

BMW ACA
Puget Sound Region

Zündfolge

August 1989



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Cover: A detail from the first BMW ever invited to participate in the Pebble Beach Concours d'Elegance. The full story starts on page 9.

Inhalt

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August 1989

Zündfolge Staff

Editors-in-Chief

Lucetta and David Lightfoot

Production Editors

Tom Williams
Susan Herrero
William Linder

Photographers

Tom Cox
Susan Herrero
Paul Touby
Greg Mierz

Editor Emeritus

Denny Organ

Columnists

Thomas B. Nast
Denny Organ
Bill Muse



Illustrator

Kirk MacGregor

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Stalls

Activities/Calendar	2
Stalls <i>by Thomas B. Nast</i>	4
Motorsport Report <i>by Bill Muse</i>	7
Bimmer Bio <i>by Conrad Wouters</i>	9
 Random Notes <i>by Denny Organ</i>	13
BMW Fest Northwest '89	14
Board of Directors	18
Classified Marketplace	19
 M-formation <i>from the Editors</i>	20

Activities

September Meeting

You are cordially invited to join us September 28th, at 7:00 p.m., for a special general meeting. The meeting location is Kusak Crystal in Seattle. Mr. Chris Banchero of the Academy of Wines will be our host and has graciously consented to give us a first hand lesson in the art of wine tasting. First hand means we get to try a bit from each of the wines made available to us. And, if you're like me, you can ask strange questions about wines in a setting where the wine steward won't give you a funny look and it won't cost you big bucks to discover you don't like dry wines.

A representative of Kosak's will also be available to answer any questions you may have about the imported lead crystal that fills the shop. Artisans will be giving demonstrations of crystal etching. A 25% discount towards the purchase of crystal or wines by the case will be offered to our club members the night of the meeting.

The cost of the evening will be \$10 to \$15 per person. This will cover wines and complimentary food. Preregistration is advised.

We expect this event to be quite special. More information, including specific price and preregistration procedure, will be available in future *Zündfolges*.

Compendiums Available

The club's famous tech tip compendium is available again. This 460 page volume of tech tips gleaned from club magazines nationwide is an invaluable aid to the do-it-yourselfer. The compendium is organized by section, such as engine, brakes, electrics, etc.

Compendiums are available for \$25 by calling Lucetta Lightfoot at 282-2641, 9 a.m. - 9 p.m.

Calendar

July 26

Wednesday Nighter - Open track session at Seattle International Raceway. Great chance to reinforce what was learned at the Driving School. Level I drivers just come on out; those who haven't yet been signed off need to call Paul Touby at 854-1986 to arrange to have an instructor.

July 28-30

IMSA Races at PIR - Big time road racing comes to Portland International Raceway.

August 10

Board Meeting - At the home of David and Lucetta Lightfoot. Call ahead for directions if you plan to attend; 282-2641.

August 18-20

Monterey Historics - The best historic racing takes place at Laguna Seca during the Monterey Historic Races.

August 30

Wednesday Nighter - Our second (and last) hot night at the track.

September 22

Driver's School - You owe it to yourself to really *drive* your BMW. Like the Nike ads say, "Just Do It."

September 30
October 1

Leavenworth Tour - Joint event with the Inland Empire Chapter of BMW CCA. A nice drive, shopping, beer gardens and other Oktoberfest activities. Enjoyed together with our friends from east of the Cascades. More to come in future issues.



Wednesday Nighters at SIR

The first Wednesday night open track session of the year will be on July 26th, the second will be on August 30th. There are only two open track events on the schedule this year. But if there is good turnout and an interest in more open track sessions I will see about having a couple more. Probably in the fall or winter for those of you that have expressed

a desire to have some foul weather driving experience.

In order to attend an open track event you must be a level 1 or higher rated driver or have gone through a club driving school. If you have been to a school but are not yet signed off to level 1 this would be a good opportunity to try and get signed off. If you are not a level 1 or higher rated driver you must call me so that I can make arrangements to have instructors at the track to ride with you.

The cost of an open track session is \$25. When you come out make sure that you bring your helmet and that your car is track worthy.

-Paul Touby

Sprechen Sie Bosch?

3
August 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.

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Stalls

by Thomas B. Nast

At Your Service

Everywhere you turn you keep hearing that this is a service economy, and so forth. When NPR runs a piece on the Oakland A's installing changing tables in the men's rooms, it may be time to pay attention. (Or it may not. How many men do you know who want to change their babies during a game? How many men do you know who want to listen to other men changing their babies during a game?) Having 581 projects, I get to see a lot of service, good and bad. Rather than run down North Edge Software or Compomotive, this month a little praise will be heaped here and there.

Hansen's. Every year I have spring cleaning in my motorcycles. A certain amount of parts buying is inherent in the ritual, and Hansen's Exclusive BMW (Medford, Oregon) is my best source. They not only have the parts you need (as opposed to what BMW says the dealer should stock), but there is the ungrudging one-on-one communication so essential to, well, service. How many shops will lend you a soldering iron 500 miles into a 5000 miles tour, so the radar detector circuit can be fixed?

This year, I decided to fix the erratic starter which has plagued Black Beauty (Jim Toole's appellation, not mine), a '78 R100/S. Sometimes the starter would engage, but mostly it wouldn't or would jump out of engagement. A new solenoid hadn't helped. After removal and bench operation, I was quite suspicious of the front bushing, which seemed to be falling apart. I called the local dealer, which had no starter motor bushings. They suggested that the fastest way to get one was to order it through them. I called Hansen's. Linda Hansen answered, took the order and said they had the bushing in stock. Craig Hansen overheard the conversation and got on the line.

I explained my findings. He told me exactly the symptoms a worn bushing would cause, corresponding perfectly



with what I found. Craig told me that when there were BMW police bikes in the Medford area, he thought they came through with a batch of bad starters because they wore out every ten to twenty thousand miles. After he changed the bushings for the third time he realized that these bikes were getting started fifty times a day, which simply wore out the starters prematurely. My laughter at this point was due to the fact that BB was, in an earlier avatar, a Bellevue police department bike.

The four new bushings Craig recommended cost seven bucks with postage (new starters are well over \$300), and took me two hours to install. I would not have even known the bendix had bushings (and they were shot as well) if Craig hadn't told me. And where do you suppose I'll buy my next bike?

Friction Services. If there is a defense to owning a 230SL instead of a 325 Cabrio, it is that the 325C did not exist when the Mercedes was bought. Both are beautiful cars, representing the best of their generations. I would buy a 325C instead of a 560SL today, simply because the BMW is much better looking. (Let's face it, that's what the convertibles are all about. And to get a car

that handles in the bargain, well!) But it is a 230SL with which I am burdened. Some burden.

