

**BMW ACA  
Puget Sound Region**

# Zündfolge

**May 1989**



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**April Meeting  
at BMW Seattle**

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**Sports Car  
Open at SIR**

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**So You Want  
To Go Racing?**

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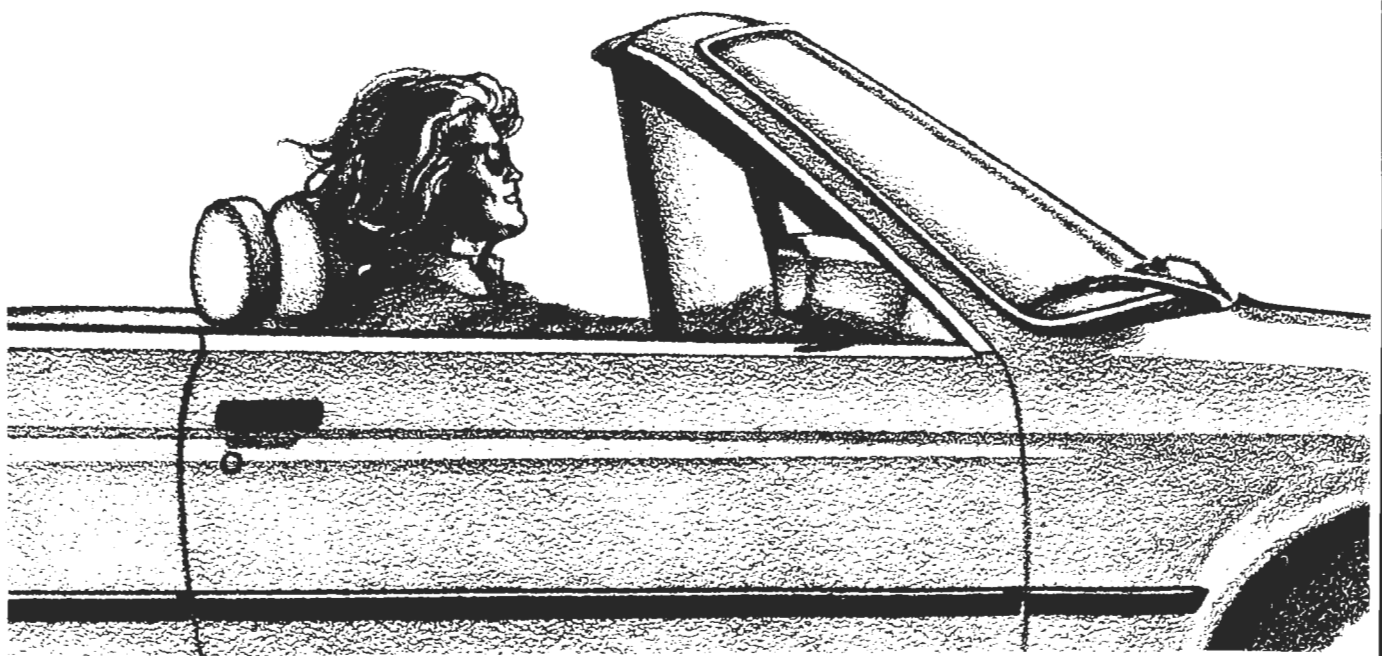
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Cover: Skiers' delight, the BMW 325ix.

# Inhalt

Vol. 19, No. 4  
May 1989

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*Zündfolge* is published monthly (except November) by the BMWACA Puget Sound Region, Office Of Publication: 2641 39th 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.

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# Activities

## Winery Tour

Several people have mentioned how much they enjoyed the winery tour we had a couple of years ago, so we're going to have another one! Mark your calendars for Saturday, June 10, when we will visit several area wineries. Tentative plans call for visits to Paul Thomas, Columbia, and Snoqualmie wineries, with a lunch stop along the way. It should be a fun and relaxing Saturday. More details will be in next month's magazine; in the meantime if you have any questions about the tour or have a place in mind that we should visit, give me a call at 283-1056.

— Tom Williams

## Hill Kills Photo Radar In King County

King County Executive Tim Hill, citing legal as well as practical considerations, has scrubbed the use of photo radar equipment on county roads.

The equipment operated by photographing the front and rear of vehicles that the radar unit detected as exceeding a preset speed. The resulting photo would be sent to the vehicle's registered owner. This created a problem, said Hill, since state law requires citations be given directly to the vehicle operator, not the owner.

The county executive also mentioned that field tests by county police had determined that the unit's strobe flash worked poorly in rainy weather. The test results didn't lack for irony, especially for those of us who criticize speed limit enforcement as often being more concerned with producing revenue than with traffic safety. It turned out that the van housing the unit was *itself* found to be a possible traffic hazard on narrow rural roads.

It should be kept in mind that rural roads were not the focus of the original test. The two council people who pushed for the test (Reams and North) were

# Calendar

- April 22** Our scheduled meeting at the Petroleum Museum has been postponed. We will try to get there at some time 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! More details inside.
- 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 1** **Board Meeting** at the home of Paul Touby.
- June 10** **Western Washington Wine Tour II.** If you went on this tour a couple of years ago you know how much fun it was. The schedule will feature three or four wineries with a lunch stop thrown in. See the short article in this magazine and look for more details next month.
- July 1- July 3** **Third Annual Fest Northwest.** Better than ever this year. The first event will be the concours d'elegance on Saturday, July 1. Sunday will feature a tour plus a social event. On Monday we plan to run a driving school at SIR. More to come in future issues.

responding to complaints from constituents that motorists were speeding through relatively thickly-populated residential areas.

It should come as no surprise that the vast majority of those cited for speeding in a given residential area are, in fact, residents of that neighborhood. Accordingly, Hill says, those complaining about speeding have been gently informed that they and their neighbors

constitute a major share of the problem. To better enforce existing laws, Hill suggested that all speeding complaints be kept in a single file in the county police's Special Operations Division; that complaints be analyzed to set enforcement priorities; and that enforcement itself be increased, particularly in high-volume pedestrian areas such as schools.

