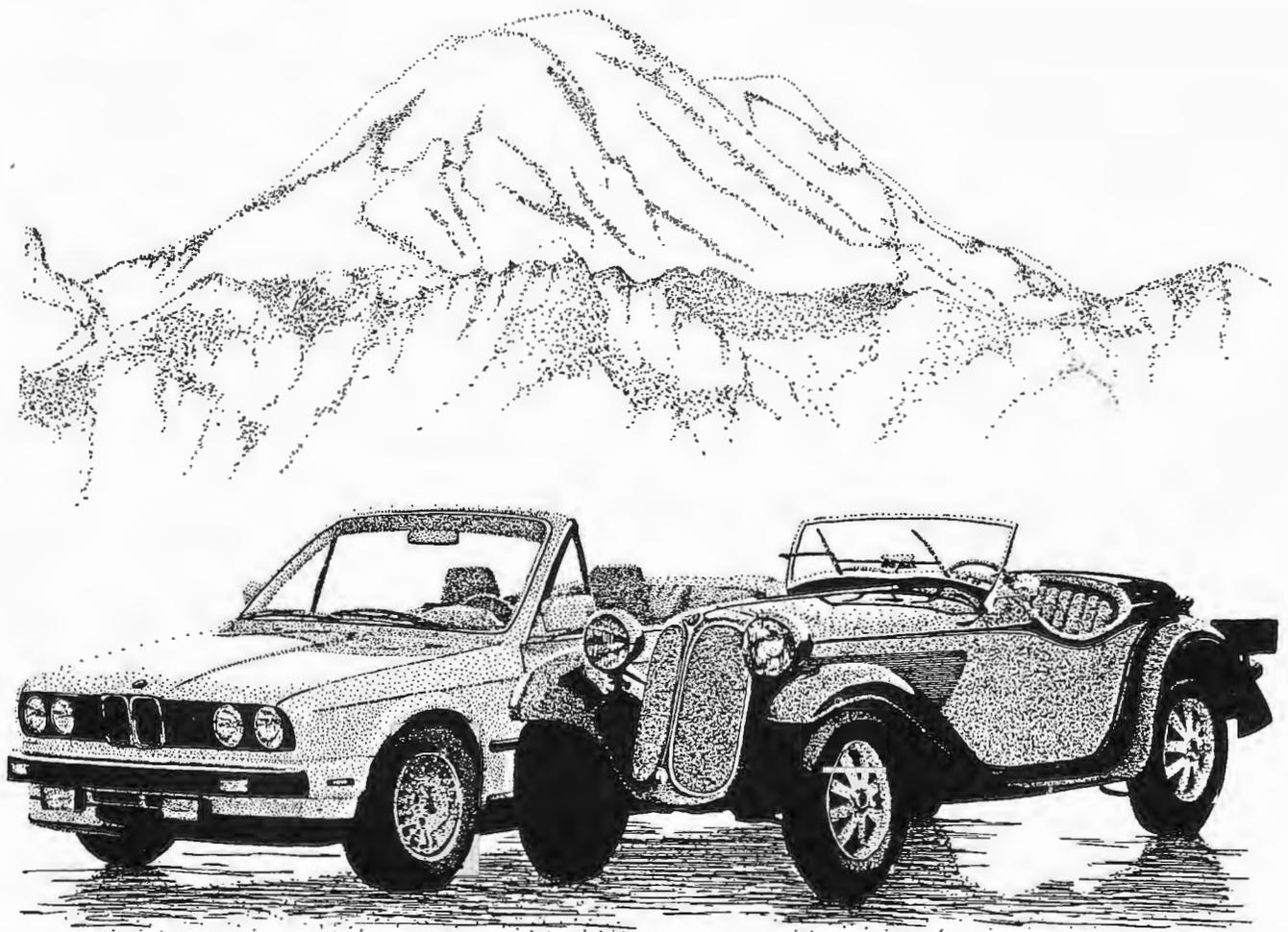


BMW ACA
Puget Sound Region

Zündfolge

June 1988



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Meets BMW

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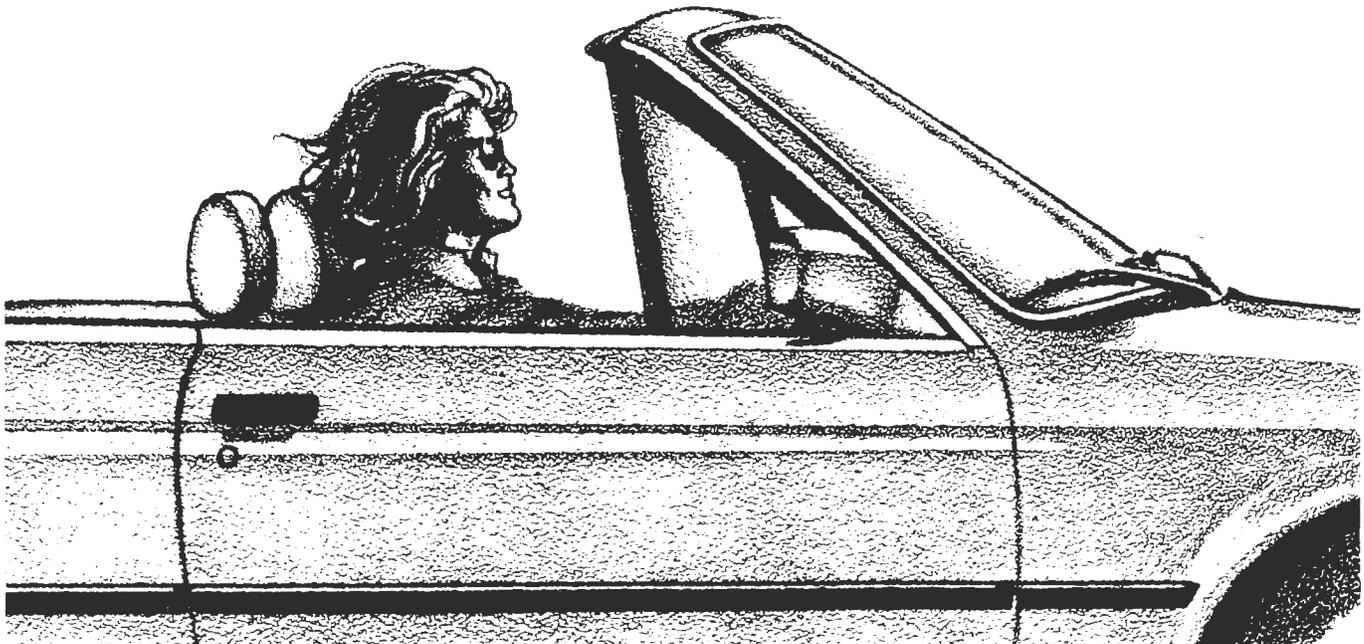
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Cover: Kirk MacGregor features another original piece of BMW art, commissioned specifically for our '88 BMW Fest Northwest.

