus the K1, a limited-production (3500) authentic superbike with radical full-enclosure aerodynamics (CD of 0.34) exceeding the efficiency of anything on the bike market. In performance and appearance, this is far, far more than the hopped-up version of the K100 that had been expected by the bike press.



The highlights:

- * A redesigned 16-valve flat four-cylinder engine, boasting more power, less vibration, and a Citroen-designed "labyrinth" ring set-up.
- * An amazing 73.8 lb-ft of torque at 6750 rpm, and 100 bhp at 8000. Does 0-62 in under four seconds.
- * A paralever rear suspension that eliminates shaft drive side effects.
- * An (optional) ABS braking system. BMW is the only maker offering ABS for motorcycles.
- * Motronic fuel injection and ignition, the first such system on a motorcycle.
- * Various refinements that minimize the K's buzziness.

The above refinements aside, it is the Klaus-Volker Gevert-designed shell that sets the K1 apart. Traditional Beemer folk are expressing strong opinions about the first real BMW superbike. At *On the Level*, the BMW Riders Association magazine and

forum, we expect to have lots of fun with this one. BMW riders will either love the K1 or hate it.

For its part BMW NA emphasizes delicately that the K1, as a pure sport bike, does not replace any current Beemer. The K100RS and the other K-bikes will continue to be marketed, as will the old R100RT, RS, and GS flat twins. They say the K1 will serve as the flagship of the bike line, lending prestige and panache to its sibling two-wheelers. The autos, in turn, are to benefit from the re-injection of sportiness into the BMW line.

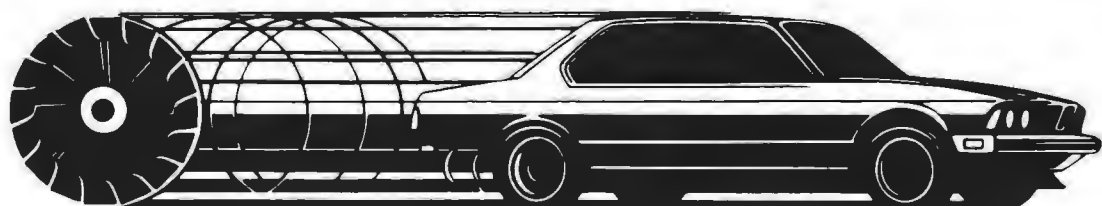
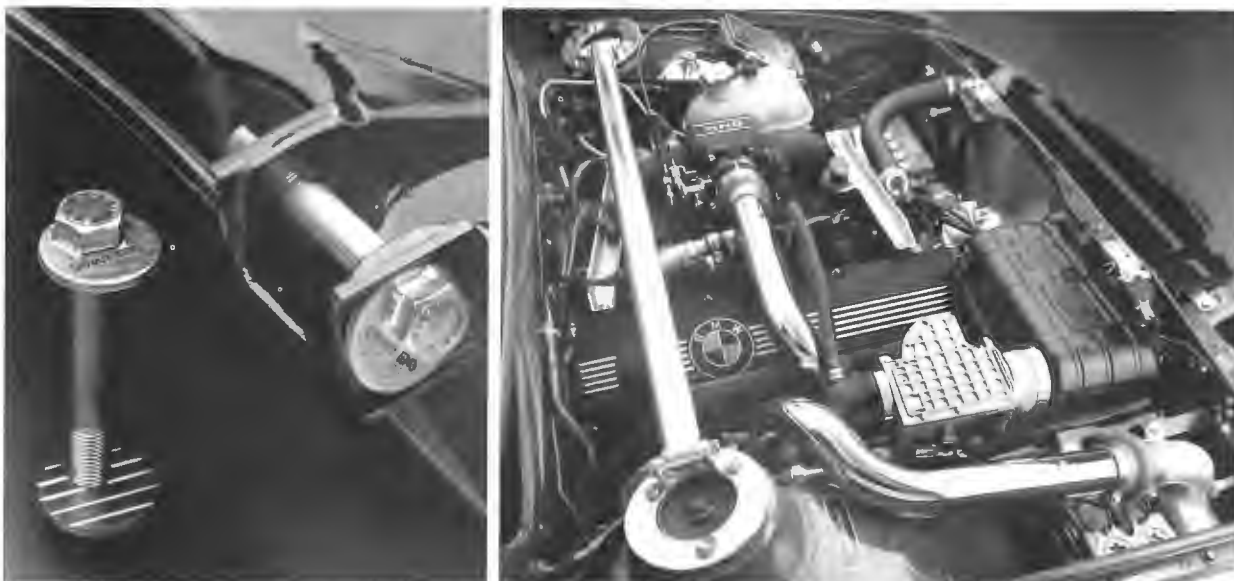
Editor's Note: Dr. Robert Hellman is the editor of "On the Level", the official publication of the BMW Riders Association.

—BMW ACA, Los Angeles Region
Whispering Bomb

ARE YOU SERIOUS ABOUT PERFORMANCE?

We have seven years' experience making **suspension** and **turbo systems**. Thousands of hours of research and development have gone into these systems with many high tech features not found in our competitors' products. Here is what the editor of the BMWCCA ROUNDEL had to say about one of our cars. "The painstaking attention to detail was evident everywhere you looked . . . rocket sled performance."

When you get serious about performance, give us a call.



DINAN ENGINEERING INC.

81 Pioneer Way, Mt. View, CA 94041 • (415) 962-9417

A division of **BAVARIAN PERFORMANCE, INC.** specializing in high performance products.

Some products not legal for sale or use in California on pollution controlled vehicles.

BMW 2002: Die Flusterbombe

by Ken Gross

Ed. note: Our 2002 series continues. This is the second half of an article that originally appeared in Automobile Quarterly.