# Sprechen Sie Bosch?

3  
May 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.

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# Stalls

by Thomas B. Nast

## Solid Gold

The '78 R100/7 is nearing 70,000 miles. Its paint looks like the skin of a recent emigree from Florida; its charging system is a creation of Heironymous, not Robert, Bosch; and its handling is, well, past its prime. It has experienced so many flats that my tire man changed its name from "Rain-bringer" to "Nailcatcher". So I have been looking at newer bikes, despite my determination to cross the century mark with this one, whose engine and transmission still have the strength of ten.

Some time ago I noted in this space that the new BMW bikes, the K-series, are not particularly easy on the eye. I have let them grow on me for three years, and still find them to be fungal in appearance. A wart on the heinie of styling, to be blunt. And the first year or two had the usual new-model problems, mostly cybernetic in origin. To its credit, BMW has been very good about warranting the water-cooled motorcycles.

In their 1988 iteration, these bikes (in touring or commuting trim) cost about Ten Big Ones. But I just received the announcement that BMW is discontinuing the standard models. In 1989, you have your choice of a loaded cycle with ABS braking for (sit down and take a deep breath) \$11,500 to \$12,800. Or, you can buy a used one for about \$5,000. (A clean, low mileage, used R-series boxer runs \$3,000 or less.) Or, you can not buy one at all. But your choice does not include a "standard" model, because none is offered.

Despite parallel inflation in parts prices, I think I'll be wringing at least a few more years out of Nailcatcher. It is simple, durable, of more than adequate performance and bereft of unreparable electronic and fuel systems. Maintenance is very reasonable, since most of it can be done at home. The K-series bikes have tremendous power, brakes (even on the non-ABS models)



the likes of which I never believed could be on a two-wheeler, and sparkling handling. But they are ugly, sound like sewing machines and are hideously expensive, both before and after purchase. Better the devil you know than the devil you can't afford.

## You Just Can't Win, Part II

Former (and soon to be again) club member Lee Rombaugh just bought a '72 tii in a basket. The body and drivetrain are there, but not much else is worth saving. So we met to discuss parts buying strategies, as he is about to be many kilobucks poorer. A fair trade for a sparkling fresh tii with round taillights, I'd say.

Lee borrowed my Bimmer Parts Company catalog and price sheet, which were of May '84 vintage. (My experiences with BPC are mixed. The main difficulty is that they cannot tell right from left (three errors in two orders), but I was unhappy that they shipped

aluminum drip rail moldings folded in half. They also sent me a gas tank without boxing it, and not surprisingly it arrived with a pretty healthy dent in it. BPC is honest, but not particularly competent.) Lee obtained a newer catalog with a November '88 price list.

One of the neat things about BPC is they sell kits for restorers, like all body rubber, bumper packages and so forth. Here is what has happened to 2002 kit prices in 4½ years:

Kit	5/84	11/88
Weather strip	\$135.00	\$195.00
Molding kits	170.00	255.00
Grilles	92.00	140.00
Bumpers (both)	190.00	295.00

This is an average increase of 11.3% (simple) per year, or more than twice the rate of inflation. And remember, these parts were not particularly inexpensive to begin with.

I am grateful that the parts are readily available, though this is more a function of the original equipment manufacturers than of BMW, which is less interested in keeping old cars on the road than in selling new ones for sums exceeding the GNP of minor Asian states. It saddens me that nice cars become unroadworthy because the cost of parts goes up even as the value of the car declines. I recognize that the crossing of these trends is an economic inevitability; that the 2002 must disappear from the road for the same reasons the Lockheed Constellation disappeared from the air. This makes the result no more palatable, however.

At some point, of course, the value of a used car will rise from its nadir (sometimes rather steeply, like recent madness in the Ferrari, Maserati and Jaguar markets, and sometimes for no good reason, as in Tuckers). Usually by this time parts are unavailable or prohibitively expensive. It would seem that restoration is a labor of love, and that it is better done today than tomorrow.

# BMW Seattle Extends Welcome To Club Members

by Tom Williams

Plan on joining us at 7:30 P.M., Tuesday, April 27 for what will be an interesting and fun evening at BMW Seattle.

As detailed last month, the meeting will feature detailed looks at both the new 5-series and the 325ix, BMWs four-wheel drive model. In addition, you will enjoy the wonderful hospitality of our hosts, plus have the opportunity to take advantage of special pricing in their parts department during the meeting. This is a special members-only benefit, so don't forget your membership card!

BMW Seattle has a new sales manager, Mike Ivanow. Mike comes to BMW Seattle from California, where he was formerly sales manager at Weatherford BMW in Emeryville before moving across the Bay to take charge of the sales department at German Motors in San Francisco. He is no stranger to the Northwest, as some of you (particularly soccer fanatics) may have surmised. Mike is a former goalkeeper for the Seattle Sounders of the old North American Soccer League, having played for the Sounders for several seasons after beginning his soccer career in San Jose. He is self-described BMW fanatic of long standing, and it is nice to see him back in the Northwest.

## Driving the New 5

Mike and BMW Seattle Fleet Manager Mike Febert kindly arranged for a test drive of a 525i with a 5-speed gearbox. Several of the features incorporated in the new 5 series have been taken from the 735i. Probably the most useful of these is the design of the trunk lid opening, which extends down to the bumper. In the area of electronics, the car has the key-activated win-

dow and sunroof closing mechanism as well as a one-touch "toll-booth" feature for the driver's window and the sunroof.

Definite improvements over the old model include the dual climate controls (which may put divorce lawyers out of business), and incorporation of a console storage area for odds and ends. One feature Trish and I both liked was the inclusion of an air recirculation switch, which recirculates air within the car at times when drawing air from outside is unpleasant. This feature has been included in the 3-series for some time, and we used it a lot when we were stuck in traffic when we had our 318i, but it has not, to my knowledge, been included on a 5 series car before the new model. Good job, BMW!