Inhalt

Vol. 18, No. 5 June 1988

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

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Activities

Track Events Update

Driving season is upon us and your BMW club offers lots of opportunities to drive your Bimmer the way the Bavarians meant it to be driven. Too many people buy these fine cars for the wrong reasons. To really appreciate a BMW you must try driving one at the track. Only there can you push the car without fear of police or incompetents in their rolling wrecks. At SIR there is plenty of room for error without hitting something. You'll do no damage to your car. You really owe it to yourself to attend a club driving school. The next one is scheduled for July 8th, Friday, as part of BMW Fest Northwest. A separate article in this issue details the event and how to participate.

For those with prior track experience, we have two more of our Wednesday Nighters coming up. To participate in these you must either be signed off to Level I in your club logbook or you must reserve in advance by calling David or Lucetta Lightfoot at 282-2641. We will arrange for instruction for you if you are not signed off to Level I.

Here's what's coming up in the way of track event:

June 29, Wednesday

The longest Wednesday Nighter of the year will feature open track time from 4:00 to 9:30. The cost is only \$25 for one driver, one car and \$35 for two drivers sharing a car. In five and a half hours you can definitely get all the driving you want.

July 27, Wednesday

The same routine as in June, although we will probably stop about 9:00 due to darkness. These Wednesday Nighters are a wonderful mid-week diversion. Hopefully, we'll have a warm summer night.

October 1

Our next full day driving school, after the Fest Northwest school, will be October 1st. Plan now to attend. Details

Calendar

June 29

Wednesday Night Track Session. This promises to be a truly exciting evening. Not only will you get all the track time you could want, but it is quite likely that David Smith of our Club will be bringing out his Porsche 962! Surely this is an event not to be missed. As always, if you are not signed off to Level I, you must have an instructor present in your car to take part. Call David or Lucetta Lightfoot at 282-2641 to arrange for instruction. First car out should be around 4 PM.

June 30

Board Meeting at the home of our co-Secretaries, Michael and Mary Lee Helton. Fest Northwest is just around the corner, so come to the board meeting and find out what you can do to get more out of your Club. Call the Helton's or Tom Williams if you need driving directions.

July 8-10

Second Annual BMW Fest Northwest. We look forward to a great turnout at our biggest event of the year. The weekend includes a driving school, autocross/gymkhana, dinner, and Concours D'Elegance. There will be a rally on Sunday morning to the Concours at the Ste. Michelle Winery. The full schedule and details of all events are inside this issue. Take part in whatever you like, and keep your fingers crossed for good weather!

August 4

Board Meeting. At Ron Newell's home in Woodinville. All members are encouraged to participate. Call Ron at 747-6044 (days) for directions.

August 27

General Meeting/Tour to the Pilchuck Glass School. We have moved our general meeting to Saturday this month in order to tour to the world famous Pilchuck Glass School near LaConner. This is one of just two days that the school is open to the public. The work done there has been exhibited in galleries all over the world, as well as being the subject of a book. After the open house, one can picnic, visit LaConner, or take a drive through the Skagit Valley countryside. Details will follow in the July and August magazine.

in future *Zündfolge*.

At all club driving events, driver and passengers need helmets, no alcohol is allowed and safety is the top priority.

Four club members in three cars participated in an all day track session at Westwood Motor Circuit on May 21st. Westwood is located in British Columbia, near Vancouver. The event was sponsored by the BMW Car Club of Canada, Western Region, centered

in Vancouver. Westwood is a beautiful little track in a mountainous, wooded setting. It's challenging, fun and hard on brakes! The weather was glorious and we all had a great time. It was one of the best organized events I have ever attended. Congratulations to the BMW CCC on a job well done. Let's do it again! And for the rest of our members, next time, be there!

—David Lightfoot

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Wankel Meets BMW

Denny Organ
Zündfolge Editor
2913 27th Ave. West
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Dear Denny:

I am writing to share with you and members of the "Club" some of the fun that I have had with my 1979 BMW 320i!

This story starts after I had already owned my car for 4 years (purchased in April 1983, with 58,000 miles on it) and had thoroughly enjoyed driving it for 60,000 miles. Along the way, as an enthusiast, the prerequisite "tweaks" were administered; shortened springs, Bilstein shocks, Tokico sway bars, and Panasport wheels shod with various tires over time. Fortunately, the car was an "S" version for 1979. All that really means is that the car came with Recaro seats, limited slip and three spoke steering wheel for comfort and grip. The powerplant was the venerable 2 liter, mated to the 4 speed transmission. Hopefully, I have painted a picture of what my car is (and was!)

Sometime after about 115,000 miles, I started to assess my interest in the car and determined that with the exception of the available horsepower, I was still very pleased with my ride, (the styling, suspension, seating, etc.). Since it had depreciated in value on the open market, it only made sense to upgrade the powerplant. Enter Dennis Hayes, from Hayes Rotary Engineering in Redmond. After many conversations, we decided to go ahead and applicate a Mazda 13B rotary into the engine bay of my car! Dennis assembled the motor to withstand turbo-charging (as if I want to!) for maximum internal strength. The engine is normally aspirated with Dellorto side drafts. With headers, the net result is about 225 HP from 1.3 liters. The real trade off

between this engine and the BMW engine is fuel consumption — 12 mpg (13B) vs. 19 (BMW). However, the rotary willingly sings up the tach to 9500 rpm!

