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Zündfolge



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Cover: Greg Mierz's 1969 2002ti, photographed by Greg. The full story of this car appears in Bimmer Bio.

Inhalt

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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

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Activities

March General Meeting: Seattle Art Museum/ Austrian Restaurant

The Club's first General Meeting of the year will be March 23. It is primarily a social event, with liberal doses of fun and (for some of us, anyway) hopefully a little enlightenment as well. Our first stop will be the Seattle Art Museum at 6:00 P.M. After the museum tour we'll repair to The Austrian Restaurant for some excellent food and German beer or wine. A fun evening is in store, so plan to join us. The group will most likely be a small one, so if you're intimidated by large groups but would like to participate, here's a perfect chance to do so.

Last month we talked about the sculptor's drawing exhibit that will be winding up its stay soon after our visit. In addition to this, the Museum is scheduled to open a major show by American photographer Lee Friedlander. The works shown span the years 1956-1987 and includes what is characterized as Friedlander's most accessible work.

Of course, there is much more to enjoy at the Seattle Art Museum than just the featured exhibitions. The permanent collection has grown in both quantity and quality to where it now contains more than 16,000 objects. Among the special collections are those devoted to Northwest artists, Dutch/Flemish masterpieces, and the remarkable Katherine White Collection of African art.

While the Museum's attractions are undeniable, most of us will be going not only because of an interest in art but also for the opportunity to meet and chat with other Club members. So join us either for the tour (the Museum is free on Thursdays), for the dinner, or for both. If you plan on going to the dinner, give me a call (283-1056) as soon as you can after you read this so reservations can be made. We'll try for

Calendar

- March 23 General Meeting.** We'll visit the Seattle Art Museum and follow that with dinner at the Austrian Restaurant. More details inside.
- March 26 Magazine deadline.** All articles and classified ads for the May *Zündfolge* must be received by March 26.
- April 6 Board Meeting** at the home of new treasurer Terry Jeppesen, 7:00 P.M.
- April 22** Our scheduled meeting at the Petroleum Museum has been postponed. We plan to reschedule in the near future.
- April 27 General Meeting** at BMW Seattle, 7:30 P.M. Our friends at the Seattle dealership will be giving us a thorough look at both the new 5 series and the 325ix four-wheel drive. The parts department will be open, and special prices will be in effect. Not to mention the wonderful hospitality we always receive. Please plan to join us; Mr. Smart would like nothing better than a full house!
- May 4 Board Meeting** at David and Lucetta Lightfoot's home at 7:00 P.M.
- May 20 Sports Car Open.** SIR 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!
- June 30- July 3 3rd Annual Fest Northwest.** Better than ever this year. More to come in future issues.

dinner around 7:30 as it is a work/school night.

At the museum, we'll meet just inside the front door at 6:00 P.M. If enough people express an interest, we can arrange for a docent if we know by the 20th. Call me if you're interested, or if you need directions to the museum. We'll see you March 23!

-Tom Williams

Petroleum Museum Meeting Postponed

Our scheduled meeting at the Petroleum Museum on April 22 has been postponed. We are planning to schedule a tour or possibly a dinner meeting there at a later date.

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Stalls

by Thomas B. Nast

Stalking The 2002

After three articles on how great the 2002 is, you should be lusting after one by now. Assuming you don't already have one, there are a number of ways to get a 2002: You can inherit one, you can steal one, or you can buy one.

Of the three choices, the first is unlikely unless you have that sort of family; the second is a good one, except you probably won't get to drive the car very long; and the third choice, though unimaginative, is the soundest. (I am not unbiased — it is one I have made at least five times.)

The editors have asked me to expound on buying a used 2002, which I will do. But necessarily I will touch on restoration issues, which overlap and complement the same considerations which go into purchasing a car. The logic runs like this: All used cars have defects. It is your task to find those defects *before* buying the car. You may then (a) not buy the car, (b) decide to buy the car and ignore the defects, or (c) buy the car and fix some or all of the defects. Fixing defects comes under the general rubric of restoration, and fixing defects must inexorably be faced when buying used. A restored car is simply one in which all defects have been repaired.

A 2002 at today's prices can make an attractive second car (maybe even earning its way into first car position). Be warned, however, that the 2002 does not take well to disuse. It is a car which requires regular exercise to stay in good shape.

An earlier series of articles addressed used BMW purchasing in general, and will not be unduly repeated here. I will emphasize that it is essential to **HAVE A 2002 SPECIALIST INSPECT THE CAR**, before the purchase. The 2002 probably has more eccentricities than any BMW this side of the Isetta. You can lose big time if they aren't spotted. It happens every day.



Ninety percent of the 2002s on the road have been in an accident, I would guess. Eighty percent have been repainted (most of them badly) (same authoritative source), and the other 20% should be. Again, find out what you are getting before parting with your money — what's underneath the bondo and lacquer? Not all these cars need to be ruled out, but a lot of them should be. Why is the car for sale? Not so you can have the best 2002 in town for the lowest price! It's usually for sale because something is wrong with it which the owner can no longer tolerate.

Do not spend your entire budget on the car. In calculating the cost of the car, include all items the inspection reveals must be repaired (i.e. safety-related problems) plus at least \$500. If you don't spend it, great, but the odds are something will wear out or unforeseeably crap out the first year. Better to plan on it than park the car for lack of funds.

A growing problem is parts availability. Basic mechanical and body parts are readily available and should remain so for the foreseeable future, but interior and trim parts are, in some cases, getting scarce. European and optional parts (such as the nice-looking bumper horns and steering wheels) are nearly impossible to get now. Basic suspension components are available but racing stuff (Bilstein racing struts, Alpina

rear disc brake kits, heim-jointed radius rods) are unobtainable. If you want to build a racer, stick with newer models.

Where do you find a used 2002? Club members, classified ads, specialized magazines such as *Hemmings Motoring News*, are the obvious places to start. You can check with BMW dealers, but they usually want top dollar. Beware the used car lot with "detailed" and freshly repainted cars, for (a) you are going to pay way too much for this "work", which is usually substandard, and (b) this "work" is masking the true condition of the car. **NEVER BE IN A HURRY.** It is better to let a good car get by than to buy a poor one. It is cheaper to pay \$6000 for a cream puff than \$2000 for a car which needs a new interior, derusting and an engine overhaul. Make arrangements in advance so that a likely prospect can be promptly examined by your pro. If the seller won't permit this, forget the car.

OK, let's go look at cars. Make a list of what's wrong with the prospect, and what it will cost to repair. Here are some of the things you will look for.