The anti-theft radio-cassette unit has been retained, but the speaker system has been upgraded. The smooth design of the car along with the special door seals make the passenger compartment very quiet indeed, wonderful for listening to music. The quiet also makes the altogether necessary task of hearing the radar detector easier as well. While there is no getting around the fact that

the 525i lacks the sheer push of its bigger-engine stablemate 535i, it is nonetheless a magnificent high speed touring missile in its own right. This is shown by its 137 mph top end, a number which unfortunately I was unable to independently verify.

The 2.5 liter six starts easily hot or cold, idles smoothly, and revs willingly. It is best at 3500 rpms and above, but still has adequate torque for slogging through city traffic.

Better drivers than myself will have to judge the car's handling and braking. I found the brakes very secure, and the steering weighted nicely. A couple of brisk freeway on-ramp maneuvers provided no hint of suspension unease, even in the wet. The car soaked up small road irregularities nicely. I would consider the ride-handling compromise to be good, given the market at which the car is aimed.

Overall, I found the car to provide an excellent driving experience. I'm sure, like all BMWs, it would show its best on the open road. Those unable to afford a 535i really should take a look at the 525i. My thanks to both Mike Ivanow and Mike Febert for arranging the test drive.



*Phil Smart Sr., General Manager of BMW Seattle, will welcome us on April 27.*



## Sports Car Open — May 20

Mark your calendars for Saturday, May 20, for what promises to be the best Northwest track event of the season. Seattle International Raceway will be the site of the Sports Car Open, a multi-club track day co-sponsored by Yokohama, Bridgestone, Michelin and Puget Sound Tire.

The idea for an all clubs' track event began last fall based on the success of a similar event held in Portland each year. Not about to be outdone by the ducks down south, Joe Stubblefield and a group of local club sports car

enthusiasts began the planning for our first annual Sports Car Open at SIR. The main objective, besides having another chance for a great day at the track, was to provide a format for the tire manufacturers to put their tires on local enthusiasts' cars.

Joe received a positive reception with the tire manufacturers and the event soon began to gather steam. At this time, all three of the major tire makers will have various sets of tires and wheels that will be available for many of the popular car makes that are invited to this event. Yes, this means you can run a track event, at least partially, on someone else's tires!

The format for the day will basically be open track, with participants put into one of five run groups. We ask that all participants have previous track experience at SIR or verifiable experience with another track or school. At the end of the day, Bridgestone will be sponsoring a grand finale B-B-Q, where we can all swap lies about the exploits of the day.

As a special feature, the ProFormance Driving School of Vancouver, B.C., and the Piteressi School of High Performance Driving of Portland will have professional instructors available for the fine tuning your driving skills. Other local aftermarket vendors and various local dealers will have products/cars on display. Joe and crew are in the process of lining up some incredible door prizes like: free sets of tires, a driving school package at the ProFormance school, and more.

Registration for this event will be limited, it is important to register early. We ask that all participants have their vehicles teched before the event at Puget Sound Tire. After you register you will be contacted to set a convenient time for the tech inspection. Cost for the event will be \$25 per driver, \$40 for two drivers in the same car. If you want to observe the fun, go for a few demonstration rides, and join in the Bridgestone B-B-Q, the cost will be \$10.

Mark the date, fill out the registration, and mail it in today!

— Denny Organ

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Limited Entry  
Register Early

Registration  
Deadline:  
May 14

# REGISTRATION FORM

## MAY 20

## SPORTS CAR OPEN

(participants must have driving experience at  
SIR or verifiable experience at another track/driving school)

Name \_\_\_\_\_ Phone (hm) \_\_\_\_\_ (wk) \_\_\_\_\_

Address \_\_\_\_\_

Car: Make \_\_\_\_\_ Model \_\_\_\_\_ Horsepower \_\_\_\_\_

Club Affiliation \_\_\_\_\_

Driving Experience — Level of experience within your club, number and dates of schools attended, competition licenses you hold, etc. Please describe in detail:

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Mail this registration and your check payable to PST to:

PST

11011 Pacific Highway South

Seattle, WA 98168

☐ \$25 Single Driver

☐ \$40 Two Drivers (same car)

☐ \$10 Dinner Only

(VISA and Mastercard accepted by contacting Joe at 763-1273)

\*PST will contact you to schedule a tech inspection of your car during the week prior to the event.

\*For additional event information contact Joe at Puget Sound Tire 763-1273

.....

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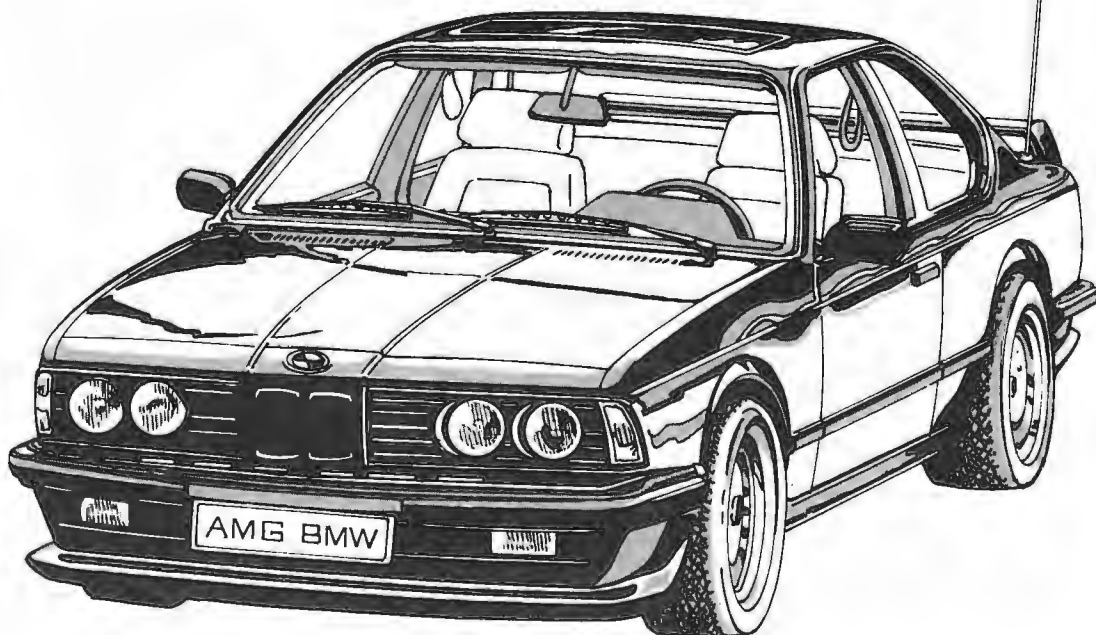
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ESTIMATE.