After Dennis built the motor, he referred me to Steve Hersch, owner of Heavy Weather Fittings. Steve is a rare breed of engineer/fabricator/artist, who, took on the task of installing this potent powerplant. Steve had the car for a total of about 10 weeks during the removal and installation. (See Steve's article for all the technical details of the transplant!). My credo to Steve and Dennis was to build it "Hell for Stout!" and they did not disappoint! To make the engine and the installation "bullet - proof" was my project goal, as this car is a daily driver for me.

Why would someone want to do all this, when you could either build a new BMW motor, or perhaps get involved in some other car (newer and/or faster)? Well, in summation, this is how it stacks up . . .

1) After the transplant, it definitely became one-of-a-kind car.

2) With no valves to adjust, tune-ups consist of plugs, oil and filters, with the carbs easy to maintain.

3) Electronic ignition is set it and forget it.

4) As I mentioned earlier, the engine loves to rev. The power starts delivering down at 2800 rpm and screams all the way to 8000 rpm (my self imposed redline). O.K., here's the meat of the matter: 0-60 in 6 seconds flat. Mated to the RX-7 5-speed, I have calculated a top speed of oh, right at 145 mph. (I *had* to calculate it, my speedo only goes to 120.)



5) The car is so much fun to drive, and so subtle in traffic that I've surprised more than a few of the "Auto-bahn Sleds"!

6) I still enjoy the practical side of the 3 series car, with a back seat and real trunk.

7) No car payments . . . I mean, I'd like an M3 too, however . . . \$!

In finishing this story, to date, I have put just over 10,000 miles on the "new" car and still it's a ball to drive! Bugs and glitches have been few and far between. This has not been a cheap endeavor to pursue. If you ever get the itch to do this, set aside a high four figure budget to scratch it with, and hire the best people to work toward your interests.

*Happy Motoring!!
Michael C. Pitton*

[Steve Hersch has provided us with the preceding insights from the "converter's perspective."]

This will not be the first time German and Japanese technology have joined, however, it is probably the first time a Mazda 13 B rotary engine has been under the hood of a 320i.

Some of the specifics: Specially made parts were kept at a minimum, and wherever possible either BMW or Mazda original equipment was used. All new fasteners remained metric.

New engine mounts were designed to use the stock Mazda biscuits. The forward section of the driveline was modified with an RX 7 yoke in front and the Bavarian splines to the rear, so that the center support bearing the aft



Believe us when we say: this engine produces an exhaust note you've never heard before from a 320i!

section of driveline are original equipment. The new exhaust system follows the approximate trail of the stock 320's. A Mazda Rotary Pickup radiator and oil cooler were installed with a subsequent removal of some BMW sheet metal to accommodate the Mazda core. The 320i high pressure fuel pump had to be removed since the rotary was supporting a Dellorto side draft carburetor. Two Fawcett pumps were installed utilizing the stock filter and fuel lines. The 320's steel hydraulic clutch line was flared for the Mazda fitting, so that the BMW master operates the RX 7 slave. A Mazda throttle cable was married to the stock 320 fitting through the firewall. Wiring was both easy and difficult. The BMW tachometer and Mazda alternator both required no modification. But the new fuel pumps needed some bypass work under the fuse box to get them to work when the coils were energized. The injector sensors, air conditioning wiring, electric fan, and radiator sensors were all eliminated from the BMW loom. A bushing was made to adapt the Bavarian temperature sender to the

rotary. The console lost its ashtray to the Mazda shifter, but now sports VDO ammeter, oil pressure and temperature gauges. A circuit breaker was installed to protect the ammeter lead.

But one may ask why do all this? Why spend the money? Why create other problems to solve when original equipment maintenance is pesky enough? From the owner's perspective it is scoot, speed - the rabbit stays the same size but genetically engineered for more kick. Passing gear is seductive.

From my view as the converter - it is lust, it is jazz, it is there to do - it had not been done before. It is uniquely American to steal the best ideas and technology on the planet and then combine them in a thoughtful mixture to produce something with a twist, a turn of wit.

It is my opinion that when things begin to be viewed as pure and sacred, they then become static, rigid, unchanging, uninteresting, lifeless. Boundaries need to be nudged, parameters should be pushed. The composers Duke Ellington and J.S. Bach

knew this. They always left room in their scores for the spontaneous thought of the musicians playing the piece. J.S. has been dead for so long now that his music has been filled with the notes of the purists, and new interpretations of his work are often met with cries of adulterer, vilifier. But Duke's compositions have always welcomed new approaches.

So it was done because it was music waiting to be composed, it was done for the lust of joining technologies. The irony, though, is that the rotary or Wankel engine is the product of a German mind and had to travel to Japan before being mass produced.

- Steve Hersch

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Stalls

by Thomas B. Nast

Right Hand, Meet Left Hand

Pretend, for a moment, that you are a major German automobile maker. Last year you notified tens of thousands of owners of your cars to bring them in for an "engine campaign." You didn't have to do this, but you voluntarily spent millions of dollars to keep your customers happy. When a customer brought his car in for campaign work, the intake chambers and the back of the intake valves were cleaned with a walnut shell blast, the injectors were cleaned, the injection electronics were updated as needed and the ignition system was gone through.

Pretend, for a moment, that what you told your campaign customer was that the valve carbon and injector problems were caused by today's fuels, and that a substance in the fuel called techroline would abate the problems, so long as it was used from the time the motor was clean. Customers were told to either use fuel with techroline (such as Mobil) or to add it to the fuel. To encourage its use, and keep customers happy, you sell techroline for only ca. \$1.40 per bottle.

A club member had his 325 in my nail-infested driveway last week for a little integrated circuit work. The car had 3000 miles on the clock. I asked him if he used techroline. "Techro what?," he said. "Techroline," I replied. "Never heard of it," said the proud new owner.

The chip work finished, I suggested we drive to the dealer who sold the car, in order to buy a case of techroline and ask the salesman some questions. The new chip seemed to work pretty well, by the way.

The salesman seemed somewhat familiar with techroline and its uses, and was aware there had been an engine campaign. I could not determine if he connected the two. He conceded that he had not advised the purchaser about techroline. 'I don't discuss fuels with customers unless it comes up somehow.' What to feed the car was, according to the salesman (who deli-



vered the car), the business of the service department.