This beast has had brake troubles since the git-go, and I have learned some lessons from it. The most recent was, what do you do when the brake drum won't fit over the relined shoes?

Eliminating, as Sherlock Holmes would have, the impossible, what remained was that the relined brakes are thicker than the original, and need to be trimmed. Trimming, in the brake biz, is called "arc-ing", the theory being that the arc of the shoes should exactly describe the arc of the drum. (This is just theory because (a) installing the wheels and torquing them over the drum changes the drum's shape a bit, and (b) only two of my readers have drum brakes anyway, so my atavism is showing.)

I started at a nearby Midas outlet, where I was told that it was illegal to arc brake shoes. Such an unresponsive and erroneous answer should not be surprising from a place that puts square mufflers into round holes. After spending a rain-drenched morning touring brake shops, I finally called on Friction Services. No, it is not a branch of one of Reno's more exclusive enterprises. Yes, they arc shoes. They also found the drum to be out of true, and turned it. Total cost: A morning to find them, and \$6.50. Most of their work (and income) is from big trucks and construction equipment, I think, and the hobbyist is not penalized. Nice guys, and a sane attitude about dangerous stuff like asbestos (which like gasoline and cobras, won't hurt you if you handle it properly).

Langlitz Leathers. Langlitz Leathers is a smallish motorcycle apparel shop in Portland. They built me a goatskin jacket back in 1982, and the zipper wore out last May. There is a four-month waiting list for a new Langlitz product, but they have a reputation for taking care of prior customers, and I got to test it.

Howdy, Neighbor



Photo provided by: Washington Historical Society

5

August 1989

100 years ago, in the "good old days," people looked for a safe and friendly place to keep their money. Today, members save at Weyerhaeuser Tacoma Credit Union (WTCU) for these very reasons.

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I wrote to them (in its entirety): "I bought a wonderful goatskin jacket from you (enclosed) about seven years ago, and the zipper has already worn out. This works out to maybe ten thousand zips. I was bragging about this zipper just last fall, when a suitcase repairman was singing paeans to plastic zippers. Just goes to show."

The jacket was mailed with the \$20 charge on May 31st; they promised it back within two weeks. I received it back, repaired, on June 2nd. Enclosed with it was a \$6.50 refund. Is it surprising Langlitz has such a long waiting list for new customers?

Mechanical Odds & Ends

Last winter's cold snap seems to have caused a rash of interesting calls

regarding mechanical problems. Among the more noteworthy gems:

Bavaria brakes. A Bavaria with newly overhauled calipers and a new master cylinder wouldn't stop right. The pedal was too low and sank to the floor. Upon inquiry, I learned that silicone fluid was used, and I suggested that there was sometimes a problem getting this to work properly. The problem turned out to be that the dealer sold a 530i master cylinder to the hapless mechanic; installation of a Bavaria master cylinder immediately solved the problem, albeit after a day of wasted labor. The lesson is that many of these parts look the same, so be sure you have the right one.

3.0CS alternator. The 3.0CS had the red charge light glowing (it varied with load), and the battery discharged overnight. A trial substitution of the regulator did no good, and a new battery had been installed. With all loads disconnected, significant current still drained from the battery. Probable cause was a bad diode in the alternator.

The headache was getting a replacement alternator. The owner ordered one from Portland, which duly arrived. It was the new, integral-regulator type. He sent it back, as he has an outboard regulator. The supplier returned it, saying to use it.

Unfortunately, it came without a fan or pulley. The old pulley would not go on the new alternator, because the woodruff keys are different sizes. Also, the owner's alternator fan was damaged and needed replacement. So up to the dealer he went, returning with a serviceable rebuilt unit with a Bosch label on it, complete with fan and pulley. The Portland unit was again returned to Portland.

The dealer unit works ok but looks like hell. The Portland unit (Bosch rebuilt also) looked good, like a new one. The dealer unit was coated with cheap silver paint, everywhere (aluminum, iron, plastic, it didn't matter - all received a dose of the same sagging

paint), and I wonder if it was really rebuilt by Bosch, or if the Bosch label was taped over during painting. Does anybody know if Bosch is doing "dip and ship" overhauls?

Mercedes 300D vacuum failure. Perhaps this will be of interest to 524TD owners, who also have vacuum pumps. The caller described oil dripping on his foot, could it be brake fluid? No. I suggested checking the air conditioning hoses and the oil pressure gauge sending line.

Well, it turns out the vacuum system was inhaling oil from somewhere, and it was spilling out all through the car. (The door locks, climate control, fuel shutoff, brake booster, transmission modulator, cruise control and lord knows what else are all vacuumed controlled in a 300D. A belt-driven vacuum pump on the engine supplies the suck. Diesel engines, you know, have no throttle plate, and hence no vacuum.) The underside of the dash was completely coated with oil, and the owner had been reduced to turning off the engine with the emergency lever under the hood. I understand that the repair parts were inexpensive but the cleaning bill was enormous.

If there's a moral in all this, don't call me when your car won't work. Chances are two out of three I'll guess the problem wrong. And beware the telephonic diagnosis; there is no substitute for laying hands on the metal.

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Motorsport Report

by Bill Muse x 2

(Editor's note: This is the first column by the father and son combination of Bill Muse and Bill Muse. The senior Muse has written many entertaining articles for Zündfolge, while the younger Muse contributed a recent article on the joys of Studebaker restoration.)

As was pointed out in an earlier article, although the BMW factory has dropped out of racing, there are still a lot of BMWs being raced by private owners - both here and in Europe. I'll try and recap all of this activity and keep you informed on the successes and failures of these noble warriors.

To define "noble warrior" in this context: a person who goes to war with someone: i.e., spouse, sponsor, banker, mechanic, bartender, etc., over the money being paid out, or not paid out as the case may be, to put a car on the race track to try to win a prize. (Now that I reflect on it, "noble" does not apply to anyone involved in this endeavor, and a more accurate term would probably be "brave adventurer", or "complete fool", depending on whether you were the spouse, sponsor, etc.)

On to the events -

In Germany, the Bimmers came close, but were bested by Mercedes in the German Touring Car Championship, with Johnny Cecotto running 3 seconds behind the winning 190E in the first 63-mile heat. M3s also took 3rd, 4th, and 8th in this round. The second heat produced a 2nd and 3rd place for BMW, with Dieter Questers' M3 trailing Roberto Ravaglias' M3 by 15 seconds, which was just a little more than he was behind the winning 190E. Questers did set the fast lap time of the day however, and 3rd was a remarkable drive, since he started on the last row, in wet conditions, and the Mercedes came in sooner for their slick tires when it dried out.