## PERFORMANCE ENHANCEMENTS



## Early Warning: Driving School On July 3rd

This year's first driving school is scheduled for July 3rd. I am giving you ample warning to make plans to attend this year. No more whining about not having enough advance warning to make plans for attending. Make plans now for a four day Independence weekend. Be sure to include the driving school in your plans though.

For an added incentive to plan early, we will be offering a discount to those who register early. The price schedule

is as follows:

\$65 for one driver early registration

\$75 for one driver after June 1

\$100 for 2 drivers in 1 car early registration

\$115 for 2 drivers in 1 car after June 1

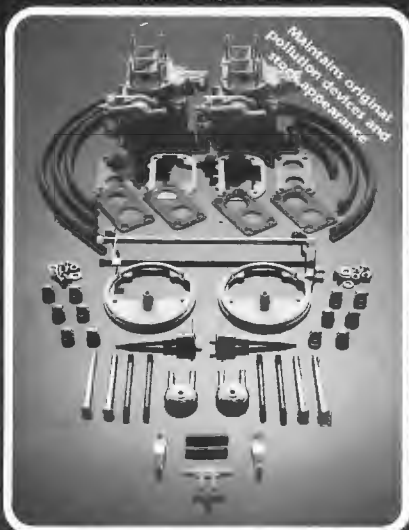
Full refunds will be offered until June 26th. After June 26th there will be a \$15 service fee for cash refunds or you can get a certificate good to another club driving school in the next 2 years no matter what the fee might be.

At this early date the format of the driving school has not been laid out as of yet. One thing certain though, is that there will be different levels of instruction to suit the drivers' experience. From beginner to seasoned driver, there will be something for you at this driving school.

— Paul Touby



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## Registration Form BMW ACA Driving School At SIR July 3, 1989

- ☐ \$65 One driver, early registration
- ☐ \$75 One driver, after June 1
- ☐ \$100 Two drivers one car, early registration
- ☐ \$115 Two drivers one car, after June 1

Name(s): 1 \_\_\_\_\_

2 \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Refund Policy: Full refunds until June 26th. After that there will be a \$15 service fee for cash refunds. Or you can receive a certificate good towards another driving school in the next two years.

Make checks payable to:  
BMW ACA

Send Registration Form and check to:  
BMW ACA  
PO Box 1259  
Bellevue, WA 98009

### Track Driving Experience:

Driver(s)	#1	#2
None	<input type="checkbox"/>	<input type="checkbox"/>
Have attended club school	<input type="checkbox"/>	<input type="checkbox"/>
Have track experience but not with BMW Club	<input type="checkbox"/>	<input type="checkbox"/>
Level 1	<input type="checkbox"/>	<input type="checkbox"/>
Level 2	<input type="checkbox"/>	<input type="checkbox"/>

For further information call Paul at:  
854-1986

## M-formation

For a couple of years, BMW has offered a 3-Series station wagon (known as a Touring) in Europe. BMW NA has not imported the car due to its small cargo capacity. There is a good possibility a 5-Series Touring will be introduced at the Frankfurt Auto Show in September. Chances are good that the car will be brought to the U.S. (*BMW CCA Roundel*).

Expect the new E36 3-Series to be introduced in Europe next year, with North American versions probably available as 1991 models. They'll be bigger than the current cars and closely resemble the 5-Series. The M3 will have a much more distinctive look from the standard production cars than the present factory street racer. Rumors of the new M3 having a six-cylinder engine are unfounded—especially if the car will remain a homologation project for European Group A sedan racing. It seems the in-line six-cylinder crankshafts don't hold up to racing conditions, hence the four-banger in the M3. The top 3er, reportedly called a 325iT, will be powered by a new 2.5-liter six with 190 horsepower, 20 more ponies than the current engine. (*BMW CCA Roundel*)

The U.S. Supreme Court recently upheld the conviction of a Houston attorney who had challenged the constitutionality of Texas' seatbelt law.

European car makers dependent on the U.S. market saw their profits drop in 1988. Profits were down at Daimler-Benz, Porsche, Jaguar, Saab and Volvo. Of the specialty makers, only BMW posted a gain. (*Autoweek*)

BMW officials in Germany were worried that classified ads offering Z1 roadsters for premium prices may hurt relations with customers still on the waiting list to buy the car. Some ads are offering the \$47,600 car for as much as \$69,500. (*Car & Driver*)

A luxury package is now optional on European 750iLs. Included are a pair of fold down walnut tables for rear seat passengers, a refrigerator similar to that on the 635 CSi, a center walnut table with cut outs for holding glasses, individual climate controls for the back seat guests, an electric rear sunshade, manually operated rear door shades and buffalo hide leather. All for only \$8,000. (*BMW CCA Roundel*)

BMW is recalling 4729 1988-89 750iL models to fix an improperly attached accelerator pedal. The company says that the pedal may stick and not return to idle when the driver's foot is lifted. (*Autoweek*)

*Autoweek's* classified section offers a 2002ti "M2" which sports Kevlar body panels, full race suspension and 235 hp. The owner claims 0-60 in 4.8 seconds and a 165 mph top speed. The asking price is \$47,500.