Walkaround. Inspect for tire condition, wheel condition, whether it has alloy wheels, paint, brightwork and grille condition, windshield pitting, cracks and fogging, rubber gaskets (windshields, windows and doors), wipers, fitment of panels (do the doors, hood and trunk lids line up straight?), and quality of paint. The two biggest questions are, (a) was this car in a serious accident, and (b) how much rust does this car have? Don't ask the owner these questions until you or your pro have the answer on your own. Then, if the owner prevaricates, walk. You can learn more than half of what you need to know on the walkaround.

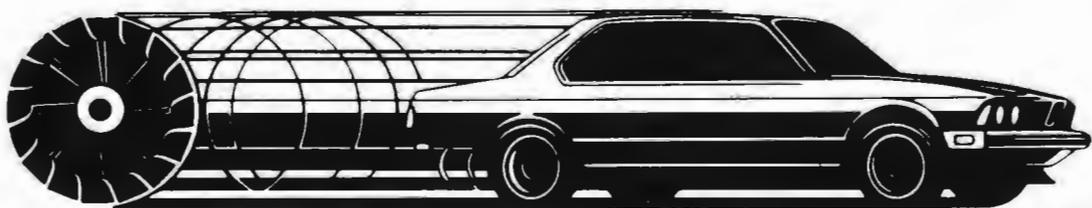
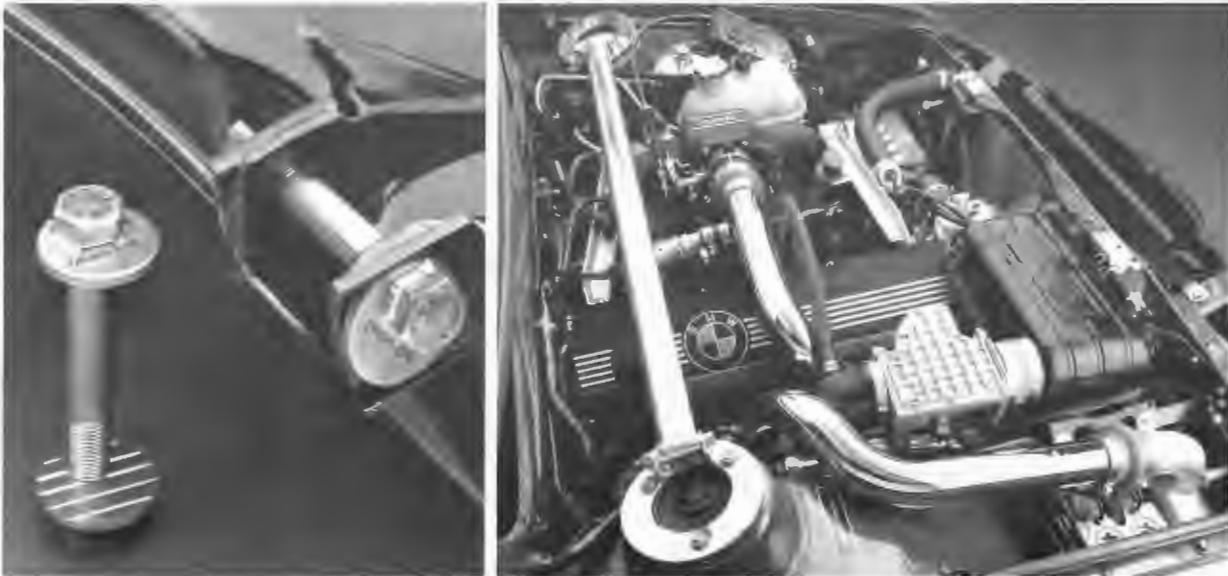
Rust. A recent repaint is a clue that rust is hidden. If the front or rear seams are missing, be cautious (whether rust was growing there or not,

Continued on page 6.

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Continued from page 4.

bondo specialists plaster them over during “derusting”. Also, these specialists use 80 grit grinding wheels, so look for sanding scratches under the paint). Look for blistering under the paint, of course. Special attention should be paid to: the front lower lip, the aforementioned front seams, under the front turn signals, the front fenders about 50 mm ahead of the doors, the lower edges of the doors, the rocker panels, the inside edges of the hood and trunk lids. Rust is entirely a product of environment and owner maintenance; a 1968 car can be rust-free, and a 1976 car can be hopeless. A 2002 with much rust is not a sensible purchase, but with only some rust can provide practical transportation for a good while. If you are thinking restoration, hold out for very little or no rust.

Interior. Inspect for cracked dashboards, split/sagging seats, frayed carpet, stained/cracking headliner, damaged center console, ruined door panels, and seat belt condition. None of this is cheap. XKSS sells the best carpeting (**very** expensive) and seat recovering items. Headliners are still available, and after a period of absence, so are consoles. The wood in the trunk floor can be recovered at modest cost if you don’t mind doing the work yourself.

The door panels are destroyed by an unfortunate set of coincidences. Both the door brakes and window regulators break early and often, and to change them the plastic door liner (between the sheet metal and the panel) is removed. When not replaced (and it usually isn’t), rainwater saturates the door panel, ruining it. Even if this hasn’t happened, the sprayed-on chrome peels from the plastic panel trim. At \$120 or so per panel, one would hope for better. I have seen the door panel skins reattached onto thin wood sheets, with mixed results. The inertia reel seat belts also have a limited service life, and cost over a C-

note apiece. By the way, they can be easily retrofitted to cars built after 1971 (use 1976 model belts), which is a very attractive update if you happen to use seat belts.

Engine. Engine rebuilding has become rather expensive, with pistons now over \$100 per and other parts goose-stepping right behind. Listen to the engine, concentrating on valve clatter and chain slapping. Have your pro check rocker arms and shafts and distributor condition. Wiggle the water pump impeller. Check for overheating at idle and during fast driving (usually a radiator that needs replacing, \$160). Excessive oil consumption can often be addressed with a cylinder head overhaul and new rings (\$800 - 1000 under a shade tree), but not if the pistons are too worn. Of course, check the compression and spark plug residue, and assure yourself that the head is not cracked. Visual inspection includes water and fuel hoses, water and oil leaks (yes, all front covers leak), damage to the front pulley, alternator bushings, fan belt, spark plug wires, etc.

Be sure to check engine mount rubber. The left side breaks, the right gets soft from leaked oil. The left mount attaches to an ear which is part of the front subframe; this ear occasionally cracks, especially if the car has been in an accident. On the right side, the bracket which attaches the rubber to the engine may be unreinforced (older 2002s); if of this type it should be replaced, as it will eventually collapse. And check the center of the front subframe from underneath, as these occasionally crack (especially raced or auto-crossed cars).

Fuel system. Single barrel downdraft Solex carbs are rebuildable, and are pretty good carbs. The double barrel downdraft Solexes (mid ’71 on) are junk, and if you see one figure \$250 for a Weber 32/36 DGV (good opportunity to convert to a manual choke, too). The 2002 fuel tank seems to have a 17 year life (don’t ask me why), any tank

approaching or over this age can be expected to leak, and must be replaced (\$150).