The car had its 1200 mile service at the same dealership. Nobody in the service department (where all this campaign work was done to slightly older cars) had bothered to tell the purchaser about techroline, either.

The owner of the dealership and another salesman had joined us by this time. The proprietor said he thought that techroline would have been added at the 1200 mile service. (It was.) But given that the second service is not until ± 7500 miles (these cars have service interval indicators), shouldn't techroline be used in the interim? The owner and salesman had no answer. Frankly, I was hoping that either they had forgotten to tell my friend to use techroline or they would consider a policy of discussing the matter with all future purchasers, but nothing they said gave me any encouragement on either score. Having spent megabucks repairing poor running cars in the field, there is no protocol to keep new cars from developing the same problems!

One salesman who joined in this discussion did give me reason to understand why the service department (which, in my opinion, should do the car delivery), and not the salesman, should educate customers on technical matters. This salesman drives a VW Vanagon, and said he learned from a

filling station attendant that his car, too, will develop injection problems unless techroline is used. I asked whether his car used L or K jetronic injection. He would not answer this (i.e. he didn't know), but said it made no difference, as fuel injection is fuel injection. [This is rubbish. The L system is exquisitely more susceptible than the K (CIS) system to injector contamination.] The salesman completely missed the point, which is that BMW has identified a fuel compatibility problem and has absorbed many millions of dollars correcting its effects — not to educate new buyers to avoid the problem is insane. And if I may judge from my own experience with VW, customer satisfaction is of little or no concern there. I hope this salesman was not suggesting that BMW should treat its customers the way VW does!

There is always an Alice-Through-the-Looking-Glass quality about car dealerships. It's kind of like court that way (as in, a passenger doesn't "use" a passenger car. Honest. That's what our courts say.). And I like this car dealership. Maybe not enough to buy a car there, but at least enough to leave with a case of techroline. But it seems to me that when a customer buys a car, s/he ought to be told enough information, at least about the car's eccentricities, to avoid getting into trouble. This dealership has no policy of doing so and neither, apparently, does BMWNA.

When I bought my first 2002 (in 1971), the owner of the dealership where it was serviced not only gave me a rundown about maintenance but also demonstrated the car by inducing a little oversteer at the limit and drifting the car around a corner. I can understand that such a thorough checkout may not be possible these days (if for no other reason than the cornering limit of the 325 is much higher), but there still should be *some* checkout. And so far as mechanical systems go, that includes what grade of oil to use and a discussion of fuels.

Especially when the manufacturer knows that a problem will almost inevitably occur in certain precautions are not taken.

BMWNA, let the dealers know what to minimally tell the customer. Service department, let the sales department know how to keep the customer from needing preventable maintenance. Right hand, meet the left hand.

Postscript: Three days after my visit to this dealership, and after the foregoing column was written, received a call from the owner, letting us know that future purchasers would be advised to use techoline. Let us hope this becomes a widespread trend.

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Tech Tip Compendium

The long out-of-print Tech Tip Compendium is now available again. This is a collection of tech tips gathered from BMW club newsletters around the country. At about 460 pages, it is the largest publication of its type available anywhere. The compendium includes tips printed through 1982. No one has been found to edit the tips since '82, but then fewer people work on the newer cars. For someone doing their own wrenching on an older BMW, the compendium is a wealth of information. Compendium printing is by high quality photocopy. The nineteen chapters include:

- Tuning & Specifications
- Engine
- Drive Train
- Lubrication
- Cooling
- Fuel & Carb
- Electrical
- Brakes
- Suspension, Steering & Tires
- Tii
- 320i
- 6'ers
- Body
- Interior, Gauges & Dash
- Heater, Wipers & Washer
- Parts Substitutions
- Maintenance Procedures
- Troubleshooting & Miscellaneous
- Index

Ten copies have been printed. Those who reserved a copy must pick it up immediately or we will sell your copy to someone else! If you want a copy call Lucetta Lightfoot at 282-2641. The price is \$25 plus postage.

BMWACA Puget Sound Region

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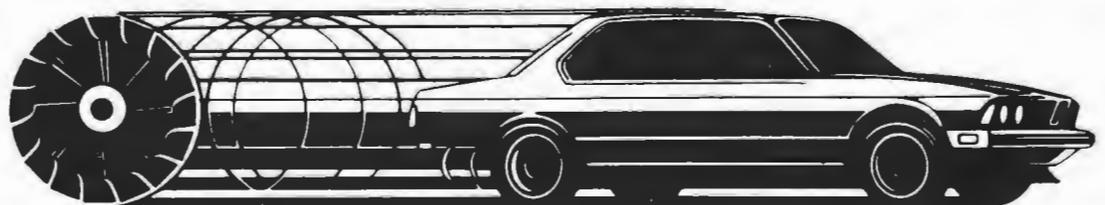
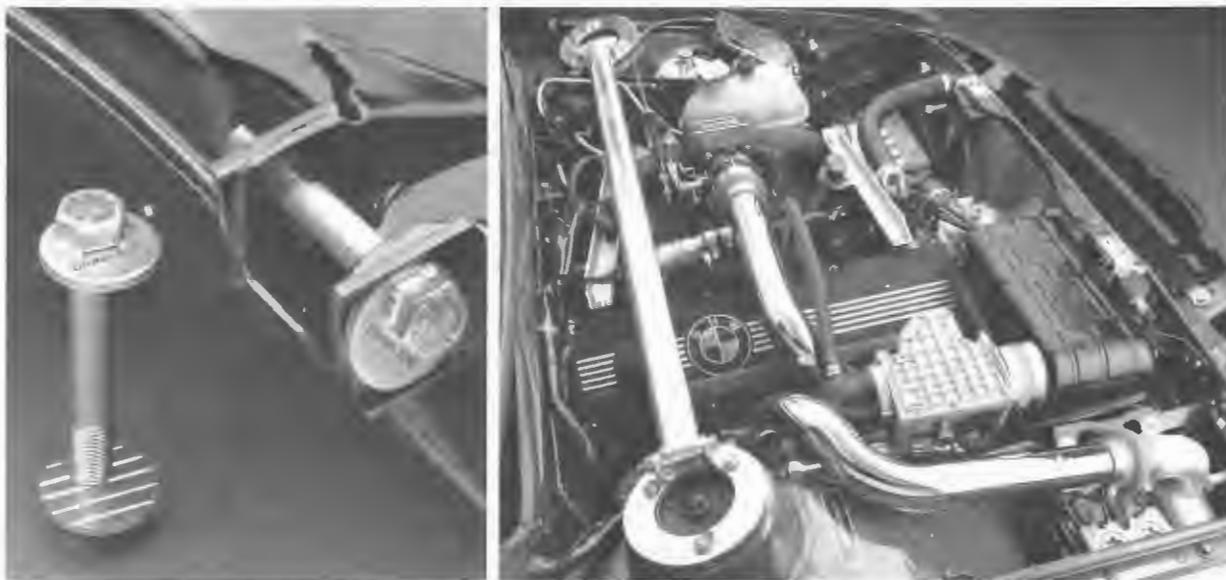
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BMW Fest Northwest '88