Much the same problem faced the BMW M3 of Francois Chatriot in the Rouergue Rally French Championship. Chatriot dominated the Rouergue Rally event until rain intervened, mak-

ing tire choice critical. The 4WD Lancia of Bruno Saby gave him the advantage in the tricky conditions of the second leg. Sudden rain produced damp, wet, and finally dry conditions on the same stage and often without warning. Nevertheless, Chatriot held on and pressured Saby throughout, ending up only 23 seconds back after 3 hours and 6 minutes of racing.

The BMW M3 of Bertie Fisher fared much better in the Manx Stages Rally, the fourth round of the Autosport / RAC MSA National Rally Championship. Fisher was almost 3 minutes ahead of the second place Ford Sierra RSCosworth after 120 miles of competitive driving.

At Zandvoort, the British National Championship took place, the first time this event was held outside its shores. Nick Whale was always the class of the smaller cars, his beautifully prepared BMW M3 giving fits to the larger turbo cars (his average time was only 5 mph slower than the winning 3-liter 930 Turbo Porsche), and in fact, the M3s took 1st, 2nd, and 3rd in the Class B Division of the Uniroyal Production Saloons race.

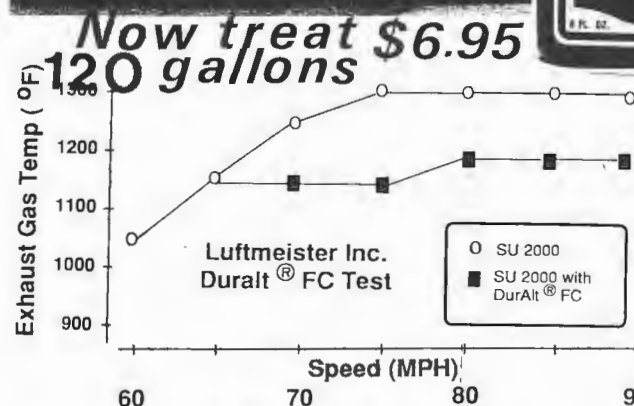
In Magione, Italy, BMWs ruled the field. The fourth round of the Italian Touring Car Championship, held on the twisty 1-mile Varano circuit, saw teammates Johnny Cecotto and Roberto Ravaglia taking one win apiece. Cecotto led the first heat away from the starting line, but spun and dropped down to 9th. Ravaglia went on to score an easy victory over 6 other M3s and 2 Alfa 75TEs in the top ten. The highest Alfa finished 6th. The second heat saw Tarquini pass Ravaglia very quickly for the lead, and Cecotto was held up by Ravaglia before he could have a shot at the leader. Taking the lead proved more difficult, and he finally made it only by nudging the BMW of Tarquini off the track, which led to much controversy. After much Italian arm waving, the finish stood, however, and BMWs took 8 of the top 10 places.

For those of you who thought "Fife" was some obscure Indian word that meant, "Whoopee, we're almost to Tacoma", let me set the record straight. It is actually an area in Scotland that has a race course, and probably a tea house or two, which was the site of an historic car race. The fact of the matter is, there were many races held here, but on the 14th of May we are concerned with only one: the Budget Rent-A-Car 20-lapper. Due to the age of the cars, I'll presume that Budget sponsored the event, rather than providing the cars -but who knows? (I recall one "common-car" autocross where a local rental agency entered a car. They didn't know it at the time, but this car was driven by approximately 30 of us around Sand Point one afternoon, and we didn't even go over the free mileage allowance!) Getting back to the event, one Angus Mackay brooked no challenge, storming his 335 BMW away from the quick Talbot-Lotus of Jonathan Woodward as though there was only "one dram of Scotch left at the bar". Woodward spun, and his place was taken by Robert Beaumont in the same type of car, but Tony Lees in a BMW 320 decided that he wanted to look at the back of Mackay's car a little more closely, so he passed the Talbot-Lotus and took second.

The foregoing hits the highlights of the European racing activity for May. We'll bring you the results of the U.S. events as they become available.

In passing, I'd like to share an observation I made while driving about England and Scotland this past month. Namely, why does such a small country like England turn out so many good racers? Think about it: Stirling Moss, Graham Hill, Jimmy Clark, Jack Brabham, Phil Collins, David Hobbs, and on and on. I believe I discovered the reason for their success: the British highway system!! The German autobahn gets a lot of press, and envy from those of us who like to drive our BMWs fast (and this no-speed-limit piece of roadway deserves

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our jealous desires to have one here), but the autobahn is basically STRAIGHT. The Brits have added some real hairy fun to their roads: the "roundabout". Their major highway, the M1 (no, this is NOT a BMW model, but IS built to let one go to its potential), has very few of these circles from hell on it, BUT all of the other roads there are covered with them. Let me explain as best I can what a roundabout is. Think of a circle with from 2 to 6 lines radiating from it, kind of like a glove laying flat on a table top with the fingers being roads and the palm being the core of the road that

goes around. Okay, got that picture in your mind? Now think about approaching one of these at 90 to 100 mph, slowing as you feel necessary, and entering this circle with the intent of exiting at one of the roads which radiate out from it. Now, that in itself is not too bad - but add to this, cars coming from all of these other roads, toward the circle, from opposite directions, also intending to go around until they come to the road they wish to exit on, and then you get an idea of why the English are such good road racers. The experience of trying to merge across 2

or 3 lanes of traffic, looking for your exit is one to remember with dread. (To make it a bit more fun, the highway designers have placed the road destination signs at the entrance to these off-shoot roads. I felt as though I was running an autocross course while reading the instructions.) The English racer must think going 150 mph with everyone headed in the same direction a real walk in the woods! I will say that the Brits are forgiving drivers and will usually stop to let you through. Otherwise, you could get on that inner circle and go around and around and never be heard from again.

Bimmer Bio

by Conrad Wouters

(The weather prevented John and Nancy Martin from bringing last month's cover car, their 1938 Frazer-Nash BMW 328, to this year's Concours d'Elegance. But here's the story of the restoration of this very special car. In a future issue we'll bring you the history of the car. — The Editors)

The First BMW To Show at Pebble Beach

Early last year while visiting John Kane at his automobile restoration shop on Capitol Hill, I noticed in the paint booth the familiar double oval of a BMW on a section of metal. However, this particular double oval was really unusual. It was over two feet high on a narrow center section of a grill. The grey primer was also on several other sections of metal which looked like parts to a small (and completely disassembled) sports car, but it was difficult to determine what it was. I had heard through Denny Organ and some other BMW club members that a 328 was being restored by someone, but no one knew exactly where, or who was doing it. It must be a new club member's secret project.