The tii's introduction was celebrated with an update of the 2002's classic good looks. New side trim and bumpers appeared, along with a price of just over \$4000. For about \$400 more than the 2002, sporting buyers received the tii's Kugelfischer mechanical fuel injection adapted from BMW's bigger European sedans. Highlights included more torque, an additional 34 bhp and a redline that was 300 rpm higher on an engine that already seemed readily capable of wrapping its tach needle twice around the dial. The tii borrowed its 1.4-inch-wider track from the ti. To accommodate the new power, a heavy-duty clutch, front axle spindles, H-rated Michelin XAS tires, wider wheels and better brakes were part of the package. A new four-speed gearbox also appeared, along with two rarely seen options: a ZF-built five-speed and a limited-slip differential.

Of course, most road testers — by now expecting nothing less than a guided missile from BMW — had a field day. *Road & Track* testers ran a tii against an RX-2 and an Alfa 1750 (the only real contenders in the class) and concluded that it was virtually no contest, despite the 2002's \$1400 higher price tag. However, acknowledging that the Japanese competition was getting better, they began what would become an oft-repeated litany on the importance of value for money. On that issue, watching BMW prices spiral skyward, *Road & Track* was regretfully starting to give the value edge to Japan.

Sadly, as U.S. emissions regulations stiffened, BMW's horsepower decreased. By 1972, a stack of mandated modifications, including a slightly reduced compression ratio, made the cars slower, so much so that the following year, the factory introduced cylinder heads with the famed trispherical turbulence-inducing combustion cham-



bers already seen on its sixes. In the German language, with its wonderful propensity for combining words, this feature was called *Dreikugelwirbelwannenbrennraum*. Basically, this meant that the 2002's carburetor, leaned out and matched with the new heads, could once again be certifiable without an air pump or exhaust gas recirculation. Thankfully, coughing and stumbling under acceleration were eliminated as well.

Overseas, BMW broadened its product line even more with the introduction of an 1802 (1766cc 90-bhp) intermediate version and, to keep the nomenclature straight, the 1600-2 became known as the 1602. Continental customers had delightful open-air versions of the 2002 series, built by Karosserie Baur of Stuttgart, to consider. Two hundred full convertibles were built from 1967 to '71 as well as 2517 cabriolets with a rather bulky targa center section that incorporated a lift-off top and a fold-down rear window. Due to increasingly stringent DOT regulations affecting convertibles, these cars were not officially imported to the United States; those few that did make it here still cause a mild sensation whenever BMW enthusiasts gather. Even fewer examples of another 2000-body variant, the Touring, found

their way to the United States. Built from 1971 to '74, the Touring was a stodgy two-door hatchback, and it never really caught on anywhere, even though it could be ordered with a tii motor. Buyers preferred their 2000s in the "classic" notchback version. (BMW has recently announced that a similar hatchback will appear on its 3-series. Perhaps after 20 years the climate has changed.)

In the early Seventies, the word was established that 2002s were really hot performers that transformed merely *good* drivers into *great* drivers. The car's growing reputation was enhanced by lots of far-from-modest advertising. Consider a typical ad, from a campaign in *Car and Driver*. A 2002 is seen blasting through a turn. The one-word headline says: Guts.

Another ad from the same series shows an elite-looking Bavarian standing proudly by his 2002 in a Black Forest setting. The non-too-subtle headline states: "If you know about BMW, you either own one or you want one." The text, of course, confirms "...if you're planning to buy one, congratulations. You know a lot about cars."

That type of promotion hooked the fanatics first. And the early 2002s really delivered the goods. Unfortunately, BMW had to meet the increas-



ingly demanding EPA regulations. That meant the cars continued to lose their punch. European 2002 tii's at this time packed 147 bhp. The first U.S. versions lost 7 bhp crossing the Atlantic and, by 1973, horsepower dwindled to 125; model year 1974 saw the addition of heavy five-mph bumpers — along with a handsome restyling that featured distinctive rectangular rear taillights. And BMWs became even slower that year. An all-new car was the only answer, and that would come with the 1975 3-series' introduction in Europe.

But before the new car bowed, BMW had one last go-fast trick up its sleeve for the 2002: a turbocharged version called, appropriately, the Turbo. Munich's irrepressible engineers started with a 2002 tii engine and dropped the compression ratio from 9.5:1 to 6.9:1. The Kugelfischer injection system remained, joined now by an 8-psi KKK compressor. With a claimed 190 bhp, the Turbo was hardly slow, and it really jumped in the upper ranges; 0 to 60 time dropped to 7 seconds and top speed, with a new rear axle ratio

(3:36:1 vs. 3.64:1), was just over 130 mph. There was some turbo lag, but BMW fans loved the car's rocket-like surge of power once the turbo spooled up. Writing in Britain's esteemed *Car* magazine, Georg Kacher said the Turbo was "... the most desirable BMW this side of the 507."

Turbos came with an arrogant reverse-lettered front air dam so people in cars that were being overtaken couldn't miss the name of their pursuer. The reverse letter was considered a bit much even by BMW loyalists, however, and it was dropped. Nonetheless, the car's boy-racer reputation was reaffirmed with its flared fenders and rear spoiler. As a qualifier, the factory literature stated the car was for "chiefly sporty persons." Buyers could further opt for alloy wheels, a five-speed gearbox and fatter tires. Unfortunately, the Turbo retained the tii's rear drum brakes, which were inadequate for its speed.

BMW couldn't have known it, but its timing couldn't have been worse. The 2002 Turbo was a fuel-hungry car when people knew they had to con-

serve gas. The OPEC oil embargo plunged the world into a frenzy over fuel efficiency. And, slick though the Turbo was, BMW's sophisticated six-cylinder coupes were far less nervous and much faster, and they handled and stopped better. The Turbo was dropped at the end of 1974 after 1672 examples were built. None were officially imported into the United States, but some inevitably found their way here. Today, they are considered the most valuable 2002 collectibles.

In 1975, Munich quickly produced yet another 02, this one in response to the fuel crisis. The low-compression, 75-bhp 1502, built along with the new 3-series, was a bread-and-butter, untrimmed base version of the same 2002 that took his country by storm. Thankfully, the 1502 never reached our shores. By contrast, product planners at BMW, hedging their bets, made certain the more expensive 3-series were well and truly launched in this country.