BMW Fest Northwest: Overview

The biggest event for BMW ACA is just about upon us. This is the last *Zündfolge* you'll receive prior to the second annual BMW Fest Northwest. Plan now to participate in as many Fest Northwest events as you're able to. Fest Northwest is especially convenient for those members who live too far from Seattle to participate in club activities on a regular basis. By cramming lots of stuff into three days, back-to-back, it should be worthwhile for far-flung members to come to Seattle and get involved.

BMW Fest Northwest will take place on July 8, 9 and 10. Each event over the three day span is run independently.

So you can take part in as many or as few things as you like. Most events don't even require advance registration so you can join us on the spur of the moment. All events are designed to accommodate the first-timer. Advance registration is required for the Driving School and for the dinner on Saturday night.

David Lightfoot

Schedule of Events

Friday, July 8, 7:00-4:00 Driving School at SIR

A driving school to suit all levels of experience, from novice to veteran. Open track all day with instruction suited to your needs. Advance registration required.

Saturday, July 9, 8:30-4:00 Autocross and Gymkhana

The autocross and gymkhana will be held on adjacent sites at Sand Point Naval Air Station. Two very different but fun events.

Saturday, July 9, 8:00-? Dinner at the Marrakesh Restaurant

An exotic Moroccan feast (and we mean feast) at a bargain price. Purely social and relaxing. Advance registration required.

Sunday, July 10, 9:00-11:30 Gimmick Rallye

No experience required and everybody in the car gets to help! Have fun on the way to the Concours.

Sunday, July 10, 11:30-3:00 Concours d'Elegance

The club's biggest and best event. Picnicking and beautiful Bimmers on the grounds of Chateau Ste. Michelle Winery.



BMW Fest Northwest Driving School

The club has Seattle International Raceway reserved for all day, July 8th, Friday. We'll be holding a one day driving school. But this school will be a little different than our usual one day novice school. Instead of working through a series of drills in the morning, we will be on the full track from the beginning. We will have separate groups for novices and *everyone* will get instruction. But, for those with some experience under their belts who want lots of track time and don't want

the drills, this school will be ideal. Plus, hopefully, we'll have great weather.

Novices will get the basics from their instructor on a personalized basis. We'll go slowly and gradually; there is no need to be intimidated. Members with track experience will be able to improve their skills with the help of experienced instructors.

If you want to participate, register now using the form in this issue. Here's what you'll need to bring:

- Helmet
- Lunch
- Tires pumped up to about 40 psi
- Logbook, if you have one
- Camera, if you like

To reach SIR take exit 142-A from I-5, south of Federal Way, turn onto Highway 18. Head east until you see the signs to the track on the right side of the Highway.

Here's the schedule for the July 8th Driving School:

- 7:00-8:00 Check-in, tech inspection
- 8:15-8:45 Drivers' meeting
- 9:00-4:00 25 minute run groups, 5 minutes to change corner workers

All school participants must ensure their car is safe for the track. Each car will be inspected at the track Friday morning. If your car flunks tech, you will be barred from the school. Here's some things to check:

July 8, 1988 Driving School Registration Form

Name(s): 1. _____
2. _____

Address: _____

City _____ Zip: _____

Phones: Work: _____ Home: _____

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

2. Year _____ Make _____ Model _____ License # _____

Enclosed: \$60 - One driver, one car \$90 - Two drivers, one car \$120 - Two drivers, two cars

Make checks payable to: BMW ACA

Send Registration Form and check to: P.O. Box 1259, Bellevue, WA 98009

Track Driving Experience:	Driver #1	Driver #2	
	<input type="checkbox"/>	<input type="checkbox"/>	None
	<input type="checkbox"/>	<input type="checkbox"/>	None at club schools but some other experience
	<input type="checkbox"/>	<input type="checkbox"/>	Have attended club school but not achieved Level 1
	<input type="checkbox"/>	<input type="checkbox"/>	Level 1
	<input type="checkbox"/>	<input type="checkbox"/>	Level 2



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David Lightfoot

Fest Mystery Autocross and Gymkhana

This year's Fest Northwest Autocross and Gymkhana will once again take place at the Sand Point Naval Air Station on Saturday, July 9. However, there is an element of mystery this time. Due to construction work at the site, the courses for both the autocross and gymkhana cannot be planned ahead of time. While we are assured of having enough room, it isn't at all certain what *form* the available space will take. It may be relatively normal course such as last year's or something completely new and radical. It should be fun to find out!

For those of you new to the club, an autocross is nothing more than a course laid out on a parking lot using familiar orange traffic cones as markers. The idea is to navigate one's way through the course as quickly as possible without missing gates (10 second penalty) or knocking over a cone (2 second penalty). Generally there is one timed practice run along with three counting runs determines one's placing in his or her class. If time available, we may have some fun runs which are timed but are not used to determine one's standing.

The gymkhana is somewhat different. It requires a driver and a "naviga-

tor". Various activities of a semi-athletic nature are required of the navigator while the driver attempts various driving maneuvers. A lot of fun to watch and even more to participate in!

Costs are \$10 for the autocross and \$2 for each gymkhana team. A helmet is required for the autocross, it is not required for the gymkhana. If you don't have a helmet, we should be able to scrounge one up for you to borrow.