After some prodding, John indicated that it was indeed a very rare 1938 Frazer-Nash BMW 328. The task of coordinating the restoration was undertaken by Bob Gerrity, a member of the Classic Car Club and friend of the owners, John and Nancy Martin. The BMW had been in Nancy's family for 40 years, originally purchased for Nancy to drive around in while in college. The car had been stored for several years in the Martins' garage, and that after careful consideration of some preliminary work, it was decided that complete restoration would be the only way to really bring out the beauty and value of the automobile.

The way I figure it, the only way to really do a complete restoration is to first completely and absolutely disassemble the entire automobile part by part, which was done at John Kane's



shop. Then you can determine exactly what is needed for parts, body work, individual component restoration, and with that, figure out an orderly series of events to complete all the work. Anyway, it sounded good in theory. The BMW 328 restoration didn't exactly unfold as such because in the middle of the process someone thought that just maybe it would be fun to see if it would be possible to obtain an invitation to show the 328 at the Pebble Beach Concours on August 21, 1988. Bob Gerrity placed a few calls to the organizers of the concours who recognized the value of the 328 (It turns out that Nancy Martin's father, Charles Chain, retired as VP of the Design at General Motors and lived in Pebble Beach for several years. He was one of the original founders of the Concours and raced the 328 around the 17 mile drive in earlier years.) After some consideration, a spot was awarded in the European Sports and Racing Class for the 1988 Show.

With the new accelerated schedule, and with some minor glitches, the res-

toration process became a real challenge to complete. A new schedule was devised by Bob and a calendar affixed on the wall with the "Trailer Date" where all the critical paths met. When I first saw the car, it was completely disassembled, and each part was identified and the condition noted for future reference by a member of the team. As determined later, this step was extremely critical, especially when the person who did the work left the employ of John.

Each major component was assigned to a specialist for restoration: the engine went to Bill Mote who specializes in vintage engine rebuilding, the dashboard gauges to Shawn Gateman on Vashon Island, with the body and frame work to be completed at John Kane's shop.

The aluminum body proved to be extremely difficult to work: the thin sheeting was easily dented, and needed special bracing during the painting process. When I visited John to view the progress in early July, he had completed the sheet metal work, and

had painted the chassis. By the end of the month, the body was painted and the pace began to quicken. The Trailer Date loomed ominously on the calendar. Some of the parts were restored, but the car was still completely disassembled. Many special parts were needed, and specially fabricated: Werner DeLang, specializing in sheet metal work at Kane's shop, built an exact replacement muffler by disassembling the old one and fabricating each internal section then forming the exterior to duplicate the look and sound of the original, and he also hand formed new stone guards for the rear fenders and made all the belly pans by hand. William Scott Restorations fabricated a replacement license plate bracket indistinguishable from the original, and actually made the tools needed to complete the factory provided tool kit. (Does it sound expensive yet?) John Parkhurst made a complete new leather interior. Toward the end of the project, it seemed like all these guys were working on the car at the same time. Yes, it got crowded.

Bob Gerrity had the most difficult task of coordinating everything, trying to keep it on schedule, finding the parts, all the time doing research on how to keep the car to original specifications. He explained that at several points he needed a "Decision Table" to sort out the differing opinions: since the car was very rare, published information was very limited, and the few individuals around the world who were familiar with the car didn't always agree, so Bob charted out the opinions on such things as dashboard layout (it had been modified earlier), license bracket specifications (it was missing) and other items, then made an informed guess to the final specifications. A few factory photos were also obtained to add more information, and several other photos from other owners served as blueprints for certain engine room corrections.



The final few items, including installation of the starter relay, are carefully completed only hours before Nancy Martin's beautiful 328 will pass before the Pebble Beach judges.

Finding and obtaining the correct parts was probably the most difficult challenge, especially with the accelerated schedule, and Bob's phone bill must have been huge. He got to know several other 328 owners, many of

whom had raced their cars, in his quest for parts. The water pump was obtained from a dealer in Stockholm. Manfred Prodesky in Zurich had the gaskets and the needed dash knobs, and TT Workshops in England had some critical parts. The crankshaft was located in London, shipped here, and it didn't fit. Another was located in Singapore, shipped here, and it did not work properly either. Finally, the correct part was shipped from a parts dealer in Canada, which worked nicely. As the work proceeded, very small parts became critical to reassembly: Bob was driving all over the Northwest getting special stainless steel bolts and nuts, wiring components, and all kinds of small but essential parts the judges at Pebble would scrutinize. He said he practically wore out one car to restore another. In some cases, a part simply was not to be found and could not be fabricated, so arrangements to "borrow" the part were made in exchange for its restoration, such as what happened for a starter relay and the voltage regulator.

As the work progressed in the final weeks, it reminded me more and more of cramming for a final exam (Sleep? Who needs sleep?) especially in the final days. The car needed to be on the trailer on Thursday, August 18, to



make to Pebble on time for the Sunday show. And you needed to drive it on to display field in front of the Lodge. It had to look perfect, and run perfect. After all, there were some prestigious awards up for grabs, and no other BMW had ever been invited to Pebble Beach before. Besides, John and Nancy Martin already had their plane tickets and Lodge reservations. . .

Four days before the Trailer Date, the engine was finally in the car, and ran good after some adjustments. Then the dashboard installation and wiring was done by Cliff Eberly, the body panels and fenders installed, the grill (OOPS - it doesn't fit right - make modifications as needed). Then all the pieces were installed, sometimes with four or five people working on it at the same time. At the end, it became a 24 hour process. Special stainless bolts were needed to install the hood strap (and were made on the spot) and final adjustments were made constantly up to the last minute it was put on the trailer. With Ken Cook driving, it reached Pebble beach late Friday night.

To put things in perspective, you need to know what it means to be on the Polo field the day before the show. After all, this is one of the best auto concours events in the world. Million dollar cars are being carefully unloaded from custom built trailers, and other cars airfreighted in from Switzerland and other countries are arriving, with just a few minor detailing tasks to remove the dust accumulated during transport. The owners and crew spend their time discussing the finer points of a particular restoration over mint juleps in their custom built motor home, or maybe in their suite overlooking the display field. They carefully assess their competition for their class, and in general, discuss the state of the art of restoring fine classic automobiles.

This day finds our crew underneath and in the engine compartment of the 328. The starter relay needed to be installed, the straps needed to be affixed

to the hood, and there were some minor parts to be installed and final adjustments needed. Everyone hoped that the judges wouldn't notice that the voltage regulator was slightly incorrect for this model year. The 328 was polished to a beautiful luster to bring out the best in John Kane's beautiful paint job, and it finally looked like a Pebble Beach winner. It was perfect.