BMW is currently working on a V-16 powerplant. Based on the 5.0 liter V-12 with which it shares many common internal parts, the new motor reportedly displaces 6.7 liters and will deliver between 400 and 500 horsepower. It may end up in the forthcoming 8-series coupe, although sources say it could fit in the current 7-series with only minor modifications. (*Car*)

The City of Seattle collected \$5m in traffic fines in 1988, mostly for speeding. This is a 25% increase over 1987.

The well publicized decline in the sales of European luxury cars has been generally attributed to economic factors such as the October 1987 stock crash, loss of federal income tax deductibility for interest, and increasing competition in an admittedly low-volume market.

However, some social researchers have theorized that there are social and psychological reasons (as well as pocketbook ones) for the sales drop.

Recent surveys indicated that a sense of caution and limits has entered the thinking of households with large incomes (over \$100K/year). Also noted was increased concern with social issues, government deficits, and the environment. Robert Sinclair, president of Saab's North American import operations, added that he sensed that many Americans are put off by ostentatious displays of wealth and regard lavish spending as socially irresponsible. (*New York Times*)

Within the next three years, BMW will release several new versions of its 5-series sedan. Expected are a two-door coupe, a convertible, and possibly even a wagon. The convertible will be based on the coupe; it will likely be produced by an outside contractor, possibly Karmann. (*Car & Driver*)

In France, government pressure has forced auto manufacturers and importers to no longer use speed as a marketing tool in their ad campaigns. Rumblings of the same sort from insurance companies and safety organizations have had remarkably little effect here: witness the recent spate of ads extolling performance from BMW and Mercedes, among others.

## 24 Hours of Daytona with DURALT® Fuel Conditioner (FC)



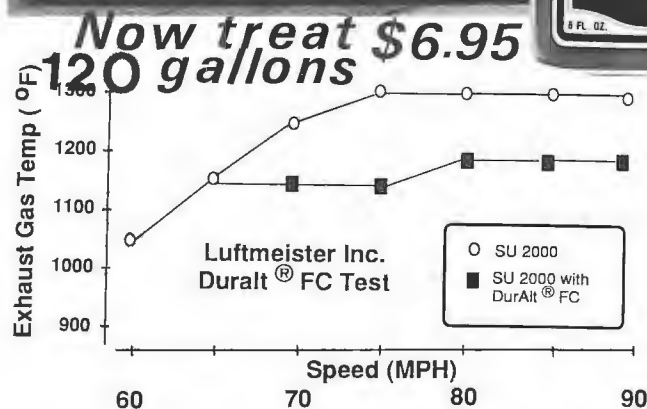
"Only additive I've tried that actually does what it claims" states race driver Bob Leitzinger.

The use of DURALT FC treated fuel extended time between refueling stops by more than 10 minutes, representing nearly 10% improvement in fuel economy.

Equally important was the reduction in wear. While spark plugs would normally show considerable deposits after 24 hours at maximum throttle, the plugs in Bob's engine showed **none**.

One of the most accurate simple tests of ring and valve wear is the compression leakdown test.

When this test was performed after the 24 hours of Daytona, Bob's engine showed the **identical** leakdown rate after the race as it had prior to the race. Compared to prior race experience, this was a substantial reduction in engine valve and ring wear.



Luftmeister, Inc., a major performance oriented supplier to BMW riders, tested DURALT FC in a turbocharged BMW K100RS equipped with an exhaust gas temperature gauge, with the results shown. When untreated gas was again used after the test, temperatures returned to normal.



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## M-formation

And you thought BMWs were expensive. A 1931 Bugatti Type 41 Royale Kellner Coach, owned by a Swiss collector, has been sent to the US for auction. It is expected to attract bids of up to \$15 million. There are only six Royales in existence. One of those holds the previous record for highest price paid for a car: \$8.1 million. (*USA Today*)

The LA basin area has been the targeted for stiff new regulations concerning smog. Everything from backyard barbecues to gas lawnmowers have been targeted. Free parking would be virtually eliminated (to discourage driving) and bias-ply tires would be banned as it is claimed they deteriorate faster than radials. (*NY Times News Service*)

Two long-term employees have been promoted at BMW Seattle. The new service manager is Les Hart. Greg Knoll is now in charge of parts. Also, Floyd Kolmer has joined BMW Seattle in their sales department. Floyd formerly worked at Bellevue BMW.

## BMW ACA Puget Sound Region

### Board of Directors 1989

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### A Tip For Convertible Owners

Having owned a 325i convertible for over a year, I spent some time looking for the right cleaner for the plastic rear window. I've finally found the right product.

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should be available at your BMW dealer or local repair shop. The Wurth part number is 890-25.

It is a foam, doesn't leave streaks, wipes off without leaving a residue and hides all the small scratches in the plastic.