After a successful eight-year run, even the most loyal of loyalists knew the 2002 was nearing the end of its life. And they eagerly awaited its successor. North American 2002s soldiered on through 1976. The '75s are generally acknowledged as the worst of the breed, due to their strangling emissions controls. Thankfully, the thermal reactor was dropped for 1976, and a rear axle ratio change (from 3.64:1 to 3.90:1) made the 2002's acceleration faster though it reduced the car's top speed. Interestingly, the tii's top price, at the end of its run, had doubled from its inception to over \$6500. Max Hoffman, who had fathered the 2002, was bought out by BMW AG in 1975. Munich wanted tighter control over its increasingly prosperous U.S. subsidiary, so the company created BMW North America, rewarded Maxie handsomely and soon established its own headquarters in New Jersey.

When the 3-series finally appeared Stateside in 1977, BMW loyalists had mixed feelings. The new car was heavier, bigger, quieter, more expensive

(\$8000 to \$9000, depending upon options chosen) and, worst of all, slower than the 2002 tii. That wonderfully Spartan sportiness of the old cars had been engineered out. BMW firmly believed it was now appealing to a market segment that still looked for *some* performance, but most of the 320i's new buyers seemed to want their joy in comfort.

In 1972, when the 2002tii, Alfa 1750 and Mazda RX-2 squared off in *Road & Track*, BMW had precious few competitors in the class it had practically created. This changed as other manufacturers recognized the special opportunity in that class. By the time BMW's 320i bowed, entries from Audi, Fiat, Saab, Volvo and Lancia had joined Alfa and Mazda to greatly expand the small-sports-sedan class.




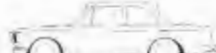
To the dismay of many enthusiasts, BMWs steadily increased in price, abetted by a cooperative dollar/Deutschmark ratio. Yet sales *still* soared. BMW had become the "Ultimate Driving Machine," and even if its speed had fallen, most Americans, laboring under the 55-mph speed limited, couldn't test the 320i's mettle in any case. German buyers still had 125-bhp 320s and soon could buy the lightning-quick 323i. Yet many people,

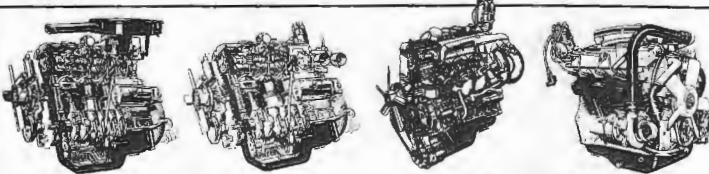
still convinced that the 2002 was the best BMW ever produced, regret they cannot afford the heady prices of today's BMW's, and they lament the fact that Munich will never build a car for them again. The BMW Car Club of America Inc. is loosely divided with the 2002 enthusiasts in one camp and contemporary BMW fans in the other.

The club, with over 20,000 members, has no official connection with BMW North America; however, Rob Mit-

chell, BMW NA's product information manager, is a solid 2002 fan. "Besides bringing affordable high performance to a mass audience," he says, "the 2002 really set the character of the company. Before its inception, only enthusiasts — and well-heeled ones, at that — knew about BMWs. After the press picked up on the 2002, word-of-mouth among new owners spread the news about the car like wildfire."



2002 Production by Body Style	
Sedan	
Years Produced ————— 1968-76	
Total Production ————— 336,907	
Convertible	Cabriolet
	
1968-71 200	1971-75 2517
Touring	Turbo
	
1971-74 21,752	1973-74 1672

2002 Performance by Engine						
	2002		2002ti	2002tii		2002 Turbo
Horsepower @ rpm (S.A.E.)	113 @ 5800	113 @ 5800	135 @ 5800	147 @ 5800	140 @ 5800	190 @ 5800
Torque: lb.-ft. @ rpm	116 @ 3000	116 @ 3000	125 @ 3600	131 @ 4500	145 @ 4500	177 @ 4000
Top Speed	107 mph	108 mph	118 mph	118 mph	115 mph	131 mph
Acceleration: 0 to 60 mph	10.9 sec.	11.3 sec.	9.4 sec.	9.4 sec.	9.8 sec.	7.0 sec.
Induction	1x2-bbl. carb		2x2-bbl. carb	fuel inj.		fuel inj. w/turbo
Years Produced	1968-76		1968-71	1971-75		1973-74

Sources: BMW by J.P. Norbye, Beekman, N.Y.; 1984, and author's notes.

Note: Performance data for modified U.S. import models appears in tinted column. Sources: Road & Track (U.S.); BMW (European)

Many of today's diehard 2002 owners have updated their cars with five-speed gearboxes from later BMWs, fatter wheels and stickier tires, performance seats, multiple Webers and other engine goodies. They still go gunning for 318is and 325es. Supported by equally enthusiastic aftermarket suppliers, these loyalists know their 2002s will continue to provide driving thrills.

BMW NA ensures that spare parts are available for the now vintage 2002s. "Sure, we still support the car," Mitchell says. "There are a lot of them left and they belong to highly vocal enthusiasts. BMWs are more expensive

today, so many of the present 2002 owners are no longer our customers. But that's happened to a lot of companies, Porsche for one. Let's face it: *Everything's* much more expensive today." BMW's new M3, a highly developed lightweight, twin-cam, four-cylinder coupe introduced in the United States in mid-1987, has been touted as a reincarnated 2002, at least in spirit. Its price tag is nearly 10 times that of a 2002. "And it's probably 10 times the car," Mitchell says, not unkindly. "Besides, the M3's a thinly disguised racer — not a quiet pocket

rocket that you'd have to drive to discover."

The factors that created the 2002 are gone today. And the market is much more competitive. Wisely, BMW continues to set the pace. If the company ever falters again, it needn't look far for inspiration. Waiting in the wings is a ghostly legion of well-preserved 2002s backed by fanatically loyal owners, who stand guard over BMW's high-performance image. "We keep them honest," 2002 drivers like to say, confirming that the spirit of the plucky 2002 will always be looking over Munich's shoulder.