At 7:00 a.m. on Sunday, the cars rolled onto the field. It was incredible. Some of the best automobiles in the world were driven to their designated spot, some looking better than new. There were 12 cars in the same class as the 328, very tough competition indeed. Included in the competition was an absolutely stunning and extremely rare 1937 2.9 litre Alfa Romeo which was specially ordered by the original owner for \$25,000 (when the normal ones cost

\$11,000) and waited one year for delivery. It was worth over a million dollars and a real show stopper. The owner had spent a ton of money on an extremely expensive restoration. Damn. It was in the same class, too.

The final judging gave the Martins a Second in Class award, behind the Alfa, which also won the Best of Show award. But in the world famous Pebble Beach Concours, a second place is still an extremely prestigious award and a significant recognition to the work of Bob Gerrity, John Kane and all those who completed the highly skilled work in time for the show. And all this was made possible by the Martins, who saw the value of completing the restoration after so many years of ownership.

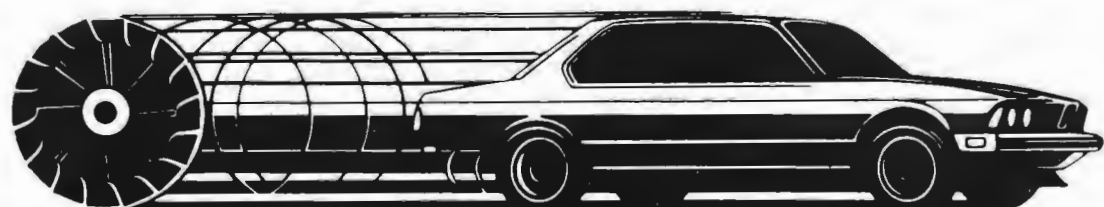
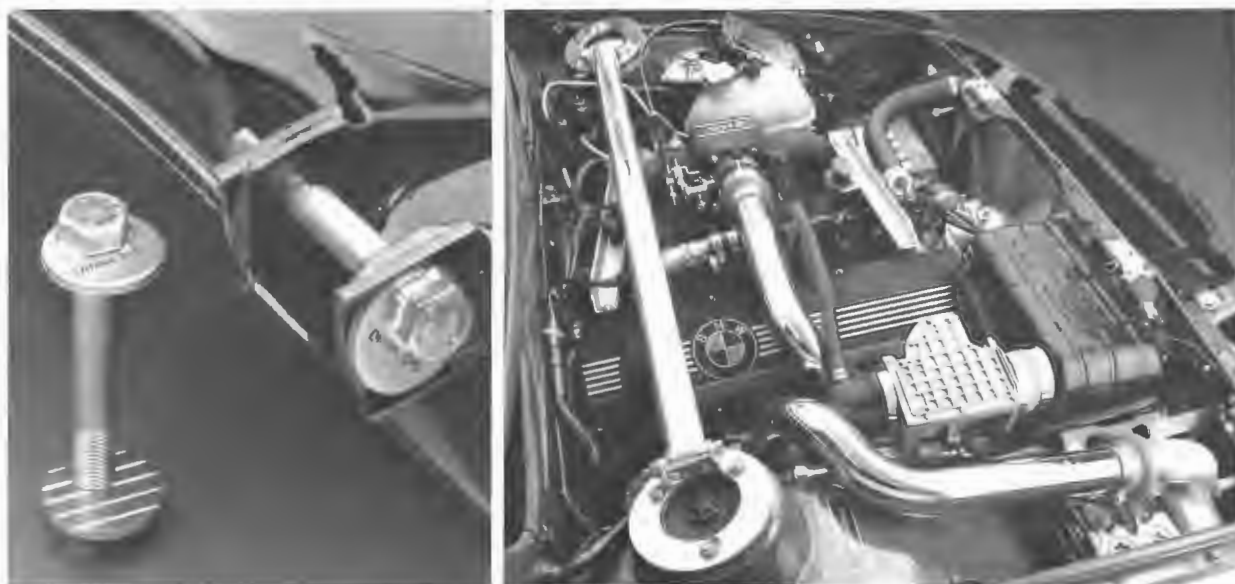


Nancy at the wheel, John Martin beaming with pride, as they accept the 2nd in class trophy at the Pebble Beach judges stand. Quite an honor to have one of our "club cars" be the first BMW at Pebble Beach.

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RANDOM NOTES

by Denny Organ

(I wrote the following two pieces for Random Notes probably over two years ago. Lost in the paperwork of my office, I finally discovered them waiting in the back of a long dormant file.

The first is a special piece, a chunk of childhood history. It was written late one night after a movie had taken me back 25 years in time. -D.O.)



Tin Men

We took in the new Devito/Dreyfus/Hershey movie, *Tin Men*, this month and it returned memories of a simpler time. *The* car of the movie was Cadillac, all of early '60's vintage. I fondly remember the days when Cadillac was synonymous with success. In 1963 if you drove a Caddy, you had arrived.

I recall the summer of '63, when my father decided it was time to make *his* statement. Some of his friends were buying Corvettes and cubic horsepower Pontiac Grand Prix. Not Dad. He lusted for a rag top Caddy.

At the time we were living in Utah. My father was a Boeing transferee on the Minuteman missile project. Most of the Seattle relocates were enjoying a new-found higher standard of living (per diem, raises, lower housing costs) and the result was often new cars. Dad decided it was Caddy time.

After a lengthy search, he found the car of his dreams: a baby blue 1958 Cadillac convertible. Looking back, I'm not sure how he slipped this one past my mother as a practical family car. It had everything: electric windows, electric seats, power antenna, power station search on the radio, automatic high beam dimmer. As a 12 year old already hard core car nut kid, I was in heaven. Dad was proud to note, "Never been smoked in. Good Mormon family. Only used the ash tray to store pennies!"

I think Dad only had the top down two or three times but I remember one time as clearly as yesterday. It was a warm Sunday afternoon and Dad de-

cided it was time for one of our family Sunday drives. Something I always looked forward to as a kid. Over protests from my mother that her hair would get messed (maybe that's why the top never went down), Dad carefully lowered the convertible and snapped on the matching blue boot cover. The car was immaculately detailed and filled with what would now pass as racing gas.

My sister and I piled in the back, Mom wrapped her hair in a scarf, and we were off. For unknown reasons, we headed toward Ogden. About 45 minutes later we were "cruising the gut," Ogden's main street of drive-in restaurants, with every teenager and hot-rodder in a 75 mile radius. Dad and I thought it was great. Mother was ready to go home. My 16 year old sister was hiding on the floorboards of the back seat in mortal fear someone would see her "cruising" with her family.

Fond memories; '63 was a special, innocent time. And Cadillac was king.

Harry Caray

I never knew an oasis was a Wendy's perched over an interstate. Like a mini-version of the new Seattle Convention Center. Welcome to Chicago-land.