Many new members have expressed concern that their cars will be hurt at our autocrosses. While this is understandable, one needn't worry. A well-maintained BMW will not be hurt by participating in these events. The autocross and gymkhana are low-speed events which put the emphasis on smooth, safe handling of your Bimmer in a controlled setting. These are precisely the qualities we strive for as street drivers. So come on out! You'll learn a little about your car as the Ultimate Driving Machine and about yourself as a driver, and most of all, you'll have fun! And please remember that family and friends are most welcome to take part in the gymkhana or just watch, so bring them along.

To get to Sand Point, follow 520 to the Montlake Boulevard exit. Follow

Montlake north; you'll pass Husky Stadium on your way. In a couple of miles Montlake Blvd. becomes Sand Point Way. Follow Sand Point Way about 2 miles, the Naval Air Station is on your right. Turn right at the stoplight, and let the guard know you're with the BMW Club. You'll get directions from there. Please keep your speed to 15mph; the Navy does enforce this limit. If you have any questions, give me a call in the evening at 854-1986.

-Paul Touby

Join us for A Northwest Fest Dinner!

This year's Fest Northwest dinner promises to be a special event. It will be held at the Marrakesh Restaurant on Capitol Hill in Seattle. The dinner will be a wonderful feast featuring beef, chicken, lamb, and seafood prepared in a variety of ways. The meal will be served family-style so everyone will have a chance to try everything.

Bring a healthy appetite and don't be intimidated by the idea of Moroccan food. While it certainly has a unique character, there is certainly



حرفين من الحشيشة
 صلاطة مغربية
 بسطيلة ملكية
 دجاج بالليمون والزيتون
 ارنب بالقليل الأحمر
 لحم غنم بربغال



nothing we'll be having that could be defined as wildly exotic. If you haven't tried Moroccan cooking, you're in for a real treat.

The owner of the Marrakesh is Ben Alaoui. He was a former owner of Mamounia, a well-established Moroccan eatery also on Capitol Hill. His new venture has received rave reviews in both Seattle dailies as well as the *Seattle Weekly*. His brother is the chef, so it is truly a family operation.

The price for the entire feast is \$18.50 which includes tax and tip. Drinks can be purchased separately. It's a great value, a chance to do something a little different, and plenty of food besides. This will be a great opportunity for a "taste of the Middle East," so plan to join the fun at 8 p.m. Saturday, July 9.

The restaurant is located at 605 15th Avenue East, Seattle. Follow Olive Way East to 15th, then turn left. The restaurant is about 5 blocks on the left. Call me at 632-6567 or the restaurant at 328-4577. Send your reservations to the Club P.O. Box by July 7th to guarantee a spot!

See you there!

-Sharon Silverstone

Fest Rallye For Fun

What's fun, free and something the whole family can participate in? The second annual BMW Fest Northwest Rallye, that's what. Plus, it provides a fun and scenic way to get to the Concours d'Elegance.

Our club Rallye is not a time-speed-distance (TSD) type rallye. Instead, it's

a gimmick type rallye. This means that no experience is required. Directions are reasonably easy to understand and points are earned by answering questions via observations along the route or your knowledge of trivia or... well, whatever else the Rallyemaster dreams up.

The Rallye begins at Gasworks Park, at the north end of Lake Union in Seattle. Start time is 9:00 a.m. Rallyists will finish at the Chateau Ste. Michelle Winery prior to the 11:30 start of the Concours.

So make a day of it. Pack a picnic lunch, rallye out to the Concours, enjoy some Ste. Michelle Wine and take in some beautiful cars. If anyone asks what you're doing Sunday, July 10th, tell 'em you're busy.

-Char Killien



Concours d'Elegance

Clean. That will be the theme of the day. If you don't enjoy clean BMWs, interesting people, sunny July afternoons, picnic lunches on the lawn and lazy shade trees, don't come. If you do, then definitely make plans for our annual Concours d'Elegance July 10 at the Chateau Ste. Michelle Winery in Woodinville. The Chateau has had a history of always providing a fair weather day for this event. And if I am permitted the liberty of speculation, I think that this year will be no exception.

The program this year will be the same as in past years. That is, we will be categorizing the entrants based on their model designation and in some cases on year of manufacture as well. The class breakdown looks like this:

- Early 4 cylinder cars.
 - 1500, 1600, 1602, 1800, 1802, 2002, 2.0c, 2.0cs
- Early 3-series cars.
 - 320i, 323i
- Late 3-series cars.
 - 318i, 325 (all), M3
- Early 6 cylinder cars.
 - Bavaria, 2800cs, 3.0cs, 2500, 2800, 3.0s, 3.0si, M1
- Late 6 cylinder cars.
 - 5-series (all), 6-series (all), 7-series (all)

The judging will be handled by two groups of three judges each. Each Group will look at approximately half of the field of cars. Within each group of judges there will be one person assigned to look at each of the areas of inspection. The following is a list of the three areas along with an abbreviated breakdown of the point system.

Interior	
Passenger compartment	160 points
Trunk	80 points
Exterior	
Body	40 points
Paint	50 points
Surface preparation	20 points
Problem areas (rocker panels, glass, bumpers, etc..)	170 points

CONCOURS!

Engine Compartment

Head and block	50 points
Electrical components	30 points
Brake and steering components	15 points
Cooling system	25 points
Compartment walls and underside of hood	25 points
Total	665 points
+ 1 point per year of car	
+ 1 point per 5000 miles	

In preparation for the event it is necessary for you to have your car ready in advance to coming to the Winery. There will be little time to do much more than the odd touch-up here or there. The grounds will be open for registration from 9:30 am - 11:00 am. Following this the cars will be declared "hands off" and no more cleaning will be allowed. the judging will begin at 11:30 am. The ending time will vary depending on the number of cars entered. Usually judging takes around 2 hours. Awards will be given afterwards based on the highest earned points in each class. In addition to this, we will be giving awards to: Best of Show, the car that has accumulated the most points overall. Entrant's choice, the car that has been chosen by ballot to be the favorite of the other entrants in the concours. Spectators choice, the car that was chosen by ballot to be the favorite of the spectators of the concours.