Ecology Dept. To Ask Legislature For Emissions Test Extension

The State Ecology Department, having failed last year to convince the Legislature of the need to extend the Seattle and Spokane auto emission test programs beyond their 1989 expiration dates, is back again, playing hardball. And it has sent up a new heavy hitter: the Federal E.P.A.

If the testing program is not extended, the EPA could propose a cutoff of federal highway grants, which could cost the state \$7.2 million over 3 years. Sanctions could also include a ban on new construction projects that would be major new sources of pollution.

The extension proposal surfaces at a time when experts disagree over the effectiveness of the program. The EPA cites state DOE studies showing a reduction of 28% in carbon monoxide levels since testing began. Critics say the reduction is a result of cleaner-burning engines, not the testing.

The Department of Ecology plans to ask the legislature to extend the program through 1994. In addition, the lawmakers will be asked to:

— Expand the boundaries within which testing is required to include the Kent, Auburn and Federal Way areas.

— Change the 14 year cutoff rule. At present, cars are exempt once they are 14 years old. The change would mean that all cars made in 1976 or later would be subject to testing, regardless of their age.

— Tighten the "pay \$50 and pass" rule. If an owner pays \$50 to meet the standard after failing the first test, he or she receives permission to operate the vehicle. The DOE proposes to eliminate this exemption for 1) cars less than 5 years old or with less than 50,000 miles and 2) on cars where emission controls had been tampered with.

Seattle Times

MasterPark

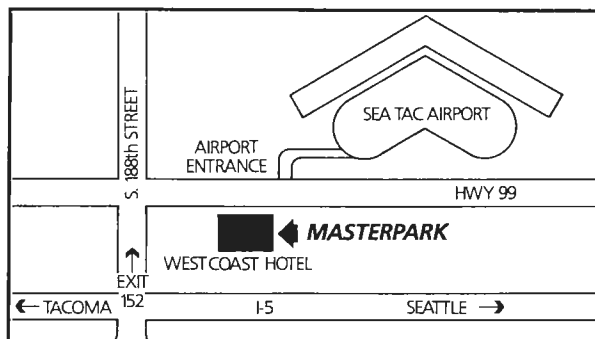
AIRPORT VALET PARKING AT SEA-TAC

- Covered valet parking, completely secure
- Across the street from the terminal
- Instant 24 hour shuttle
- Variety of auto services

\$5.00
PER DAY

242-1111

EXIT 152 off I-5 to 188th Street.
Turn right on Pacific Highway South,
3 blocks to the
WestCoast
Sea-Tac Hotel.



MasterPark

18220 Pacific Highway
South, At the WestCoast
Sea-Tac Hotel
Seattle, WA 98188



Tires PLUS Discounters of HIGH PERFORMANCE TIRES & WHEELS

PRICE:

Low Discount Prices.

SELECTION: Over 4,000
tires in stock — Pirelli,
Goodyear, Yokohama,
Bridgestone, Michelin,
B.F. Goodrich, and Cooper.

SERVICE: Friendly, informed sales people;
FREE tire mounting using European Tire
Machines for Touchless Mag Wheel Mounting.
All wheels are hand torqued to manufacturer's
specs.

**CAR CARE
Tires
PLUS
CENTER**



12540 N.E. 124th Street
Kirkland (Totem Lake)

821-9200

\$1,000 instant credit plan O.A.C. with no money down.



CAMPBELL/NELSON

Auto-Wrecking

Everything for the BMW
Also Porsche, Audi, Volkswagen
Large selection of rebuildables
Monday-Friday 8:30-5
Saturday 9-1



205th & Aurora
P.O. Box 220
Edmonds, WA 98020
(206) 778-1131



Join The BMW Club!!

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

- Discounts at dozens of local businesses
- Zündfolge, the club's award winning regional magazine
- Tours, tec sessions, social activities
- Participation in top rated high performance driving schools
- Credit union membership, and more . . .

To join today, return this card and your check for \$25 payable to BMW/ACA. Or mail this card to us and receive more information.
(P.O.B. 1259, Bellevue, 98009)

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____ Card left by _____

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

Z1 Debuts In Germany, U.S. Future Uncertain

The controversial Z1 roadster recently made its appearance for the first time on German roads. While the car's take-it-or-leave-it styling, disappearing doors, and use of synthetic materials has commanded most of the attention, it is the car's road handling that is gathering the most praise from reviewers who have driven it.

The car is a product of the company's Technik Division - a sort of R&D outfit. Before settling on the radical reworking of the roadster concept that became Z1, they took a look at both an off-road vehicle as well as a luxury coupe. The car only took three years to develop — extremely short by not only BMW's standards, but those of the industry as a whole. The extent of the development work becomes apparent not only in the styling and bodywork, but underneath the skin as well. This vehicle is much more than a plastic-bodied 325i.

The floorpan, for example, weighs only 33 lbs. Specially developed by Messerschmidt-Bölkow-Blohm, it is a sandwich of glass matting, epoxy resin, and polyurethane foam, with specially placed reinforcing members. BMW claims this new pan adds 10% to the torsional rigidity while at the same time providing clean underbody aerodynamics. The G.E. thermoplastic Xenoy is used for front, rear, and side panels, while an injection molded epoxy is used for trunk, hood, and convertible top. Each material is painted differently depending on flexibility of the panel being painted.

While all this is well and good and certainly represents a significant advance in the use of plastics in automobiles, it is the car's performance that has won the plaudits of critics.

The most obvious improvement in the eyes of some is the car's scin-

tillating roadholding — up to 1 g! This is due to the low center of gravity, improved weight distribution (49/51 f/r) 225/45VR16 Pirelli P700s, and a revised rear suspension. This new suspension is a multilink arrangement which BMW calls a "centrally guided spherical double wishbone axle." The term "centrally guided" means that the upper subframe, transverse links, and tie rods are attached to the differential casing which is in turn connected to an aluminum tube containing the driveshaft. This tube is bolted to the differential and gearbox.