For whatever reason, this Northwest native has visited few cities in the east, so a recent business trip to Chicago was a new adventure. I know, if

you are from New York, Chicago would probably be considered "Mid-West." But from Seattle, it is all "East Coast" to me.

Driving out of O'Hare, one of the first sights we approached was a freeway overpass, for hamburgers. I couldn't believe it. "What's a Wendy's doing on that overpass?" I asked. One of my cohorts was a native of a nearby suburb. Not believing my obvious lack of worldly travel, he curtly informed me: "It's an oasis, a Chicago version of the interstate highway reststop." A few miles down the highway a Burger King loomed overhead. Someone else in the car wondered if we called ahead, would they drop an order down the sunroof?

I can only imagine the cost of real estate to construct one of these oases. The engineer in me wonders how it could ever be justified or even tolerated by the taxpaying residents. It does make a fantastic "billboard" for the fast-food chain landing the contract. No, we didn't stop.

A few miles further we encountered a second strange phenomenon: toll roads. On the West Coast we are somewhat familiar with toll bridges, but this was the first toll road I had ever experienced. I had heard of toll roads, so I tossed in the 40¢, emerged from the toll booth area, and expected to see a new, beautifully maintained section of interstate. Isn't that what the 40¢ is for? Second stupid question. Same old road.

To add insult to my previous misconception, six miles down the same freeway, they demanded an additional 40¢. Why not charge 80¢ once and be done with it?

A few miles further, we turned off I-294 and merged into Highway 55. Less than a mile down 55 they stopped us *again*, this time for 15¢! Why would anyone stop thousands of cars each day for 15 piddling cents? I'm sure each car wastes that much gas just accelerating back to the 70 m.p.h. normal speed. Maybe this is the way they subsidize the overhead burger stops.

BMW Fest Northwest '89

Concours d'Elegance

After so many years of great weather for the club Concours d'Elegance, we finally got rained on. We probably were pushing our luck to schedule it on the 4th of July weekend. Even the usually beautiful Chateau Ste. Michelle grounds were marred by construction.

But the competitors spend weeks or months getting ready and were not about to be deterred by a little rain. Eighteen cars were entered in five classes. However, spectators were far fewer in number than in the past. While in 1988 we probably had 250 people in attendance, this year we probably had a third that many. Coats and sweaters were the order of the day for this hardy group. Most even went ahead with their picnic lunches despite blustery conditions. This is summer, this is the concours and we're gonna have fun! Damn it!

The new, big six cylinder class had the smallest turnout with only two entrants. Marcus Schack from Vancouver won with his hyper-clean '87 535i with 31,000 miles. This was arguably the cleanest car in the concours. This diamond black beauty is driven daily by Marcus and parked on the Vancouver wharves. And this car is for go too, not just show. Marcus recently installed a Bilstein sport suspension. Second place in the class went to Bob Harada's '85 535i with just less than 30,000 miles. Bob has owned a 2002 since buying it new in 1974. While on vacation in Hawaii, they stumbled on this well maintained, silver blue 535 at a price they couldn't refuse. Bob picked it up from the shipper just three days before the concours.

The largest class was in the older four cylinder class, with six 2002s entered. The winner was Mike McCarthy's silver '72 2002 tii. This is a stunning example of a tii with updates that make it appear almost modern. Second place was claimed by Marc Cohen's '70 2002. In the early years of the club concours, Marc won either first or

second place every year. After a several year hiatus, he was back with a fresh Bob Carter-applied coat of Atlantic blue. Marc bought this car new and it's never looked better. Marc also managed to get the centennial license plate reading, "BMW 2002." Jim Peacock, where are you?

Third in class was Gary Parr's golf '73 2002. This car is not babied as Gary brings it to almost every track event. His personalized plate is, "RUEZIM." Get it? Are you easy? I am. Rounding out the class were June Anderson's lovely red '76 2002, Jeff Peterson's '73 tii with 263,000 miles and Jerry Ward's '74 2002 in golf with black trim.

The old 3-Series class had three competitors. The winner was Steve Hamilton's '82 320is. No wonder it's clean, it's only got 18,551 miles! Wouldn't you like to buy a used car from Steve? Bob Rehkopf's '81 320is in white took second. Third went to driving events chairman Paul Touby's '70 320i. Paul's car sports a turbocharger and BBS wheels.

The old 3-Series class covers '77 through '83. When the new 3-Series is introduced in 1991, or whenever, we'll have to have three classes of 3-Series. But for now, the new 3-Series class

includes '84 through the present. This is the 318s and 325s. The new 3-Series class was won by the oldest car entered and the one with the highest mileage. Tony Niolo's '84 318i took top honors. The car is Bahama beige which is a color that looks lousy if dirty and looks fabulous when clean. The perennially competitive black '85 325e of Brent and Betty Wilde won the second spot. Third was the black '87 325 of Frank Irwin. Al Lancaster's bronzit '86 325es was fourth.

The Senior Six class had three show stoppers entered. First place was won by Steve Benirscke's '70 2800CS in Malaga. Steve managed to get Charlie Richardson's old license plate which reads, "BMW CS." Every BMW enthusiast must love the old coupes and second went to another one. Mason Kirby's blue '72 3.0CS. Mason's dad bought him this car as a project for the two of them to work on. Wouldn't you like a beautiful three liter coupe at age 16? The class was actually won by Lee Yates' Malaga '72 Bavaria. A previous winner, this car has been tastefully updated with a new 3.5 liter engine, a limited slip and an aftermarket suspension. The car is very well behaved at the track and immaculately maintained by Lee.



A couple of ducks found the weather at this year's Concours d'Elegance to their liking.

In a new procedure this year, the Best of Show winner was elevated out of their class. The Best of Show winner was not without controversy. Some judges thought Lee Yates' Bavaria should've won while others thought Marcus Schack's 535 was cleaner. Lee's car had the benefit of bonus points for age and mileage and was awarded Best of Show in the end. This allowed the two coupes in the Senior Six class to move up a notch. Lee's car also won the Entrant's Choice award, which was based on the votes of the 18 entrants. Spectator Choice, voted on by everyone in attendance, was won by Mike McCarthy's appealing 2002tii.

Congratulations to all winners. Thanks to the judges and especially to Brent and Betty Wilde who were chairpersons for this year's Concours d'Elegance. Let's hope for sunshine next year.