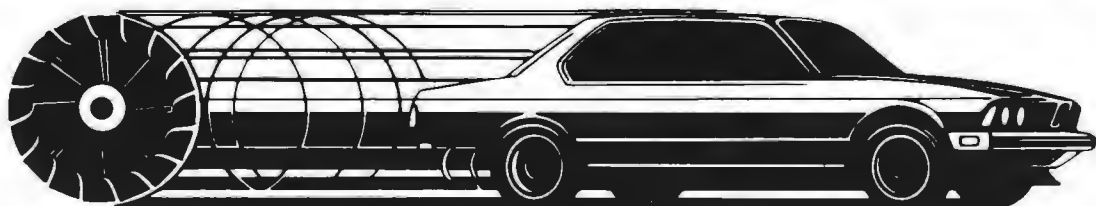
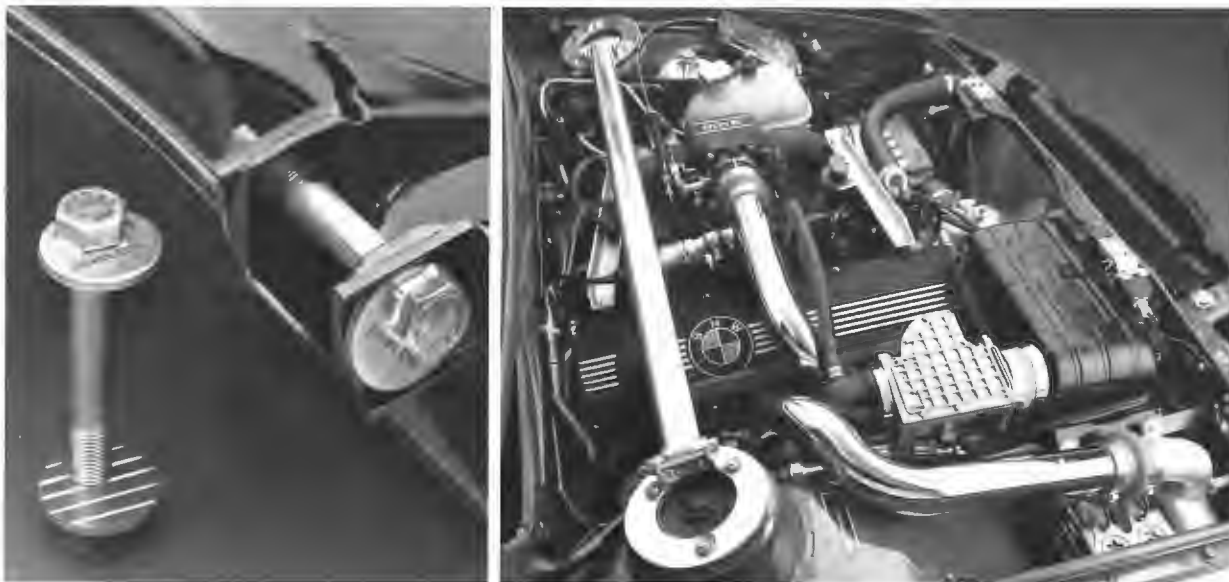
It works very well on regular glass windows, and will also remove bugs, tar, and bird droppings from the paint without causing any harm. As a matter of fact, it will clean just about anything. My wife uses it for cleaning the microwave oven, mirrors, bathroom counters, and many other things around the house.

- Leif Anderberg

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## Rapid Racers Reply

by Mary Lee Helton

There's an old racers' joke: "Know how to make a small fortune racing? Start with a **large** fortune." Most SCCA and Club racers don't start with even a small fortune, but they'll be the first to tell you that it's worth every penny to get a car on the track and RACE.

While Club and SCCA types don't get much publicity (we're trying to remedy that with this series of articles) and they race for only a small trophy, the time and money invested are substantial. Most are lucky enough to find a sponsor or two for discount parts or help with tires, (so read the names on those cars with appreciation) but for most the "vacation" or "recreation" budget is for racing.

For those not familiar with SCCA or Club racing, think of some of the big road races—only smaller. There's the paddock with frantic mechanics trying to get a recalcitrant car to cooperate, kids playing, lookers looking, and engines warming. Qualifying usually begins at 9 AM with 3 or 4 classes of cars running at the same time. (The same format is used for racing.) After the 20 minute session you (1) try to amuse yourself while waiting for your race in the afternoon, or (2) try to get the car back together for the race in the afternoon—Number 1 is preferable. Racing usually begins at 1 PM, and lasts till 4:30 or 5:00 with 30 minute races. Of course without the many volunteers who work corners, time, start, coordinate, announce, and deal with the paperwork, all this would not be possible.

Where does this take place? SIR hosts many road races. Other tracks are PIR in Portland, Olympia Airport, Westwood in B.C., and there are rumors of a new track in the Tri-Cities area.

Interested? Come on out, watch, and cheer on your fellow BMW Club members. Don't forget that most of these drivers, whose season's results follow, had their first taste of track driving at BMW Club events—auto-cross or drivers' school. How about enrolling in one of our schools this summer? Find out what you and your car are capable of. Maybe we'll see you on the track, too. Following is a run-down of BMW Club member's 1988 racing season results. Most race Show-room Stock (SS) or Improved Touring (IT). There is one Radial Sedan (RS). NWR is Northwest Region, SCCA; OR is Oregon Region, SCCA; "Nationals" is Northern Pacific Division, SCCA; and IRDC and SCCA are International Race Drivers Club and Sports Car Club of America.



*Steve Taylor with his RS GTi. You need to visit a race to fully appreciate Steve's multi-colored patchworks driving suit.*

**Doug Hahn**—SSA. Dodge Shelby. NWR Champion, OR 2nd, Nationals 5th

**Bruce Reed**—SSB, VW Scirocco. NWR Champion, OR Champion, Nationals 6th

**Byron Sanborn**—SSC VW GTI. NWR's Driver of the Year in 1987. Byron ran 15 SSC races, won 15. NWR Champion, OR Champion,



*Byron Sanborn testing the limits of the door handles on his #6 GTi. Byron took this car to an impressive 6th place finish in the SCCA National Championships in 1987, winning almost every race entered in two seasons. The car was recently sold to a rally nut and has seen all surfaces used for traction.*



*Doug Hahn in the Shelby #78 going for 'style' points in one of his early races. This is a typical start for the Showroom Stock events. Denny Organ's GLH is just visible over Doug's car as they come a few inches from making this a Dodge sandwich. Two cars back, note the smile on Bob Paisley as he watches this melee unfold in front of his GTi.*

Nationals 1st. He also drove (1) a Lola Can-Am at PIR and set a lap record on the way to a win, (2) a 1964 BMW powered Elva Mark 75 Sports Racer with Bruce McCaw at the 2 hour Vintage Enduro at Sears Point—another fast lap win; (3) a King Cobra at Palm Springs Vintage Street Race—broke 3 laps from finish and DNF, and (4) #17 BMW 2002 at PIR, finished 2nd.

**Denny Organ**—Placed first in SSB NWR in his first two seasons racing. Last year was not very productive for D.O. and his Dodge GLH as he entered only one Improved Touring race and finished an unhappy last.