Electrical, heating and lighting systems. Inspect for battery, alternator, regulator and starter condition. Many electrical gremlins start in the fuse box, which corrodes. When corroded, it may pass low currents but resist high currents. It is best just to install a new box if the old one is tatty. Wiper motors should also be checked, as these are becoming unreliable on some cars. The heater blower motor is also a tender point, is expensive, and is a major chore to replace. Exercise the heater valve too. These freeze up (\$40), then the owner breaks the control cable, which is a *major* chore to replace.

Check under the front turn signals for corrosion of the reflector and sheet-metal — the latter may cause an intermittent ground to those lamps. And check the rear reflectors for corrosion (the chrome plating on the cast aluminum housing discolors and peels off).

Smart owners install fuses on the headlight circuits, and some won’t drive without H-4 lights, which I recommend. The high beam and turn signal stalks take quite a beating, so check them. Also check the pushbutton-type 4-way flasher switch, which is prone to mechanical failure (disrupting the turn signal system).

Clutch. An 80,000 mile item, if babied. Figure \$350+ to replace. Clutch hydraulics are more prone to failure than the brakes, so check for leaks. The throwout bearing guide sleeve (you can’t see it without pulling the transmission) may wear eccentrically, causing notchy clutch action.

Transmission and shifter. Until mid ’71, 2002s used Porsche-type synchromesh rings. These tranny require regular rebuilding, at about \$600 - 700 (shade tree) to \$1200 (factory exchange). Thereafter, Borg-Warner synchros were used, which are far more durable but don’t last forever. The Borg-type synchromesh rings have been updated and improved, so a rebuild of

these gearboxes may be something to look forward to. Bearing failure occasionally happens (rebuild). A chipped reverse gear (caused by shifting into reverse while on the move) is another thing to listen for. Any trans with the old, untapered output shaft is a candidate for a rebuild due to failed or failing splines (most of these should have been caught by now — all pre '75 cars are affected). A weeping output seal is ok, but a leaking one must be replaced (BMW actually issued a service bulletin defining these words). The Metric Mechanic of Kansas City rebuilds gearboxes for \$800 to \$1400 — the more expensive versions entail modification of the synchros and bearings, and should last a lifetime. This route has a lot to recommend itself.

There are three rubber parts on which the shift tower mounts; as these deteriorate (usually caused by leaked transmission oil attacking them), shifting will get sloppy. A buzzing shifter is caused by wear to rubber bushings inside the shifter. (All these parts are inexpensive to buy.) A foam rubber ring around the shifter base keeps noise, dirt and cold air out of the car, if it is present, which it often is not. While underneath, check the rear drivetrain (tranny) mount, which fails due to oil attack.

Driveline. Guibo (rubber doughnut behind the transmission), center bearing and U-joints all need examination.

Differential and half shafts. If oil has been kept in the diff, broken spider gears are about the only thing to go wrong. Spider gears seem to be able to self destruct any time, and place, and are expensive enough to replace that you'll be looking for a used diff. If oil hasn't been kept in the diff, the bearings and gears will cook — listen for it howling or whining. Again, repair is by replacement (figure \$350 for a used one).

The earliest 2002's had U-joints in the half shafts, and parts should still be available. Constant velocity joints are found on most of the half shafts, and

they very rarely fail. However, the dust boots around them do sometimes split, and if not promptly replaced the resulting contamination can destroy the CV joint. Check for boot condition, slop and noise.

Suspension. Look for Bilstein shocks, you can't do better. They're over \$300 a set to buy. Front lower control arms (a curious term — there are no upper control arms) should be straight and have good rubber in them. Check the radius rod rubber. Some aftermarket springs are good, some are not; ditto sway bars. In the back, pay particular mind to the rear subframe carrier bushings, which are probably shot if they haven't been replaced by now (figure a bit under \$150 with labor). You may wish to change the diff hanger (the rubber in it helps locate the subframe) and rubber trailing arm bushes (a chore indeed to replace).

Exhaust. A Stahl header is nice, beware of others. Most aftermarket exhaust systems are to be avoided, especially Midas, et al. Avoid systems which wake up your neighbors. The Prima Flow system is an improvement over stock, but not many others are. Stainless steel is the best, but I have yet to see a 2002 with a stainless system (they are available, however). If the rubber hangers and the support bracket at the transmission aren't properly in place, the system will boom, rattle, leak and may eventually crack.

Brakes. Check for leaking master cylinders (esp. into the vacuum booster), bad booster, frozen caliper pistons, frozen or leaking wheel cylinders, warped discs, worn or out-of-round drums, frozen or rounded-off rear adjusters. Basically 2002 brakes are a good, reliable system except that the rear brakes will not stay in adjustment. Rounded-off rear adjusters imply replacing the backing plate (parts reasonable, labor dear). Pads and shoes are so cheap that I would change them on a newly-purchased used car as a matter of course.

Steering. The steering gear seldom

wears out. Most steering problems are caused by bad wheels/tires, a bad drag link (\$40) or bad tower bearings (\$35 ea. for parts). Less common are bad ball joints (suspension or tie rods) and bad bushes in the idler arm (very rare indeed). The steering box is adjustable, and may have been misadjusted by some ham-fisted type. The 2002 steers very nicely, so if the example you are thinking of buying doesn't but otherwise checks out, buy it, secure that the problem can be fixed reasonably.

Yes, there is a lot that can go wrong with a 2002, but with a few exceptions, not much more than with any other car. The age of the fleet and the spirit with which they are driven has brought the problem areas into clearer focus than with other cars.

Last spring I was contacted about restoring a 1968 1600, a one-owner car with about 150,000 miles on it. There was some old front end damage and some rust, but it has very strong engine (burned some oil, though) and a delightful suspension. With updates (e.g. rear defogger window, inertia reel belts, larger heater with three-speed blower) the cost of restoration exceeded \$8000. It would have been one hell of a car, but it was impossible to rationalize economically. The owner bought a used 1981 240D, and sold the 1600 as is. I would dearly love to see more fully restored 2002s running around, but the economics make it unattractive for all but a dedicated few.

Still, it is not hard to keep a 2002 reliable and roadworthy for a reasonable sum. Regular driving helps, having a garage helps more, and doing as much of your own work as you competently can keeps it cheaper. The reward is having one of the simplest, most tussable, and most affordable of BMWs. The 2002, more than any other BMW, is a machine you can become at one with, a machine which can become an extension of yourself. Is it worth it? Don't ask me — I've owned them for 18 years, and have one in my garage today.