—David Lightfoot



1989 Concours d'Elegance Results

Older 4 Cylinder

- | | |
|------------------|-------------|
| 1. Mike McCarthy | '72 2002tii |
| 2. Marc Cohen | '70 2002 |
| 3. Gary Parr | '73 2002 |
| 4. June Anderson | '76 2002 |
| 5. Jeff Peterson | '73 2002tii |
| 6. Jerry Ward | '74 2002 |

Older 3-Series

- | | |
|-------------------|-----------|
| 1. Steve Hamilton | '82 320is |
| 2. Bob Rehkopf | '81 320is |
| 3. Paul Touby | '79 320i |

Newer 3-Series

- | | |
|-----------------|-----------|
| 1. Tony Niolo | '84 318i |
| 2. Betty Wilde | '85 325e |
| 3. Frank Irwin | '87 325 |
| 4. Al Lancaster | '86 325es |

Senior Six

- | | |
|--------------------|------------|
| 1. Steve Benirscke | '70 2800cs |
| 2. Mason Kirby | '72 3.0cs |

Newer Big Six

- | | |
|------------------|----------|
| 1. Marcus Schack | '87 535i |
| 2. Bob Harada | '85 535i |

Best of Show

- | | |
|-----------|-------------|
| Lee Yates | '72 Bavaria |
|-----------|-------------|

Entrants Choice

- | | |
|-----------|-------------|
| Lee Yates | '72 Bavaria |
|-----------|-------------|

Spectators' Choice

- | | |
|---------------|-------------|
| Mike McCarthy | '72 2002tii |
|---------------|-------------|

Rally of Tacoma

The rally at each of the last two BMW Fests have been in the Seattle area and have been gimmick type rallies. This year, a club member asked, "Why doesn't the club ever do anything in Tacoma?" Good question, the Board of Directors thought. So Dan Alvis and others offered to organize a rally in Tacoma.

This was a poker rally, which means each car receives a playing card at each checkpoint. The best hand at the end of the rally wins.

The rally route took entrants along the Tacoma waterfront, through Pt. Defiance Park, over the Narrows bridge, through Gig Harbor and back to the Tacoma Waterfront. Five hours were allowed to complete the 70 mile course. This meant plenty of spare time for diversions. Some visited the zoo at Pt. Defiance Park, others stopped at the boutiques in Gig Harbor, while a bunch went to an air show along the route.

The last checkpoint was Katie Downs Tavern. Actually, several rally checkpoints were taverns. This may have had to do with familiarity by the rally's organizers. But the awards ceremony had to be moved to the parking lot because the winners were underage! Sixteen year old Mason Kirby, driving a beautiful 3.0 litre coupe, won with a full house. Actually, everybody got a prize, thanks to donations by several club supporters.

Thanks to Dan Alvis and his crew who organized an extremely well run rally. Thanks to Puget Sound Tire for sponsoring the continental breakfast at the start. Thanks to Hermann's German Auto, BMW Seattle, Bellevue BMW and BMW Northwest for prize donations. Thanks to I-5 Racing for ten pitchers of beer at Katie Downs. And thanks to all who took part.



The biggest class, once again, was the 2002s.



Old and new 3-Series face off on the lawn at Chateau Ste. Michelle.



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Driving School at SIR

This year's Driving school at SIR was a real successful event. Unlike previous years when we had only a modest number of students, this year's event was a complete sell-out with over 30 drivers in attendance. We had a good split of novice and experienced drivers. A few of the students made long trips to attend this Driving School. One came all the way from San Diego, another from The Dalles, Oregon, one from Spokane, and a few from Yakima.

Despite lousy weather at the Concours on Saturday and worse weather at the Rally on Sunday, the driving school enjoyed near perfect conditions. A touch of rain in the morning helped emphasize smoothness and precision. The afternoon sessions were cool and dry with overcast skies.

The day began with students signing in and getting teched. They were then treated to a short ground school given by David Lightfoot. After the ground school the students were broken into three groups consisting of novice, experienced, and advanced drivers. They then proceeded to their first drill stations of the morning. At the first station each group received further ground schooling in relation to their level of driving experience. The novice drivers were given more of the basics, while the experienced and advanced drivers were instructed on more advanced driving techniques. The advanced drivers were later giving more instruction on racing techniques.

The first drill station for the novice drivers was the skid pad. Here they acquired a feel for their car by running through skid pad and causing their vehicle to either understeer or oversteer through turn 8. After they got a feel for how the car felt when it was out of control they then learned how to correct both understeer and oversteer conditions. The students also ran through a slalom course to get a feel for weight transfer in quick steering maneuvers. And so that they wouldn't just sit idly by waiting their turn at the skid pad, they practiced heel and toe downshifting while waiting in line.

While the novice drivers were at the skid pad the experienced and advanced drivers were at the handling oval. Here they were working on perfecting their heel and toe and learning trail braking techniques. They also learned how to find an apex of a turn and how to adjust the apex area to suit their cars and driving style. Later in the session the advanced drivers split off from the group and went to the back section of the track to work on more advanced drills. The advanced worked on linking turns together in the most efficient manner. They also worked on finding the best line for their car and on making the best of a turn if they had to run off line for some reason.

After the first drill sessions were completed the novice drivers headed on out to the handling oval and the experienced and advanced drivers went over to the skid pad. At the handling oval the novice drivers learned about how to drive a corner for maximum smoothness and speed. They also learned how to tie together the turns and straight sections of a road course to make their cars go as fast and as smooth as possible. They then took to the handling oval and practiced what they had learned and also had a chance to work on their heel and toe downshifting while driving.

Meanwhile back at the skid pad, the experienced and advanced drivers were brushing up on their skills on dealing with understeer and oversteer conditions. They then learned how to use the throttle to steer the car around a corner. The advanced drivers then moved on to a special skid pad set up for them on the main straight. Here they worked on making their cars do very tight turns, turns not possible by simply turning the wheel, by using a combination of both brake and throttle action to bring their vehicles around very quickly.

After the drill stations were completed, the experienced and advanced drivers took their lunch break while the novice drivers were given an introduction to the SIR course by the instructors. After the introduction to the track the students then took to their cars and followed their instructor around the track at a modest pace to get to know the line and to get a feel for the course.

The rest of the day was spent on the track with the novice group and the experienced and advanced group trading off running the track in half hour increments. The experienced drivers their first time out had an instructor riding with them to evaluate their driving skills. If they showed a high level of skill while driving at speed they were then signed off to level 1 status. The novice drivers had instructors riding with them to give them tips and to help correct any errors that they might be committing. The novice drivers will have a chance to be signed off to level 1 by attending a Wednesday night open track session and having an instructor go for an evaluation ride with them.

Dan Alvis suffered an unfortunate incident. Dan, an instructor, was driving Terry Flanagan's racing 2002. The body man who had repaired extensive damage suffered in a race two weeks prior had commented that every part of the car (this is the infamous Green Car) had been straightened at some time except the roof. Dan was coming down the hill into turn 3A under heavy braking when the car suddenly jerked to the left. Up the embankment it went and then, you guessed it, over onto the roof. No one was hurt and this was the first rollover at a club school in about 10 years. Actually, it was a tough day for instructors in racing 2002s. Denny Warner later hit the tire wall in turn 2, suffering a fair amount of damage.