**Bob Paisley**—SSC, VW GTI. Ran 3 Nationals, 2 Regionals, finished 5th Nationals. Bob says he needs sponsorship to get the car on the track in '89. Anyone out there listening?

**Steve Taylor**—RS, VW GTI. NWR Champion, 1st IRDC-SCCA Seattle Cup, 3rd in Pacific Coast Runoffs at Sears Point. Steve is the new Competition Director for SCCA, and is known for his *unusual* driver's suit.

**Terry Flanagan**—ITB, BMW 2002. ("The Green Car") NWR Champion, 1st IRDC-SCCA Seattle Cup,

3rd OR, 4th in Pacific Coast Runoffs at Sears Point. Terry's #1 BMW will race ITA in '89 with a new tii engine.

**Denny Warner**—ITB, BMW 2002. 3rd NWR. With a new car in '88, Denny had several DNFs. He has the problems solved, and is ready for '89.

**Mike Helton**—ITB, BMW 2002. 2nd NWR, 2nd OR, 2nd IRDC-SCCA Seattle Cup, DNF in Pacific Coast Runoffs at Sears Point. The #17 BMW driven by Mike Helton, Terry Flanagan and Bernie Buschen, finished 8th in the 6-hour Cascade Enduro at PIR.

**Jerry Hight**—ITB 2002, competed in several SCCA and IRDC events. We are not sure of Jerry's end of season results but hope to see him back this year.

The 1989 racing season will begin on April 1 and 2 at Portland International Raceway with an SCCA Drivers School and Regional races, followed on April 22-23 by a Drivers' School, Vintage and Regional race at Olympia Airport Track. The first race at SIR will be a Double National on May 27, 28, 29. For details call SCCA at 546-4729, or call me at 643-4729. Come join the fun, cheer on the BMW Club racers, and follow the racing news in a new *Zündfolge* column – coming soon.



*Byron Sanborn was the lucky pilot of this magnificent Can-Am Lola for one race last year. This car causes quite a fuss from fans every time it is rolled off the trailer.*



*Yes, there are BMW members that actually race BMWs! Left to right, Denny Warner, Terry Flanagan (and the original infamous Green Car), and Mike Helton.*

## Budget Racing For Your Older Car?

So you want to play race car driver. How do you do it? Where do you get the big buck sponsors? How can YOU afford to race cars?

Let's get real here. First off, there are no big buck sponsors out there. Next reality is that no matter how you work it, going fast will cost money. Period. Motors, tires, safety equipment, go fast jazz, entry fees all cost real dollars.

Where to start with "Going Fast"? Let's assume that you are using an older (cheap) vehicle (car). You have many choices on how to play, but the most popular competitions for "street" cars in the Northwest SCCA are Solo (cone squashing), Improved Touring (road racing) and stage rallies.

In simplistic terms with no offense meant to anyone I offer the following:

**Solo;** Usually held at the Boeing, Kent parking lot, these folks set up a few million cones and time themselves through the maze. Fastest combined time of several runs wins. Knock a cone off mark and you'll be penalized two seconds. Pretty simple right? Run on your street tires or stick on some gummy tires, tweak the suspension to rock hard, add REAL THICK sway bars and new brake pads and you are off and running. Drive train modifications are strictly monitored with 42 separate classes to compete in depending on how modified your car is. **SO WHAT IS THE CHALLENGE?** A typical Solo run will be over in 60 seconds. Usually the winners will be less than 1/2 second apart after 3 runs. Screw up a shift, tap the brakes too soon, have a few pounds less air in one tire, use stock seat belts. You may have lost the edge. The very minute edge that produces the fastest times.

**Improved Touring**—Take your older ex-showroom stock type of car, add a rollcage, fire bottle, harnesses, driving

suit and "street" tires. Attend a driving school. Add springs, shocks and sway bars, you get to drive on a real race track with a whole bunch of other people trying not to hit each other but be in the same place at the same time. A properly prepared IT car will cost more than a similar solo car due to the rollcage, etc. but your race will last from 30 minutes to several hours, depending on your stamina and check-book. This is by far the least expensive SCCA track racing available.

**Stage Rallies**—Most people believe that this is the cheapest, easiest way to compete. A typical rally will last several hours with at least three hours of serious high speed driving. The Stage Rally will test every component of the car. Suspension, drivetrain, body shell, tires, electrical, rollcage. For an entry fee similar to the Improved Touring fee, there is a lot more bang for the buck in a Rally. But . . . a proper rally car will have been prepared by stitch welding the frame, adding reinforcing plates throughout the body and suspension pickup points, and adding a highly sophisticated suspension dialed in with the same care as any serious Solo or road race competitor but designed to absorb large potholes at high speed. Odds are that a part of the car will fail due to improper preparation. With the failure of a single part, others will be stressed as a result. If all of the parts hold up, the driver/co-driver team must remain intact and functioning on the edge for several hours. Failure of the car or the team usually results in an expensive "event".

Where do you play? Want to learn to drive smooth and make each fraction of a second important? Can you concentrate 200% for 60 seconds? The most difficult, specialized form of local competition must be Solo. There is NO

room for an error. You cannot make up a second on the next lap or at the next corner. The car must be perfect. The driver must be wired for sound. As in any motorsport, the main consumable will be tires, which will need replacing 2 - 3 times a year.

Cheap party for all of your buddies? Get an old DKW and go Improved Touring. Pace yourself against the guy ahead coming out of a corner or hitting a straight. You will quickly learn how sloppy you are. Initial car prep will cost more than Solo due to safety equipment but a set of tires should last a few events.

Money to burn? Stage rally. The most flamboyant, spectacular test of a car and team possible. Plan on trashing some part of sheet metal. Budget a full set of tires for each Divisional event. Budget 3 sets of tires per day for a National. Car prep will cost considerable time and money. Just cobbling a car together might work for an event or two but when s--- happens in a rally car, it happens all at once. All over the place.