There is no admission charged to attend so pack a lunch and bring along the family and friends. While you are at the Winery you can take in the sights of the well-cared-for grounds or visit the Chateau for some delightful wine. The only requirement is that no alcoholic beverages be brought onto the Winery property. Chateau Ste. Michelle has a license that only allows the consumption of their wine on the premises.

Plan on coming! It will be an event that I know you will enjoy.



The Doctors of Dirt return!

Driving Directions

From Interstate 405 take the 124th St. exit at Totem Lake and drive east. Travel this road over the hill and down in the valley until you come to the Woodinville Redmond Road & turn left. Follow this road to the next stop at the Hollywood School House & turn left on 145th St. NE. The winery will be just across the bridge on the left side of the road. Enter the area just past the main gate and down the small private road. The Concours will be set up in a large grass field on the left hand side near the end of the road.

Tom O'Dell



Buying a Used BMW

by Thomas B. Nast

In this month's installment, Sir Thomas begins his survey of individual models. Last month he discussed systems and inspections of same - Ed.

Survey Of Models

2002. The 2002 was thoroughly covered in my last "Buying Used" article, and nothing has changed but parts prices. Contact *Zündfolge* for a reprint if you are interested.

The price of a used 2002 is very much a function of condition. Prices presently range from about \$1200 to \$4500 for carbureted models, and \$3500 to \$7500 for a tii. Even more than for other models, be prepared to pay more for a good example and less for a poor one.

2500 - Bavaria. The older six cylinder models are not holding their value well, due to obscene parts prices and price pressure from used 5-series cars. Generally expect the price range to be a \$2000 - \$3000 for a clean 2500 or Bavaria, and \$3500 - \$5500 for a 3.0s or 3.0Si.

Body trouble to look for includes rust in both the usual places and the front shock towers. Metallic paint on these cars was a disaster, and often they are repainted without proper preparation, which means the new paint will flake off even more quickly. This is true of all older cars, where the cost of a proper repaint approaches the value of the car.

The chassis was pretty good, but the suspension suffered from the 55 mph shakes. The etiology of these has never been satisfactorily explained, and one may serially change tires, wheels, bushings, shocks and springs and never quite tame the problem. If present, the shakes may be a good way to bargain down the price, however. Many cars in this series don't have proper shock absorbers, and you will want to pay particular attention to them at inspection time. All had four wheel disc brakes, which are easy to inspect.

Watch for frozen calipers, which will manifest themselves by pulling the car during braking.

The engine was basically sound and is really a sweet six when running right. Most models came with a pair of two-barrel Zeniths, which were ok when new but get pretty awful with age. Emission controls were for the most part incorporated into the carbs, which became unmanageably complex. (Detroit put the emission controls at the exhaust end, a far more sensible idea and one which BMW finally started adopting in 1977.) If you find Zeniths on the manifold, plan on spending \$400 - \$500 on Webers in the near future. Cracked heads are also a problem on these early sixes. The reason for head cracking in these models is virtually always overheating, as the cooling system in peak form was marginal. Give the radiator, water pump and fan clutch (the latter will set you back a C note) a close look. Oil consumption can be through the valve guides or past the oil control rings. Cylinder wall wear in the sixes tends to be less severe than in the fours, and breaking the glaze and reringing the pistons may be a realistic possibility. (Cylinder wall wear can be greatly accelerated by malfunctioning Zeniths washing the oil off the cylinder walls with raw fuel, however.)

A word about the 3.0S (1975) and 3.0Si (1976) is in order. These cars sell for quite a premium in the used marketplace. In that they had better rust protection than the earlier-produced

Cars, they may be worth a premium. The 3.0Si also had fuel injection, which buyers view as an asset, a view which should be closely examined. The Si had a L-jetronic injection system. This was a first generation system which didn't work much better on the 3.0 than it did on the early 530i. The early L-jetronic quickly earned an unenviable reputation and I would suggest there are reasons for this. I question whether the S or Si is worth much of a premium, particularly the latter.

From the flywheel back the old sixers are pretty solid cars. The four-speed gearbox was a jewel (the Borg Warner 65 automatics were inexcusable, and under no circumstances would I recommend buying into one as the cost of repair may exceed the value of the car), and the driveshaft, final drive and half shafts gave excellent service. A visual inspection and driving test should reveal any problems.

The trouble with the old sixers is parts. Not so much availability, which isn't great but can be dealt with, but with cost. These are cars that will nickel and dime you — a door brake here, a tower bearing there, here a guibo, there a window winder, now a door gasket, here a switch — all of them expensive. Due to the relatively limited numbers (compared to the fours) imported, the aftermarket for parts is less fully developed for these models. The result is fewer parts alternatives, and less pressure on BMWNA to keep its parts prices reasonable. If you are the type of person who insists that everything work correctly (as is your author, excepting a car's clock) these cars can make you the parts man's best friend and your banker an enemy.

320i - 2.0. The first series 320i (E-21 chassis) was built from 1977 through 1979 and had a two liter engine with K-jetronic (CIS) fuel injection. The chassis is far more modular than the 2002, and undoubtedly took far fewer man-hours to assemble. It was larger and quieter than the 2002, had rack

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Sundays & Mondays
1420 Highway 99, Edmonds
BMW 320i, 5 spd, air cassette. This car is a real beauty! Call at \$8995. Audi/VW

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66 Sprites, \$1000/abv.

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CLEAN! '79 BMW 320i, factory sunroof, A/C, Blaupunkt stereo, alloy wheels, low mi & much more. Excellent cond. Only \$6495. #3122N. 368-0200 dir.

BMW
78 320i, auto, sunroof, low miles, excellent condition. Want easy financing, trades wanted. Brian O'Neil's 526-3300

BMW
78 BMW 370i AT Fac snrt. stereo cassette & more. Exc cond. Clearance priced \$5995. #6393A

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78 BMW BMW/Subaru 643-4544

BMW
83 633csi. Show condition, all options & extras. \$28,000. \$11,000 down or trade & take over payments. 927-3828 or 572-9881

BMW
85 528E Immaculate. Just serviced. New Tires \$16,425 or serious lease. American Lease Co., 3300/455-4200

BMW
325e 1985. White, Black Interior, A/C, All Electric, 43K, Auto, AC, All Extras, Compact Exc cond. \$18,000. 264-2787

BMW
535i. Loaded w/extras, warranty, disc player, alarm, stereo. Excellent condition. \$26,000. 644-2044

BMW
80 BMW 733i. Sunroof, stereo, air, leather, cruise control. Immaculate. \$10,800. 454-8264

BMW
82 BMW 320is, excellent cond. Extras. New tires. Red. 81K miles. \$7495. Call 937-4129.