Track Events 1989

This year we are planning on running two Driving Schools. The first one will be on July 3rd. This will be the first track event of the year. Due to increasing lack of participation in our Driving Schools, this first school will be for all levels of drivers. We will tailor the instruction to match the level of experience of the students. This means that no matter what your level of driving skill will receive instruction to match your ability.

To accomplish this, it will be necessary to register well in advance of the school date so that we can plan the structure of our school to suit the students that will be taking part. If there is demand for it we will have a special women's group in the school. This will be run by Lucetta Lightfoot. If any women are interested in this please contact Lucetta at 282-2641.

The second Driving School is still in limbo. Whether we run one or not will depend on turnout for the first school and on demand for a second school. Call or write me and let me know if you want to have a second school or not. My number is 854-1986, my address is 9613 S. 240, Kent, WA 98031. We could run another Pro-School if that is what you want. If there isn't enough response there will not be a second school. Instead we will have an open track day.

There are two open track events scheduled for the summer. The dates are the 26th of July, and the 30th of August. If there is good turnout at these events I will see if more can be scheduled.

A few people have expressed to me their desire to have a track event held during the foul weather months in the hopes of having a nice wet track on which to practice their car control on. There are those also who would like to have a session of just skid pad use. That is something that I would like to do myself, perhaps at Monroe. We

could have the skid pad on the figure 8 track and maybe run other drills on the oval track. Again, if you're interested in one of these events please let me know. If I have enough interest in running an event I will do so.

You may have noticed that we have fewer events scheduled this year than in years past. This is due to two factors. First, the declining participation of club members in these events. We used to fill our Driving Schools easily; not any more. And second, the ever-increasing cost continues to rise each year.

We hope to get a larger number of people at each event by running fewer of them. So come on out and give driving school a try. You'll learn a lot, and have a good time besides. Our event schedule follows:

Paul Touby

EVENT SCHEDULE 1989

Monday, July 3rd Driving School
Wednesday, July 26th Open Track
Wednesday, August 30th Open Track
Saturday, September 23rd Open

Added Track Notes

The NW Alfa Romeo Club has invited the members of the BMW ACA to participate in NWARC 1989 Grand Prix Motors/Alfa of Tacoma Drivers Training at SIR on April 29. This is not a full blown driving school like the BMW Club runs, but rather a quick introduction to the course at SIR. There will be instructors from the Alfa club present to teach the first-time track driver to drive the track safely. For experienced drivers this will be pretty much an open track session. Costs of the clinic are \$60/car (\$45 if you preregister, non refundable). The number of cars is limited. First come, first served. Last year's event was a sellout. Preregistrations must be postmarked by April 20. The Alfa Club requires that you and your passengers have a helmet with a rating of Snell 75 or newer. For more information and registration form you

can contact the BMW ACA Track Chairman, or you can contact:

Steve Moe, Chairman Competition Committee; 16080 266th SE; Issaquah, WA 98027; 206/392-9569.

-Paul Touby

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April General Meeting: The New 5 and 325ix Front and Center At BMW Seattle

BMW Seattle will be hosting our April General Meeting on the 27th at 7:30 P.M. The meeting will provide club members with a chance to get an "up close and personal" view of two of BMW's most interesting cars: the all-new 5-series and the 325ix. While most of us are aware of these cars, don't miss this great opportunity for a special look at the cars courtesy of our friends at BMW Seattle.

We'd like to see a lot of people there. It will be a chance for those who haven't come to an event before to find out what the club is all about; we're sure you'll be pleasantly surprised. The hospitality is wonderful and the program will be informative and interesting.

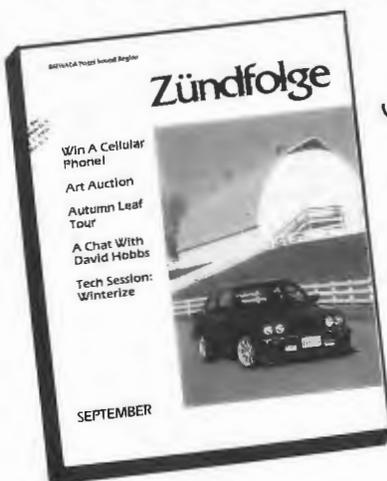
In case you need further incentive to join the fun, BMW Seattle is generously offering special pricing in their parts department during our visit. So plan to take advantage of this great offer.

The focus of attention will be on the two cars mentioned earlier. The 5 series is all new — it's a shorter car but with a longer wheelbase, which enhances interior space. Just as important, power is up significantly: to 208bhp from 182bhp in the old model.

The 325ix is a different cat entirely. The car has full-time four wheel drive system. Introduced in 1988, the car has had some significant changes for this model year. There is now a manual sunroof, the trip computer is less comprehensive, and the leather interior has

been sent to pasture in favor of cloth. The result is a car that is thousands cheaper than last year's car, while not changing the hardware that made last year's car so interesting. Also certain to appeal is the introduction of a four-door model and the newly available automatic transmission.

We look forward to BMW Seattle's presentation of these models to us. Phil Smart Sr. and his staff would like nothing better than a full house, so mark your calendar for the 27th of April!



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Bimmer Bio

by David Lightfoot

Long Distance Dedication

With this issue of *Zündfolge* we complete our five part series on the 2002. It's appropriate that *Bimmer Bio* features what is probably the most remarkable 2002 in the club. I say remarkable because Greg Mierz's yellow 1969 2002ti has been a fixture at the club track events since about 1975, has been Greg's daily driver for fifteen years and was second overall at last year's concours d'elegance. But what is most remarkable is that this car has over 320,000 miles and is still going strong!

Greg was born in Tacoma in 1947. His father worked for Boeing on the Minuteman Missile project which required frequent relocations. The family spent Greg's high school years living wherever there was a Minuteman base: Rapid City, South Dakota, Sedalia, Missouri and Santa Maria, California.

Greg considered going to college in St. Louis but his dad offered the family '54 Chev if Greg would stay in Southern California. Greg couldn't resist the offer of a car to call his own. He also couldn't resist the temptation to start tinkering with the car almost immediately. He put a bored out 283 Chev engine in the 1954 Belair two-door hardtop. The engine was set lower and further aft in the chassis. Between the extra power and the changed weight distribution the car was capable of "pulling wheelies." You remember pulling wheelies. That's accelerating hard enough to lift the front tires off the ground.

Greg's next car, and the only new car he has ever bought, was a 1966 Volkswagen. Appropriately for a new car, after ten days of ownership Greg rolled the car on the beach. But, the car was fixed and driven 100,000 miles.

In 1967 Greg joined the Army and after a few months in San Francisco he headed to Germany. His two years in



Greg poses with M Power in his M Power tee shirt.

Germany were full of turning points in his life, although it was not apparent at the time. He met Linda, his wife to be. He attended the German Grand Prix at the Nurburgring. And he was introduced to the German idea of a car and driving.