If you have a spare car hanging around you should consider playing with it. If the car is "real special" visit the next Solo event. After one run your knees will be shaking. Do you hate your car? Get even with it. Stage Rally it. Just want to have serious fun? Improved Touring.

—Jeff Feet

For more information call the following:

Improved Touring—Wayne Erickson at 546-5430

Solo—Paul Sayre at 296-2634

Stage Rallying—Jeff Feet at 852-1081



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**FOR SALE:** Baby needs new shoes—not old car. 1967 BMW 2000. Runs well, body could use a makeover. \$950 OBO. 767-3494.

**FOR SALE:** One sealbeam headlight from 1975 2002. Will sell or will buy another to make a pair. Also, Solex carburetor. Offers? 630-0526.

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**FOR SALE:** For '84-up 3-series, Alpina rear spoiler & 4-7x16 wheels \$1000. 3.91 viscous LSD from ix \$850. 454-4878.

**FOR SALE:** 318i exhaust catalytic converter. Call Chris at 226-9478 (home) or 234-5881 (work). Leave message at home number.

**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.

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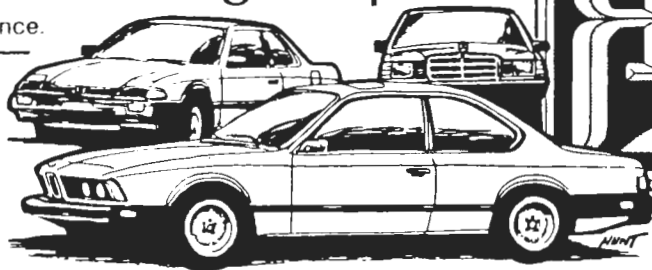
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# The Parting Shot

## On Seatbelts and Smoking while Driving

by Conrad Wouters

One sunny Sunday morning a while ago, my wife and I got up fairly early (resisting the temptation of sleeping in) to go out to breakfast. The weather was great - sunny crisp air, and we were looking forward to a nice breakfast and a day to work in the garden.

Driving over a bridge toward our destination, we saw a single sedan that had plowed into the concrete abutment, head on, at an apparently high rate of speed. One individual had stopped, and when we had stopped to provide any help we could, it was obvious that the accident had occurred only minutes before.

The car was demolished: the entire front end had lost about three feet of length, and the front tires were touching the front doors. The interior looked even worse, with the steering wheel bent forward several inches all around, and the windshield was broken out.

The middle aged driver (no passengers) was very badly injured, with his jaw and teeth severely broken, and, well, it was really gruesome. He was not wearing a seatbelt. My wife checked his pulse, which was very weak, and his breathing, which was very short and weak. He was in deep shock. We did what we could with the limited first aid training we knew.

While we were waiting for the Aid car, I tried to determine the cause of the accident. Traffic was very light, the road was clear and dry, and visibility was excellent. I saw that the dashboard was covered with cigarettes, with a Zippo lighter on the dash below the rearview mirror, still open. Looking at the course of the car, it looked like the driver had caught the berm defining the lanes about 20 yards back, which wildly jerked the car to the left and

directly into the concrete. He must have been trying to light up, and his eyes off the road, when the left front tire touched it . . .

After what seemed like forever, (it was actually only about 5 minutes) the Medic One team arrived and took over.

What did we learn? Two very important things:

#1 Always, always wear your seatbelt. Very snugly if possible. For you and ALL of your passengers.

#2. Never, ever smoke while driving. The reason insurance companies charge more for smokers is not because they might die of cancer while driving. If someone lights up, or searches for their smokes, or drops a lit cigarette while driving, they are out of control. Even if it is only for a few seconds. it can be deadly.

Also, it helps to drive a safe, crash tested, automobile. Like a BMW.



## GE Works On Powerful 'Arc Discharge' Lights

Motorists soon should be able to see farther down the road thanks to a new type of headlight about the size of a baseball.

The new "arc discharge" lighting, developed by General Electric Lighting in Cleveland, could appear on cars as soon as the 1991 model year, said Thomas N. Willis, manager of GE's worldwide automotive lighting operation.

One of the advantages of arc discharge lighting is that it can provide at least as much light as the popular halogen headlights but at one-third the size, he said.

General Electric expects the smaller size to be popular with automotive designers eager to make the fronts of cars more aerodynamic or more tapered.

Those efforts are hampered by the size of existing headlights, although designers try to get around the obstacle with such tricks as pop-up headlights.

The key is that a much smaller, more intense bulb is used for the arc discharge lighting, said Stuart C. Miller, product manager of the automotive products department.

While conventional bulbs put electricity through a wire filament, an arc discharge light sends an electrical charge through gas between two points, much like a neon or fluorescent bulb.

"You are getting light by actually energizing gaseous electrons," Miller said. "You can only heat tungsten so high; beyond that, it will melt. A gas you can heat to much higher temperatures, and it runs much more efficiently."

Willis said arc discharge is "basically like controlling lightning."

He said arc discharge lights are also more reliable because there is no metal filament to break.

Consequently, they should last for the life of the car. Furthermore, the bulbs make it more feasible to use a polycarbonate, or plastic lens, which are much harder to break than glass lenses.

However, if the arc discharge lamp is broken, it could cost about 50 percent more to replace than a halogen headlight because it requires more electronics, Willis said.

The arc discharge light provides slightly more light than the halogen light for which it could be a substitute, said Miller, so it would give the motorist better visibility.

More light could be produced, but federal regulations that govern the amount of light headlights can produce would have to be changed.

— Christopher Jensen  
Newhouse News Service



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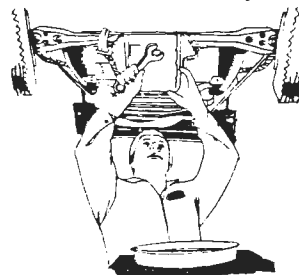
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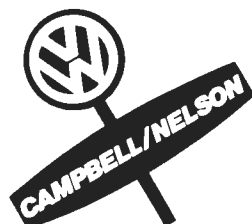
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