Quite an arrangement, and apparently one that works superbly. According to Georg Kacher of Britain's *Car*, 10 or 15 minutes at the limit produced an

unexpected problem; the pistons started to jam because the lubrication system couldn't function properly, so high were the levels of lateral acceleration. Kacher again: "I'm not sure I like the idea that the Bavarian engineers have raised the challenge of mastering a car to a level I can no longer reach ... We had all suspected that, one day, such a production car would be produced, it's just that I did not think it would be a BMW."

So what does this mean for us, you ask? Well, importation is unlikely for the foreseeable future — DOT would surely frown on the disappearing doors, the car is expensive (\$45k), and anyway production is sold out through 1990. But what we can hope for realistically is that some of this technology will filter down to BMW's models sold over here. That would certainly be something to look forward to.



Europe Looks Ahead to 'Smart Streets'

Sure, your car is pretty smart. It's got anti-lock brakes and a suspension that laughs at potholes. But listen to the depressing drone of traffic reports and it's clear that as cars are becoming more nimble, roads are becoming hopelessly clogged. A minor accident can turn an expressway into a multi-lane parking lot for hours. The average speed in Europe's cities has dipped to a mere 9 mph. It's not much better in freeway-happy Los Angeles — and it's getting worse.

Unless something is done, predicts a recent study by the Federal Highway Administration, a trip on the freeways 20 years from now will take 2.4 times as long as it does today. Traffic congestion is "something that we must come to grips with, one way or another," says Thomas B. Deen, executive director of the National Academy of Sciences' Transportation Research Board.

The answer: smart streets. By allowing the electronic systems on cars to communicate with regional traffic-control computers — and each other — traffic experts hope to smooth the flow and make the highways safer as well.

Europe is mounting the most ambitious effort by far. It's beginning a seven-year research program, dubbed Prometheus, that will cost an estimated \$875 million. The goal is to apply the kinds of technologies that have made air travel the safest way to get from place to place and halve the toll of 55,000 lives now claimed by traffic accidents every year. "It's cheaper to pay for advanced electronics than to spend millions building new roads," says Trevor Aspinall, research division manager at Britain's Motor Industry Research Association.

Ambitious Plans. Daimler-Benz

was the driving force behind Prometheus. Because the idea was far too big for any one auto maker to tackle, Daimler in late 1986 proposed that the scheme be adopted by Eureka, the European Commission's umbrella organization for cross-border research. Nearly all of Europe's car-makers are taking part, along with 70 universities and 140 high-tech companies. They will jointly develop technology, including computer chips that all will share, and set Europe-wide standards.

To unsnarl traffic, streetside sensors would not only keep tabs on the number of cars zooming by but would also assist their on-board computers in modifying planned routes to prevent traffic jams. Drivers in cars equipped with an "autoguide" system, currently being tested in London and Berlin, would punch their destinations into their vehicles' computers at the beginning of a trip. That information would be picked up by sensors at major intersections and relayed to central computers that would alter stoplight patterns and tell each driver the optimum route to take.

On the open road, Prometheus engineers also are considering some seemingly far-out schemes. One is the possibility of using the cars' electronics systems to link vehicles into "road trains." These strings of cars, spaced at 100-foot intervals, would be guided between cities at 80 mph. Theoretically, that could increase the carrying capacity of a highway by up to sevenfold.

Many of the Prometheus ideas about improving safety rely on establishing communications between smart cars. A car that hit an oil slick would send out a signal warning following vehicles to slow. Vehicles involved in accidents would automatically alert passing cars, which would in turn signal traffic control computers to active warning signs along the highway and summon emergency help. Other long-term projects include expert-system programs that would aid the driver in maintaining

control and avoiding collisions.

Prometheus may sound like a futurist's fantasy, but it has worldwide allure. Japan has been on the trail of similar technology since 1973, when the Ministry of International Trade & Industry (MITI) decided that a computerized system providing two-way communication between cars and traffic-control computers is the only hope for Tokyo's massive rush-hour jams. After spending \$4 million to \$6 million a year, half contributed by the industry, a prototype Comprehensive Automobile Control System (CACS) was unveiled in 1985 between central Tokyo and the site of the Tsukuba Science & Technology Exposition 37 miles away. "The technology is ready," says Kohei Koide, CACS planning manager.

The MITI demonstration has sparked a confusing array of other government-sponsored programs. In April, Japan's Construction Ministry tested a network of 74 radio beacons along the crowded Tokyo-Yokohama corridor. Radio signals pinpoint a car's position on an electronic dashboard map, provide information on traffic conditions, and suggest ways to avoid tie-ups. This three-year program began in 1986 with a budget of \$16 million, including support from 25 auto and electronics companies.

'Chaos.' This summer, Japan's Ministry of Posts & Telecommunications (MPT), working with 33 high-tech companies, plans to test a service that will combine traffic control with voice, video, and data communication for executives on the go. And the National Police Agency is working with the MPT while also developing its own, somewhat overlapping scheme. "Right now," says MITI's Koide, "it's a state of chaos. But eventually it will all get sorted out."

ProFormance Driving School

Twenty-one drivers turned out for the ProFormance Driving School on October 29, 20 guys and me, driving everything from a vintage 1600 to the latest M3. Any club member who had ever experienced the fun of one of our clubs' driving schools at SIR was welcome to attend.

I knew this was going to be fun as I glanced down the list of ProFormance drivers "Speed Secrets" at the Friday night ground school. Ross Bentley and his team of Champion Formula race car drivers designed this driving school especially for us. Although all student drivers attending had prior track experience, the ProFormance school emphasized high-performance skills that improve driving in the real world as well as improving lap times.

Saturday morning, driving down to SIR in the rain, I envisioned a flooded track, wet instructors, damp clothes, soggy shoes, and slowed driving with poor visibility. My pessimism was dispelled by the sight of a dry track, complete with a water truck standing by to hose down the skid pad, at turn 8. As usual, David and Lucetta coordinated the driving school with relaxed precision. By the time the drivers lined up at the Start/Finish line, the weather was turning this into a beautiful autumn day.