Linda was born in Germany to a German mother and an American father. She lived in Germany for her first twelve years, then lived in America before returning to Germany. She grew up bilingual.

After discharge from the Army, Greg returned to Southern California. Linda soon followed. They've been together since 1971.

Greg's been with his 2002 almost as long. Greg was attending school to become a radiological technologist. While in school, in Orange County, an old Army buddy let Greg drive his 2002 down Laguna Canyon Road. Once was enough and Greg fell in love. Greg bought his own '69 2002ti in January of 1974 before leaving California to return to the Pacific Northwest.

It's funny how occurrences in our lives sometimes weave together. Within a week of buying the car, Greg met Ray Goforth, an early member of the Los Angeles BMW ACA chapter. Ray later

lived in Bremerton and was active in our chapter for a number of years. He remains a member of both the LA and Puget Sound BMW ACA clubs. Greg didn't join the club in LA but did join our club in 1975. He attended a few board meetings, was Historian one year, President in '79-'80 and then Historian again. Linda has served in various board positions as well, including membership chairperson and circulation manager. Greg started a new tradition in that he stayed active in the club after his term as President, rather than fading away.

Almost from the beginning Greg took his car to the club track events. In fifteen years, he has missed only a handful of events at SIR. He attended the first Nurburgring West school at Laguna Seca in 1979. The event was administered by the LA ACA chapter and was supported by BMW NA. He has a fond memory of watching Jim Busby throw a 7-Series through the corkscrew.

Greg got hooked on the G-forces of the track early and the thrill has never worn off. He figures he has over 2000 track miles on his car. He regularly teaches at club schools and is especially known for his love of the skid

pad. Dr. Horsepower likes to drive sideways. And I've seen Greg drive in normal street traffic, when he didn't know I was watching. He drives fast and hard. Those 320,000 miles haven't been easy ones.

Greg purchased his car in Hollywood when it was five years old for \$1900. It had about 68,000 miles on it at the time. Since then Greg has updated and improved components as they have worn out.

Let's start with the engine. It has been rebuilt at about 100,000, 200,000 and 300,000 miles. It sports a Schrick cam, dual Weber sidedrafts, an E-12 head, 10.1 compression pistons, a Stahl header and Allison breakerless ignition. The transmission is a stock 4-speed rebuilt once at 150,000 miles. It is due to be replaced in 1989 with a 5-speed. Conveniently, all the post-'79 BMW 5-speeds will fit once the driveline is shortened. The differential is a 4.11, 75% limited-slip from a 1600. This rear end was in the car when Greg bought it, although he didn't know it for years. The rear end is due for a rebuild this year. With the new tranny and the rebuilt diff the car will be virtually new from a mechanical standpoint.

The body has already been done. The car suffered the usual 2002 rust in all the usual places. In 1988 new fenders were put on, the remaining panels were stripped to bare metal and everything was refurbished. Greg did the sanding and farmed out the body work. The car was repainted in its stock yellow.

The suspension has Interpart springs, 19mm adjustable anti-sway bars, Bilstein street shocks in front and Carrara adjustable rear shocks. The interior has been completely redone with new stock headliner and carpet. The seats came out of a '71 2002 except for the driver's side Prinz seat.

The amazing thing about this is that Greg has done almost all the work himself over the years. The beauty of the 2002 is that it performs like a sports car, has room for a family and their



California girl Linda inspires a Beach Boys' song. Note period costume.

gear and is simple enough to be owner-maintained. In a quarter million miles of very hard driving, the car has stranded Greg only twice. And after being essentially remanufactured, bit by bit, the car continues to be driven daily. At last year's concours, only Andy Barcheck's stunning 2800 CS beat Greg's car for total points. Of course, we give bonus points for age and mileage and Greg's car set a record for bonus points.

The popularity of the 2002 is such that Greg reports no problems getting parts of any kind. He continues to put about 1500 miles a month on the car and has no intention of changing the way he drives or maintains the car. He estimates he has spent about \$10,000 in ten years on maintenance, aside from

gas, oil and tires. Offsetting that is about \$5,000 of appreciation in value the car has enjoyed. Granted, the costs have been kept down by owner labor. Still, not bad for a car with about 175 horsepower, that gets 25 mpg and hits 125 mph before Turn 2 at SIR.

The 2002 is not the only constant in Greg's life. He still works as an X-ray tech, although the technology has changed a bit. He now does computerized, cross-sectional body images. And Linda is still there but the family has grown to four. Michelle is now seven and Sean came along just last October. Is a 2002 a family car? You bet. Michelle can't wait to get her hands on this family heirloom with the license plate that reads "M Power."



Greg gives Denny Organ a ride around SIR.

BMW ACA Puget Sound Region

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Lucetta and David
Lightfoot
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Back Issues of Zündfolge

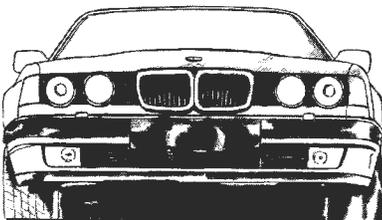
Our long-suffering archivist has finally cried UNCLE! As a result, back issues of *Zündfolge* will be made available to club members in good standing. We have copies dating back to 1975, although not all issues for all years are available. Price is free to those who drop by to pick up their magazines; if mailed, \$1.50 per issue to cover postage. Please contact either David or Lucetta Lightfoot at 282-2641 if you are interested in taking

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Club Discounts

Recently, in order to avoid upsetting customers, several of our supporting business friends have given the club discount to people who either had an expired card or no card at all. This has become a problem for the businesses as well as the club. Therefore, *a discount request will no longer be honored unless a current membership card is presented prior to the sale being rung up.*

Your cooperation and understanding are appreciated. If you have any questions concerning either your membership or the discount, please contact a board member.





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Car Restoration Made EZ

by W. Eric Muse

Do you have too much money and free time, but not enough aggravation and frustration? Then do what I did: restore an old car. Car restoration is the perfect hobby for people who aren't smart enough to avoid getting stuck in endless expensive projects, people like you. If you're like me (and I usually am), you'll need to think long and hard about whether to restore a car or simply spend all your spare time in your garage smashing your fingers on rusted bolts and periodically throwing hundred dollar bills through a sewer grate. Since it's pretty much a tossup, mull it over only until you spot an old car you simply must have. The best place to see on of these cars is in a magazine that caters to the hobby, such as *Cool Old Cars You Will Never Even Get To Sit In*, illustrated in which you will find the object of your lust: the woman in the Black Velvet Whiskey ad. But turning now to the glossy car photos, you see the car of your dreams, immaculately restored, chrome gleaming, paint shining, with the car's owner just out of the frame screaming "Aaahhh! I see a FINGER-PRINT! Who touched my car?!" and getting spittle all over his straitjacket.