This year's huge turnout helped to make this Driving School a big success. I would like to take this opportunity to thank all the instructors that came out and helped to make this event so successful. If there are any of you in the club that would like to attend a Driving School this fall, please call or write me to let me know. If I have enough interest I will put on another Driving School this fall on a Saturday or Sunday.

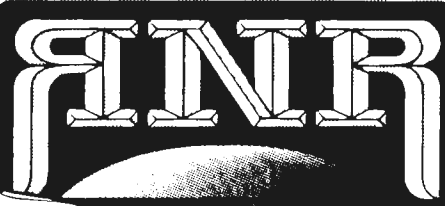
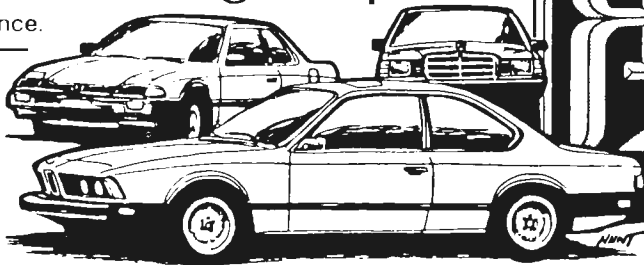
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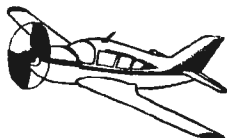


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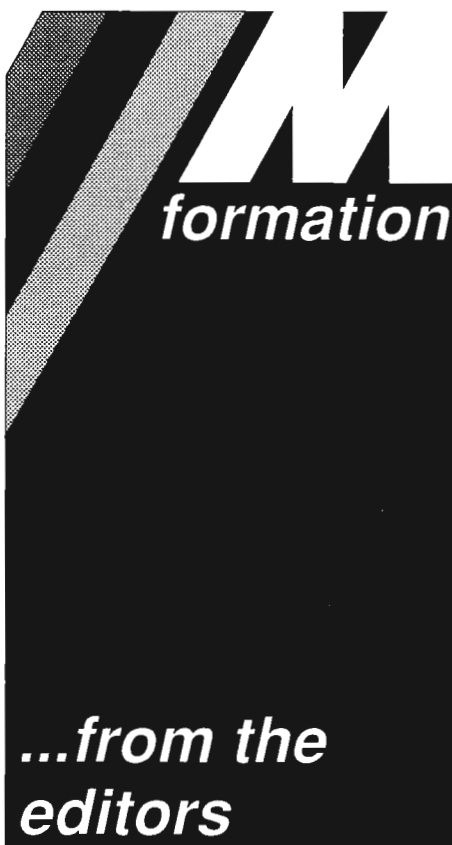
12408 S.E. 38th Pl.
Bellevue, WA 98006

Designed to replace the current 6-Series, the 8-Series will sport plenty of hardware, including ABS, traction control, four-wheel drive, and four-wheel steering. Engines will range from a 185-hp 3.0-litre six-cylinder to the potent 296-hp V-12 from the current 7-Series. Expected to be the most expensive Bimmer ever, the 8-Series could cost more than \$100,000. (*Car & Driver*)

After 13 years, BMW's 6-Series is out of production. The new 850CSi coupe will debut in Frankfurt with 12-cylinder power. A cabrio version is planned. (*Autoweek*)

Washington state's automobile exhaust testing program will expand and get tougher. Beginning next year, cars will be tested every other year rather than annually. The \$9 inspection fee will be raised to as much as \$18 (the current program costs car owners \$25 million annually). Testing will be required on 1968 and newer cars; the 15 year old exemption will no longer apply. The \$50 repair waiver will apply to 1980 and older cars only. Autos built in 1981 or later must have \$150 in emission repairs to get a waiver. There will be no repair waiver available for cars less than five years old with less than 50,000 miles. (*The Seattle Times*)

BMW, which has spent millions convincing the world its products are superior to almost anything else in the galaxy, must be doing a little too well in Japan. There, it is consistently the leading automotive importer. So popular is the 3-Series in Tokyo's flashy nightclub district that it has collected a none-too-flattering nickname. The Roppougi Corolla. (*Autoweek*)



BMW's are known in the South Africa as "German take-aways" due to their habit of disappearing from where the owners left them. Some have resorted to chaining the rear axle of the car to a convenient lamp post to deter would-be thieves. (*The Economist*)

"Ferraris are like dinosaurs. They are big and they are impressive, but they have not adapted to the needs of the times, and eventually that may be their downfall. If you asked me to climb into a Ferrari and drive it to its limits, I'd refuse. It's a car that demands too much of the driver if it is to give of its best, and that makes it a frightening car. It is not a car the driver can easily enjoy." (*Honda R&D chief Nobuhiko Kawamoto, at the unveiling of Honda's \$60,000 NS-X sports car, as quoted in Car Magazine.*)

In a UPI article titled *Statistics and Heroics*, dealing with the history of the Berlin Wall, the following escape was provided as an example: In 1964, in a tiny, three-wheeled Isetta "bubble car," six people were brought out, one at a time, by curling up in a space made by removing the heating system and air manifold.

BMW AG says it may be interested in expanding its horizons beyond passenger cars to the design and production of BMW minivans. While BMW says minivans have been perceived as truck-like until now, "it would be wrong of BMW not to assess or test vehicles with those large passenger compartments that allow passengers to move around," says Wolfgang Reitzle, head of R&D. BMW perceives minivans might appeal to executives, especially if they're equipped with VCRs, fax machines, cellular phones, PCs and TVs. Reitzle made the comments in an interview with *Automotive News* reporter Jack Keebler. Mercedes-Benz has also expressed interest in building minivans.

Other comments in the *Automotive News* interview:

- BMW won't build a car or minivan cheaper than today's \$25,000 3-Series.

- BMW realizes the 8 to 10 year model life of a German car has become a competitive concern. (Some Japanese carmakers are down to 4 years.)

- BMW won't build a V-6 because of smoothness and balance problems, and it won't build a V-16 because "it is perhaps not socially responsible."

- A new model costs BMW \$1 billion to develop.

(*BMW CCA Roundel*)

One qualifier right up front: the 525i will entice you only if you're a sucker for the feel of fine machinery - someone who's eyes glaze over at the sight of world-leading fit and finish. If you buy your cars by the pound and if they hold no more emotional value for you than a trash compactor, you'll never understand a chariot like this. There are lots of people movers in the world but only a handful of automobiles can move you. The 525i is one of them. (*Car & Driver*)

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