The school began with 3 driving stations: the skid-pad exercise and a threshold-braking exercise. The skid-pad exercise designed to teach a driver to control understeer and oversteer was fun. The braking-on-a-turn station, set up at turn 2, was designed to teach threshold braking. ProFormance "Speed Secret" #7 advises "squeeze the brakes on, and EASE off them -keep the car balanced". The safest, most controlled, and *fastest* way to stop a car is with threshold braking -braking at the very limit before full lock-up. Coming into turn 2, each of us had



opportunities to practice squeezing the brake pedal until you reached the limit, easing up slightly on the pedal when you began to lock-up and then reapplying the brakes. For those of us who do not have ABS brakes, it was important to experience the added control gained by squeezing on the brakes.

Train-lapping completed the morning. Instructors demonstrated driving the ideal line. Double-clutching was not recommended unless your syncro was asking to be double-clutched.

However, ProFormance "Speed-Secret" #10 was adhered to: "Heel and Toe Downshifting is the **ONLY** way to downshift". During the morning track time, what appeared to be a blown engine in turn 3A/3B with "oil everywhere" turned out to be a loose plug allowing an oil spill. Easily fixed with some fresh oil and a tight-fitting plug. Large amounts of kitty litter swept over 3A/3B kept one of the best turns of the track as fast as always (ProFormance Speed Secret #2: "Go into the corners slow and come out **FAST**").



Threshold braking in turn 2.



The "other" Don Johnson.

The afternoon was spent on open track. Our ProFormance instructors and 4 of our clubs' best drivers/instructors were available for the rest of the day, advising us on how to improve our performance and lap times. My ProFormance instructor was Don Johnson. Don has experience on 8 tracks throughout North America and was an instructor for the Powell Motorsport Advanced Driving School before he joined the ProFormance group. Don was also a test/development driver for a variety of professional race teams. One of the most dramatic changes Don made in my driving line was coming out of the final turn entering the straightaway. Don insisted that I slice to the inside edge of the straightaway *immediately* (ProFormance "Speed Secret" #1; Races are won on the straightaway, not in the corners").



For those of you who missed the driving school this time, here's the complete list of ProFormance "Speed Secrets":

ProFormance "Speed Secrets"

- 1) Races are won on the straightaway, not in the corners.
- 2) Go into the corners slow, and come out FAST.
- 3) The less you turn the steering wheel, the faster you go - keep steering input to a minimum.
- 4) Control understeer and oversteer with the throttle as well as the steering wheel.
- 5) The gas pedal is not an on-off switch.
- 6) Smooth is fast!
- 7) Squeeze the brakes on, and EASE off them - keep the car balanced.
- 8) Look where you want to go, not where you don't want to go.
- 9) Look ahead, and think ahead.
- 10) Heel and toe downshifting is the ONLY way to downshift.
- 11) A fast shift won't save much time, but can lose a lot.
- 12) The slower you move behind the wheel, the faster the car will go.
- 13) Second place is the first loser.
- 14) Second place sucks!



The ProFormance Team (left to right): Relim Power, Ross Bentley, Don Johnson, Andy Fields.

Susan Herrero



WTCU**Weyerhaeuser Tacoma Credit Union**

909 So. 336th, Suite 100 (206) 924-7530
Federal Way, WA 98003 1-800-922-WTCU (Inside WA)
Mail Stop: ASB 1-800-334-WTCU (Outside WA)

Serving salaried Weyerhaeuser employees worldwide.
(and all BMW ACA members)

Each member account insured by \$100,000
NCUA
National Credit Union Administration

Classified Marketplace

FOR SALE: Andy Barcheck's beautiful concours winning 1971 2800CS. Been putting off buying an early coupe for fear of rust? My photographic proof of soundness will cure your rustophobia. This car has undergone a well documented, quality, groundup restoration by the talented (and modest) owner. It has: cooling, lubrication and brake updates: suspension, wheel/tire, carburetor (Webers), seat belt, insulation and structural upgrades; new tan leather seats, \$2500 black factory paint, carpets, clutch, exhaust, rubber, many other new parts. You can find a cheaper coupe but you won't find a better one. This one will still be around long after the others have returned to the earth. Asking \$18,000. (206) 373-9616.

RENT-A-RACER: (2) ITB BMW 2002's available for selected race weekends or drivers schools. The infamous "Green Car" and clone. These cars are winners. For details contact Terry Flanagan @ 392-5110 days, 392-1147 eve.

FOR SALE: SCCA Road Racing Car '87 DODGE SHELBY SSA. Race ready, proven winner. 2.2 liter turbo engine. Professionally built-by Team Dodge. Northwest region champion '87, '88. Fastest Shelby in NP Div. Lots of spares, wheels, rains. Doug Hahn (206) 821-5041.

WANTED: Set of (16) wheel lug bolts for BBS wheels to fit 320i. Call Bill Mumaw 258-3555 (w), 337-7001 (h).

FOR SALE: '86 GTi, get ready now for racing next season, fully prepared for SCCA Showroom Stock C, excellent condition, spares available, \$7,500/negotiable, 454-3486

FOR SALE: Sears Bushwacker (trimmer plus brush cutter) includes 8" blade. New, never used, \$100.

Tire changer and wheel balancer, almost new. Package price from Roger Kraus Racing is \$555 or \$445 + \$135 separately, plus shipping. I'll sell both for \$400 plus throw in a box of stick-on weights.

Blaupunkt Graphics Equalizer, model BEA-100, new, \$50.

Escort Radar Detector, non S/TOP but excellent, \$125.

Volvo 240 series factory trailer hitch, including ball, bolts to frame, \$80.

Volvo wagon cargo mat, \$30.

Volvo steel wheels (5 1/2J x 14) with snow tires (Vredestein 185/70 SR14 M&S) 2 studded, 300 miles, \$280.

Sheepskin seat covers, from 83 Rabbit but fit? Cheap.

BMW 2 liter engine including injection, from '79 320i, 80k miles but good. Also some spares so let's talk, best offer. Ted or Joan Rodgers, 432-2336, evenings.