The first step in car restoration is finding a car to restore. The easiest place is your neighbor's driveway; it's close and if you get it at night the car will be free. I used this method for my first restoration and now have a mint '83 Chevette to show for my effort. (WARNING: Taking any car but a Chevette could result in an angry neighbor and/or prosecution.) But let us suppose that the car of your dreams is, say, a 1957 BMW Isetta Coupe. The best place to find a car such as this is the classified ads (also called "want ads" even though by definition they are listing things people no longer want).

Turn to the classification for "BMW," or the classification for "Purebred Gerbils," or the classification for "Help Wanted: Dreamers Completely Out of Touch With Reality"; it doesn't really matter because you're never going to find it, and if you did it would be in Florida and cost almost as much. Get real, pal.

Instead, I think you should restore the kind of car I did, a 1962 Studebaker Gran Turismo Hawk, for a couple reasons: 1) It's a beautiful timeless design with good performance that will turn heads everywhere you go (especially if you choose to repaint it in one of the original color schemes such as Retina Damaging Pink, or Intestinal Infection Yellow). 2) After you hopelessly botch your 1962 Studebaker Gran Turismo Hawk, mine will be worth that much more.

The first car restoration skill to acquire is deciphering the old-car-for-sale ad. Here is an example ad with the translation in brackets: '48 Borgward.

135 billion original miles. Clean, [left out in the rain] minimal rust, [rocker panels can be used to grate cheese], all original, [even the oil], cherry, [like "mint," "cream puff," "classic," or "good mileage," a meaningless term] attracts attention [of cops, for defective equipment citations] rebuilt engine, [rings replaced and valve covers repainted] good paint [bad paint] and interior [back seat is rodent commune] needs TLC, [Time and Lots of Cash], can deliver, [cannot be driven] \$2000/o.b.o. [first fool with \$800 is stuck with this rolling block of oxide]

After finding your future dream car, you must skillfully negotiate to get the best possible price because the value of an old car is very subjective and is really only worth what someone is willing to pay. Perhaps the following dialogue will offer a constructive example of this traditionally American form of haggling:

OLD CAR OWNER: "... and I also repacked the wheel bearings every six miles since the car was new using only imported extra virgin olive oil and bees' wax, and I flossed the radiator

Continued on page 16.



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every summer, and I always disinfected every passenger before they got in, so I think it's worth the \$3500 I'm asking, especially since it only has 1200 miles on it and was always kept in the den wrapped in shawl."

ME: "Hm... I suppose you thought I wouldn't notice that the clock does not work, eh? Not only that, the right rear tire is underinflated. I'll give you \$18.75 for it."

OLD CAR OWNER: "Sold. I'll even throw in the Paris-Dakkar Enduro Race trophies it won."

ME: "And the rodents in the back seat?"

OLD CAR OWNER: "OK."

The first few days after you bring your car home will see a flurry of activity, most of it caused by your neighbors building fences to block the aging hulk from their sight. Do not be discouraged; few fences are so high that you cannot discard useless old car parts over them, and your neighbors will be the first to sing your praises when you finally finish resurrecting your beautiful machine, assuming they

are young and in good health when you begin the project.

Before beginning any actual work, you should have a plan, which provides oxygen and pleasing scenery, but will require water and fertilizer. Oops. That's a *plant*; I meant you should have a plan, which, when it comes to allocating your limited resources of time and money, is even more worthless than a plant, so don't bother. Just remember this simple formula: Take your best guess at how much some part will cost, then double it; take your best guess at how long a task will take, then triple it. In each case, multiply your final answer by the number of beers you had while making the guesses. Then write your estimates down and save them so at the end of the project you can see how close you came and laugh and laugh and laugh until tears roll down your face and bead up on your now permanently greasy hands.

Now it's time to begin the actual restoration, so roll up your sleeves and perhaps your pant legs and begin taking apart the entire car, so that each

piece can be painstakingly cleaned, refurbished, and misplaced, taking care to make drawings of complicated things like the engine so that you will be able to put it all back together again. I'll wait here while you do this . . .

Finished? What you should have now is stripped down car carcass, ready for body work or hauling to the nearest Indian reservation for employment as a lawn ornament. (Hahaha, just kidding our Native American brethren, who I'm sure can take a joke and would have no desire to trash the next '62 Studebaker Hawk they see. They make lousy yard decorations anyway - just ask my neighbors).

What I found to be very handy for small car pieces was putting them in baggies with slips of paper on which I had scribbled "Pass. door lower sub [something] rocker nut [something]", or something equally helpful so that when time came to put everything back together I would not have the faintest notion how.

Before you begin the body refinishing, you must decide whether to have your car dipped or sanded. Dipping is the process of immersing your car carcass in a vat of strong alkaline solution that eats away all rust. I once had a car dipped and all that came out of the vat were the door hinges and part of, I think, the roof. So you might want to consider sanding your car body. Buy, rent, or borrow the type of circular sander that spins at approximately 500,000 RPM. I recommend buying because when you're through with the sander, you can use it (with a few modifications) in place of your record player and listen to entire symphonies quicker than you can say "Wow. It threw the tone arm clean through the wall." Be very careful because if the sanding disk comes off the sander it will zip through the air in some random direction slicing everything in its path, even your neighbor's dog. This alone is reason enough to buy one. Unfortunately, these sanders will also go through your car's old paint, and the sheet metal below, and a few inches of driveway, in the blink of an eye, so use a very light touch; I recommend plugging the tool in and laying it on the ground no closer than two feet to the car.

Be sure to remember the anecdotes, or "war stories" that happen to you during the course of the restoration. For example, if you spend an entire weekend trying to fabricate a strange little part and keep failing, and you walk to the hardware store so often to get more material that the store employees have a pool going as to when your next visit will be, and on your 17th trip you glimpse out of the corner of your strained greasy eyeball a bubble pack of three of the exact parts you have been trying all weekend to make and it turns out it is a very common hardware store item made in a jillion different sizes, then you should remember this humorous tale and tell it often. Not only will it drive away

your few remaining friends, the doctor says it's therapeutic.

While you are working on the parts of the car that you can handle, you will probably want to have some jobs - painting, upholstery, writing Christmas cards - performed by a professional. Professionals are easy to find; they have shops whose centerpieces are humorous signs showing several cartoon characters laughing themselves sick atop the words "You Want It When??" You will soon realize this is not a humorous wall hanging as much as it is a life philosophy. If you are visiting the shop of, say, a painter, he will show you a photo album of beautiful, flawlessly painted cars. If he has been careful, you will see no runs, orange peel, overspray, nor a trace of the magazine these photos were clipped from. After the professional examines your car, which consists of squinting a lot and saying "Hmmm," and "Hoo-boy," he may attempt to inject a little levity by saying "Bend over; here comes the estimate." Fortunately, subconscious blocking (the same natural mechanism that prevents accident victims from remembering trauma) will probably spare you the pain of ever knowing how much the work will actually cost. Hence, you're not likely to need the nitrous oxide or valium that most states now require automobile professionals to provide. And remember: Never ever call the automobile professional to see "how it's comin' along" as this will annoy them and cause them to stop working on your car and put it back at the bottom of their list.

Many car restorers join clubs dedicated to their particular marque. These clubs can offer resource for parts, tips 'n' hints, and - in the Audi Owners Club - legal advice and discounts on convalescent equipment. Unfortunately, many of these clubs get picknickety when it comes to how you intend to restore your car. They don't think you should paint it a nonstock color, or use any parts that aren't orig-

inal factory equipment, or tune the car's radio to stations founded after the car was built because it would make the car "impure." However, concours judges are not allowed to deduct points for any modification that is safety related, so be creative. A furry dashboard, a 200 watt stereo, and seats from a '70 Dodge can all be construed as safety-related by the clever restorer.

After your car is "done" (Ha Ha! They are *never* done), which is determined by you being out of money and patience, and having lost interest several times, you will want to drive your beautiful old car and show it off. Don't be a fool. The moment you get out of your driveway you will be struck simultaneously on all four sides by uninsured teenagers in sixties muscle-cars having no two body panels the same color. You will not have regular insurance because insurance companies no longer cover any car older than the drivers who have hit you. They used to, but they knew that an old car's value is subjective and only worth what someone is willing to pay, so they would send a claims adjuster out to look at a client's totaled 1928 Mercedes SSK and he'd say "I'll give you \$18.75 for it." Too many claims adjusters with hood ornaments wedged in their throats were filing for disability, so the insurance companies moved on to insuring things like bridges that were seldom totaled by teenagers in cars of mismatched tire sizes, or at least not by fewer than ten of them. So now the old car owner's only insurance option is the specialty Vintage Auto Insurance policy that places certain restrictions on where and how far you may drive your classic car, restrictions that you have almost certainly violated if three of the four wheels left your driveway.

Classified Marketplace

LOSING MY STORAGE! Fourteen year collection of parts from early four-door, 2002, 2002 C/CS, Bavaria and 320i must go. Webers, manifolds, injection, wheels, body parts and "stuff". Try me first, Bill Proud 824-8242.

FOR SALE: BMW 318i parts. New exhaust catalytic convertor, new muffler/tailpipe, used alternator, taillight lenses. Call Chris at 226-9478 H or 234-5881 W. Make offer.

WANTED: 1600, 2002 or 2002 Tii - a nice one please. Tom, 329-5094.

FOR SALE: 85 325E White 5 spd. Excellent. 63,000 miles. \$12,500 or best offer. Tom, 329-5094.

FOR SALE: 1986 M535i, one of a kind. Black with black leather. 34,000 miles, many extras. \$23,000. 747-9516.

FOR SALE: BBS RS 003 16x7 three piece wheels for BMW 3 series, new in boxes \$1200. KAMIE XI Full body kit new, \$500. BBS RA289 15x6 wheels for AUDI QUATTRO new, only three! \$350. Garland 365-8900 (Work) 365-6425 (Home).

WANTED: 1978 320i used radiator. I want your throw away one when you replace yours. Ron 634-2385.

FOR SALE: 1973 4 dr newly painted metal gray Bavaria. Sun roof. Better than average, over 100,000 miles. Excellent condition. Owner deceased. 675-1021 after five pm and weekends. \$4,500, OBO.

FOR SALE: Apple Macintosh, Image-Writer II Sheetfeeder \$150, Microsoft Word \$150. Call Ken @ 782-7376 or 789-7889.

FOR SALE: For '84-up 3-series, Alpina rear spoiler & 4-7x16 wheels \$1000. 3.91 viscous LSD from ix \$850.

FOR SALE: 1986 325es. VIN WBAAB5408G9676429. Blk/blk, 5 speed, many options for you to choose, from \$16000. 48,000mi with 7/70 BMW transferrable Warranty. Comfortably quick car. Koji Lin; 206-454-4878.

FOR SALE: Steel factory wheels for 320i. \$125/pair. Studded Semperit 185/70R-13. \$55/pair. Two bedroom deluxe condo with Mt. Rainier view. 246-8741 for info.

FOR SALE: 1) Four (4) like new 4½Jx13 steel wheels AND wheel covers for 1600/2002's (great for those 4-wheel snow tires) - \$45 a pair or \$75 for the set or best offer. 2) 19mm front sway bar for 1600/2002 - any reasonable price accepted. Call David Heard at 525-0965 evenings.

FOR SALE: 1974 BMW 2002Tii, very rare 4 speed, yellow with black interior, rebuilt engine, new brakes, BMW mags, sheepskins, Sony auto reverse AM/FM stereo. 70,350 miles, very clean inside and out. Best offer - AMG N.W. 644-7770.

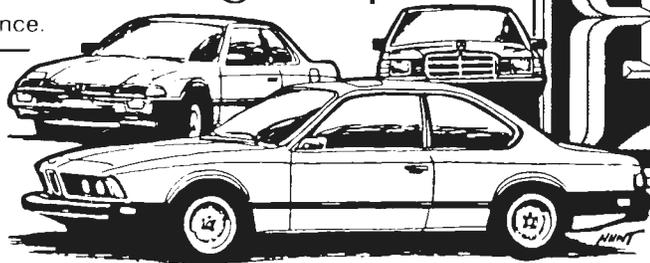
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M-formation

In the February *Zündfolge* we stated that Dave Remer was formerly a part owner of BMW Seattle. Rick Arendt, sales manager of BMW Seattle, informs us that Mr. Remer at no time had an ownership interest in the company. He further stated that the Smart family has maintained total ownership of the Phil Smart companies from the beginning.

The new 5-series came in fourth in the most recent European Car Of The Year voting. Fiat Tipo, a small, yet thoughtfully designed econobox, won the award by the largest margin in history. An Opel was second. Third place went to VW's Passat (Quantum in the U.S.).