FOR SALE: '73 3.0CS, polaris silver, blue leather, power windows and roof, 89k original miles, new MSW wheels w/ Michelin MXV, purchased from original owner, **no** rust, this is a must see car, excellent throughout, \$15,000 OBO, 841-2747.

FOR SALE: 1975 2002 block w/ head & exhaust manifold (good for parts or building) \$125; 1973 2002 short neck differential (repaired case - runs fine) \$125; Atlas (Marquette) engine analyzer w/scope (scope works - some other functions do not) \$150; Hewlett Packard HP-18C Advanced Financial Calculator \$100. Mike, (206) 546-9468.

PARTING OUT: 1973 2002 tii. 98k original miles. 10k on valve job and transmission. Many new and rebuilt parts. Bilsteins, header, stereo and more. Body basically totalled but a few exterior parts remain intact. 325-9206.

FOR SALE: '76 2002. Rebuilt stock motor. A/C, stereo, reupholstered rust-free Texas car. Best offer. 2-2 *Parts* Twin choke Webers, side & down draft, engines, tranny's, diff's, wiper motors, glass etc. 120 sq. ft. of it. **Wanted:** Used smog equipment, all models, cheap. Bill Proud. 824-8242 eves.

FOR SALE: BMW Wheels for Sale: Four (4) - 3 pc. Compomotive wheels 6 x 13, polished outers/gold centers with almost new 205/60 VR 13 Pirelli P7 tires, fits 320i and 2002, \$1,100 or offer.

Four (4) - 1 pc. Compomotive wheels 6 x 13, polished outers/gold centers with good 185/70 SR 13 steel radial tires, fits 320i, \$600 or offer.

BBS RA design polished outers/grey centers, two (2) 16 x 7 and two (2) 16 x 8, fits 5, 6 and 7 series, \$700 or offer. Phone 641-5108.

FOR SALE: Limited-slip differential for 320i, \$585. Limited-slip differential for 325, \$585. George, 206-827-2918.

FOR SALE: '73 2002tii factory yellow, factory sunroof, immaculate interior and exterior; new clutch, rear differential and tires. All stock, 96,000 miles. \$6,500. (206) 355-2052 or (206) 455-1577, Ric Oslin.



Got An Idea?

The board is always looking for interesting places to visit for a club tour or general meetings. Have you discovered something through your business or personal travels that might interest other BMW enthusiasts? Please let us know! Call Al Lancaster, Vice President, or Tom Williams, President, with your discovery.

CLUB DISCOUNTS

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

save many times the \$25 annual membership by patronizing these businesses.

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

Alan BMW BMW Seattle

Hahn BMW (Yakima) BMW Northwest, Inc. TNT

Bap-Geon of Seattle Bap-Geon of Tacoma AAA Fire and Safety Greenlake 1-Hour Photo Performance Apex

Car-Fi Auto Stereo

Puget Sound Tire

Champion Cellars

JAM Engineering

Shaw & Associates, CPA Walt's Radiator & Muffler

Minit-Lube Collision Craft, Ltd. Bimmers Only

Bavarian Motor Sports

RNR Automotive Refinishing

German Car Specialists Jessica N. Greenway, Financial Planner Squeaky Clean Car Wash

10% on parts and service (21420 Hiway 99, Edmonds, 771-7100).
10% on parts and service (714 E. Pike St., Seattle, 328-8787 - sales, 328-2300 - service, 328-7788 - parts).
15% on parts and service (1201 S. 1st St., Yakima 1-509-453-9171).
10% on parts (75th and Bridgeport Way, Tacoma, 473-3212).
25% (or more on larger orders) discount on parts and accessories (6717 Roosevelt Way N.E., Seattle, 524-5151).
20% discount on parts and accessories (1325 E. Madison Street, Seattle, 322-4366).
10% discount on parts and accessories (5002 S. Washington Street, Tacoma, 475-9421).
Wholesale prices on Halon fire extinguishers (3013-3rd Avenue North, Seattle, 284-1721).
10% discount to club members (6806 East Greenlake Way North, Seattle, 525-6806).
20% discount on Prima Flow exhaust systems in stock, 15% discount on special orders (410 Sunset Blvd. N., Renton, 226-5955).
15% discount on stereos, alarms, detectors (16724 Aurora Ave. N., Seattle, 542-2139; 13620 1st Ave. S., Seattle, 244-1662).
Featuring Yokohama A008 & A001R, 10% discount (11011 Pacific Hwy. South, Seattle, 763-2819).
10% discount on single bottles and 15% discount on mixed cases of wine (108 Denny Way, Seattle, 284-8306).
10% discount on Weber carburetor replacement kits (POB 2570, Monterey, CA, 1-800-431-3533).
10% discount to club members (2001 Western Ave., Suite 440, Seattle, 441-4039).
20% discount on all parts and labor, members must pick up a group discount card from a board member (18 locations, call 682-3784).
10% discount, 16 locations, oil analysis available (regional office, 527-5200).
15% discount on deductible for club members (9125 Willows Road, Redmond, 883-8556).
10-40% on Parts & Service, Free set-back of Service Interval Lights, 3 miles N.W. of Mill Creek (14102 3rd Place West, Everett, 743-2002).
10% discount on Alpina as well as routine maintenance parts and accessories, free technical advice (1812 Reliance Parkway, Suite A, Bedford, Texas, 1-800-ALPINA-1).
10% discount off insurance deductible, discounts available on other services (1508 - 128th Pl. N.E., Bellevue, 453-2898).
15% discount on parts only (12408 S.E. 38th, Bellevue, 644-7770).
Complimentary consultation to BMWACA members (605 First Ave., Mutual Life Bldg., Suite 505, Seattle, 292-8483).
10% on all services. All cloth system, no top brush, no finish damage (4111 N.E. 4th St., Renton Highlands, 255-4111).

The Parting Shot

A STICKIER WICKET!

For a while there, I thought maybe it was just my own paranoia showing. But no, other automotive people are also questioning where this industry is headed and how fast. Perhaps you too will be relieved to know, unless you are trying to forget, that the "grass-roots" ground-level awareness we share every day is finally moving upward a notch. Where such concerns can maybe forestall further technological complications (and expense) while giving field-service capability some slight chance at catching up.

With new car prices already "out-of-sight" (average domestic is now \$11,000) it's time to update the percentage of increase due entirely to government requirements, which came to an average of \$2500 two or three years ago. Where are we now? When mileage on these computer controlled marvels reaches 35 to 40,000 miles, replacement of all PROMS (programmable read-only-memory chips) is now being recommended, before roadside failures begin to occur. A recent article by Barry Winfield in *Automobile* suggests that automakers' (OEMs) traditional cost-cutting policies may be contributing to compromised reliability. As we in the industry know, when these "on-board" computers go, they give no warning, disabling the car instantly, with no chance of a temporary side-of-the-road quick-fix patch-job. Winfield fears that he even sounds paranoid over the degree of government control we seem willing to accept in the name of ecology. No one can seriously argue the lofty goals of clean air the Environmentalists demand, but just how "squeaky clean" is practical and attainable given the imperfections of our world and "Mother Nature" herself?

The technology exists now to program whatever is determined to be in the best interests of the majority. If "after-market" silicon-chips and all other non-original equipment (OE) parts are outlawed as presently expected to become law, future cars will be only what your elected politicians and benevolent Big-Brother government decides is best for you. The present fiasco with Ethanol is a rather graphic example of the dangers involved when mixing alcohol, gasoline and politics for a "worthy" cause.

The argument for "OE-only" unbelievably, is that the OE manufacturers are the only ones capable of producing

the quality necessary for such advanced technology. Yet as Winfield notes, what else but "OE" equipment has been on cars that are only three or four years old? If that level of quality is "suspect", it would be nonsensical in the extreme now to exclude other manufacturers wanting to produce longer-lasting components for those wanting to buy them. What is happening to our very basic "Freedom of Choice"? Do we really want this? If not, it is time to reconsider where the road ahead is leading us.

*Len Peterson
Steering Wheel*

TEAM HAHN RACING

Announces the sale of
one of their Championship

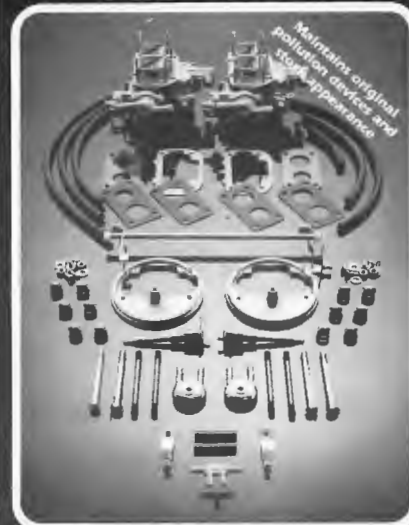
1987 Dodge Shelby
race cars.

- SSA Showroom Stock, NW Region Champion 1987 & 1988
- Professionally-built by Hahn Chrysler-Plymouth
- Fresh 2.2 Liter Turbo Engine
- Fastest Shelby in Nor-Pac Division
- Team Car to 1988 Cal-Club Champion
- Race Ready - Proven Winner

TEAM HAHN RACING

(206) 821-5041 — Doug
(213) 821-3772 — Cindi

50 State Legal WEBER AND HOLLEY



BMW & MERCEDES BENZ carburetor replacements

SEND \$1.00 FOR CATALOG

1-800-431-3533 • CA. 1-800-JAM-CORP

"THE BEST BY DESIGN"

JAM
ENGINEERING CORPORATION

P.O. Box 2570 Monterey, CA. 93942



*For your Investment...
There is no compromise.*

EASTSIDEIMPORT autorebuild ltd.

FOR THE REPAIR OF AUTOMOBILES
WITH UNITIZED BODY CONSTRUCTION



Car-o-liner

This state-of-the-art alignment tool
will let us bring your unibody car
back to exact factory specifications

883-1323

AUDI - BMW - FIAT - HONDA - MAZDA - MERCEDES - BENZ - NISSAN
PEUGEOT - PORSCHE - SUBARU - TOYOTA - VOLKSWAGEN - VOLVO

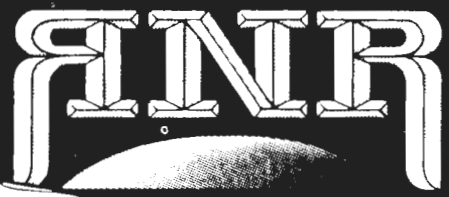
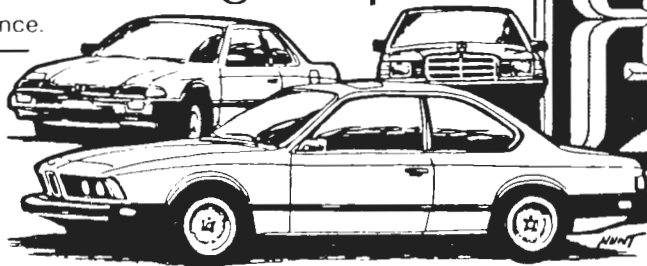
7927 159th Place N.E., Redmond, WA

RNR Automotive Refinishing, Incorporated

Where Quality is the Difference.

Nicator
systems

Unibody/Frame Repair
LASER ACCURACY



Evans Industrial Park

DISCOUNTS AVAILABLE

IMPORT SPECIALISTS

1508-128th Pl. N.E.
Bellevue, WA 98005

COLOR MATCH GUARANTEE

Richard Scott

INSURANCE WORK

453-2898

EDMONDS

ALAN



FACTORY AUTHORIZED

- Sales
- Leasing
- Service
- Parts
- European Delivery



ALAN



ALAN BMW SAAB, INC. 21420 Highway 99, Edmonds, WA 98020
(206) 771-7100 or 625-9282

Parts 1-800-243-2002 (WA) and 1-800-426-3066 (U.S.)

Same day parts shipment on orders received by 1:00 p.m.

BMWACA
Puget Sound Region
P.O. Box 1259
Bellevue, WA 98009

SECOND CLASS
POSTAGE
PAID
Seattle, WA