So you want to go racing? Local club racing is fairly reasonable, but if you want to hit the big time, you'd better be talented *and* rich. *Skip Barber Racing News* lists the following as a typical route to Indy car racing:

Age	Go-karts—Sprints	
14-17	to enduros	
	3 years at \$30,000	\$90,000
	SCCA National	
18-19	Formula Ford	
	1 year—\$70,000	
	1 year—\$100,000	170,000
	Barber/Saab Pro	
20-21	Series	
	2 years at \$80,000	160,000
	ARS—2 years at	
22-23	\$400,000	800,000
24	Indy cars	
	10 test days at	
	\$15,000	\$150,000
	16 races at	
	\$40,000	\$640,000
	Indy test and	
	race—\$75,000	75,000
Total to get to Indy		\$2,065,000

Well, maybe a driving school in your BMW is more within reach. *Road & Track* listed the following professional schools and rates in their March issue:

Skip Barber BMW School	
(1 day)	\$450
Bob Bondurant (1 day with	
your car)	\$325
Elf-Winfield School of France	
(4 days)	\$2200
Pitaressi Racing School (1 day	
with your car)	\$300
Porsche School with Derek Bell	
(1 day-your car)	\$550
Bertil Roos School (2 days)	\$695
Jim Russell School (3 days)	\$1695

There are others, but you get the idea. By comparison, our club schools are quite a bargain at \$75 per day. And although our instructors aren't professionals, they know what they're doing and our curriculum is much like the pro schools. If you've never done it before, attend a club school in 1989.

The new coupe (probably 850 csi) due for introduction later this year, will be powered, initially, by the two valve version of the 5-litre V12 from the 750. A four-valve motor is planned, perhaps in an M model (M8?) of the supercoupe, for later. Expect a convertible version by 1992. (*BMW CCA Roundel*)

Road & Track called the BMW Z1 "one of the best sports cars of this or any other era." However, *R&T* notes that there is little incentive to bring the Z1 to North America. Even at \$46,000 in Germany, the car is sold for no profit. The purpose of the Z1 is to demonstrate BMW's technical prowess.

A 5-Series cabriolet is expected to debut at the 1991 Frankfurt auto show. It's a two door. An M5 4x4 Cabriolet is also planned. (*Road & Track*)

Is nothing sacred? Infiniti's top-of-the-line car is supposed to get all-wheel drive and a V-12 engine within three years. (*Road & Track*)

Because of abuses by non-members, we are asking the businesses that offer club members a discount to insist on seeing a membership card. No card, no discount. And please, show the card *before* they start to ring up your purchase.

Reckless driving and speeding, which used to be associated only with young *male* drivers, is becoming more of a problem for young *women*. The trend has been building for the past six to eight years, according to some insurance company claim's managers.

Increased alcohol use and "more stressful jobs" among women are blamed by some for women's worsening driving habits.

"It used to be uncommon for troopers to stop a *woman* for exceeding the speed limit," says one Washington State Patrolman. "But it seems that women are moving into the fast lane where their businesses, schedules, and appointments are far more important than obeying the speed limit." (*Hope Health Letter*)

BMW is working on a 4-wheel-steering system, according to its U.S. product strategy manager, Jim Hamilton. "We have a system that steers in same phase (rear wheels turning in the same direction as the front wheels) and opposite phase. But we're still not convinced the public wants or needs it. And it does its most impressive work only under certain conditions. During a 120-mph lane change it's fantastic—but naturally, its value in the U.S. market is not clear. And, of course, there are cost and reliability questions." (*Road & Track*)

The Parting Shot

Talking To Just Your Friends Can Be Hazardous To Your Health

by Tom Williams

If intellectual laziness results from preaching only to the converted, then the February Parting Shot by Len Peterson was a monument to scholarly sloth. Peterson used his trade journal forum to lash out at environmentalists, as well as hint at various dark conspiracies involving the tree-huggers, Big Brother, and auto manufacturers. It has been said that "his ideas were good, they were just presented poorly." Maybe so, but only those acolytes of the faith sharing Peterson's views could have been impressed. To understand why, let's examine the issues Peterson raised.

To start, he tells us that it is now recommended that all PROMs (programmable read only memory chips) be replaced at between 35-40K. Precisely who is doing the recommending? I'd like to know—I'm 25K overdue now. Peterson owes us some attribution, even though he knows, as well as you and I do, that it is *they* who suggested we do this.

I'm sure it is also *they* who informed him that all non-OE parts will be legislated out of existence, because *they* are everywhere and thus serve as useful sources when no one with a name is available. He cites the example of aftermarket chips being banned, but presents no evidence of the government-manufacturer unholy alliance he hints is plotting to outlaw them.

He isn't even honest enough to admit what the chips are for: improved performance, not longer reliability, and they are marketed in this way. One *can* make a case for further governmental regulation in this area to the extent that use of the chips can lead to greater emissions. As we all know, however, improved performance doesn't always have to come at the expense of the environment. Steve Dinan and the

folks at Dinan Engineering have proven that by designing a turbo system for the BMW 3.5 liter motor that meets the extremely strict California emission standards. With the efforts of such brilliant people, to a certain extent we can have our cake and eat it too. This is not to say that such efforts are easy; nothing worthwhile is. It is unfortunate that while Peterson and others of his ilk are wasting energy on non-winnable confrontations, people like Steve Dinan are designing *solutions*.

In the same vein, he wonders how much society needs to do to satisfy environmentalists. While I'm a card-carrying granola-muncher myself (with all the attendant biases), I don't for a minute believe the environmental community is free from excesses. My involvement has made me realize that better than most. However, the implication of Peterson's point is clear: we've gone too far already. But who's being radical here? Does he really believe maintaining the present air quality standards or rolling them back is a mainstream position in this country? The public apparently wants the air cleaner, and they are willing to pay for it provided they see results. And they are seeing results, not because of the useless smog tests, but because their demand for cleaner air has led to a supply of devices (pollution control equipment, better engines, unleaded fuel) that do the job.

The fact that car makers and their lackeys in the automotive press have fought against the introduction of every emissions control device ever invented is not only instructive, but sad. For what it has meant is that the heavy hand of government has managed to steal the thunder and make the automotive industry look like bad guys,

while at the same time creating an atmosphere where people have turned to government to solve this type of problem. Instead of thoughtfully assessing the situation and properly gauging the shifting tide of public sentiment, Detroit has always decided to fight. The history of ever more restrictive legislative situations shows that they have lost. Badly. Mr. Peterson apparently feels that they should draw that line in the sand again and that we should join them. Custer had a better chance.

Perhaps the public could be persuaded that air quality standards are too restrictive, but that probably won't happen until the air gets so bad that driving restrictions are proposed. While there is no serious constituency for this type of action, it is quite clear the public has weighed the consequences of the "imperfections of our world" and those of Mother Nature and have come down on the side of more regulation rather than less. They are willing to compromise some automotive performance in order to get cleaner air. Mr. Peterson's confrontational approach only serves to strengthen the enemies of high performance automobiles. At the same time it manages to ignore the contribution of those who make the best of a less than perfect environment for the enjoyment of our cars. The automotive community can only succeed if it is in step with the public sentiment. Enthusiasts can even lead that sentiment, such as was done in 1987 with the repeal of the unlamented 55mph limit. It won't succeed by defending the indefensible and picking fights it can't win.

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