BMW
59K mi. 5-sp. snrt. \$15,900. Call 622-1539

BMW
85 BMW 635csi. 8K auto, w/war cosmos superior cond. alloy. \$34,800. 1-573-9600 effect

BMW
IMMACULATE '84 733i. 58K mi. auto. loaded. 2 year warr. new tires. A steal at \$24,000. Tony 822-1485 days or 868-2138 msn.

BMW
OUTSTANDING '71 2002. Full leather int. gm/1m tape. alloy. low mi. auto. rebilt eng. Exceptional. \$3800 821-8449 eves.

BMW
PERFECT must see fast. \$44,300.

BMW
79 320i, \$5495. 1 must call for details. eves 867-9840

BMW
88 BMW 325es. ex Red with black 21K miles. \$18,300

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87 325ES. roof, 101 mi, must see ACURA of Seat

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and pinion steering, better ventilation and rustproofing, and was more reliable. It also weighed a lot more and was not, frankly, an impressive performer. Like most 2002's, it was a kit car — a good platform which, with some expensive tuning, could be what it should have been in the first place. Its looks, too, were controversial — some would say plug-ugly.

Prices for these 320i's range from \$3500 to \$8500, depending on mileage and condition. Typical prices are \$4500 to \$6500. Modifications will add or subtract from the value, and the 320i is an often modified car.

The body had few hidden defects. The steering rack boots split, and require the purchase or fabrication of a special tool to replace. The heater control valve develops leaks (look for wetness in the area of the driver's right foot) and bends its cable. Otherwise, the typical buyer's inspection should suffice. The usual injunction about metallic paints and repaints applies.

The front suspension suffered from the 55 mph shimmys. As with other BMWs, no single fix seemed to apply across the model range. Many owners obtained relief with firmer sway bar bushings (the sway bars also locate the lower links, unlike the 2002). The 1977 model was the only one to come with vented front discs, and these have a reputation for warping. They are not too expensive to replace, however. If the stock sway bars are installed, plan on removing the rear one. This was installed only on the 1977 model, and made for some really nasty oversteer at the limit.

The engine was basically the same as in the 2002, but with a K-jetronic injection system hung on. And in some respects, it was just hung on, as certain details (especially pertaining to service) were apparently attended to during the engineers' lunch hour. This injection system is designed for good emissions, not interesting performance, and in that sense it is a successful design. The injectors give less trouble

than on the L-jetronic systems, and with the help of the Metric Mechanic's "BMW Fuel Injection - An Enlightened Approach", most problems can be solved cheaply through adjustment (as opposed to replacement). The auxiliary air valves seem to have a high failure rate, and routine replacement of the fuel filter is essential.

Other engine anomalies include spark distributors wearing out prematurely, though I think this is due to lowered quality standards at Bosch and not anything for which BMW can be blamed. An aluminum radiator was installed starting in 1979, and these are harder to get serviced than copper radiators. All other engine notes which

"This injection system is designed for good emissions, not interesting performance . . ."

apply to the 2002 apply here, except those regarding the thermal reactor, which was replaced with a relatively trouble free catalytic converter.

The 320i has fewer synchromesh problems than the 2002. However, it was not uncommon for the reverse gear to chip, leading to an expensive transmission overhaul. Although this is due to owner abuse it was fairly common, as the revised design made it easier to try to shift into reverse with the car in motion. Like 2002, the spider gears in the differential should be stronger, so listen for noises there (and if suspicious, have the back cover pulled for inspection).

Because of the modular construction of the 320i, some interesting problems can appear in the instruments which are related to electrical sockets and cost nothing to fix provided you find the problem yourself. Finally, the

carpeting in the 320i was of poor fit and quality, and replacement may be an item to budget for.

320i - 1.8 liter. this car was imported from 1980 through 1983, when it was replaced with the 318i. It retained the E21 chassis, unchanged. What was changed included destroying the engine to 1750 cc, eliminating EGR and the air pump, and adding a KE-jetronic injection, and a five speed gearbox. It sells for \$6000 - 10,000.

The engine was reliable but of low output. The KE injection was the same as the K, but with a lambda oxygen sensor which operates a "fuel diverter", a simple mechanical way of leaning and enriching the mixture by controlling fuel pressure. The added maintenance costs are modest. There are far fewer upgrades available for increasing the power of the 1750 cc motor, so if you can't live with its meagre output don't buy this model.

As usual, what was changed caused problems and what was carried over worked fine. The catalytic converter tended to crack at the input pipe, causing an expensive repair. Make sure that this was attended to when the converter was recalled (a redesigned converter with an extra support was substituted for the original design), but be aware that some new ones have cracked, too. This model also had some serious cold start problems and has been plagued with failed auxiliary air valves. The intrusive fuel pump noise seems to be part of the breed, "they all do it." The aluminum radiators with plastic tanks were carried over from the 1979 models, and the same injunction applies.

The five speed gearbox has proved pretty reliable, but can be notchy. Make sure you can live with it before buying the car.

318i. The new 3-series chassis (E-30) was introduced in 1983 as a 1984 model 318i. The styling was changed, the front suspension was changed and

—Continued on page 24

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BMW Moves Forward on New 3-Series

In two years it is expected that BMW will launch a greatly changed 3-series car. Its arrival will put the final touches on BMW's extremely ambitious new model program, which, when complete, will have seen the entire range revamped in just 4 years.

Highlights of the new 3-series will include:

- a new range of 4- and 6-cylinder engines, all of which should be available with multi-valve heads.

- increased interior space and fold-down rear seats.

- a striking resemblance to the new 5- and 7-series.

The car will be available as a 2- or 4-door sedan as well as a convertible. A decision on a touring (wagon) version has not yet been made. Currently sold only in Europe, the touring is expected to soldier on its current form after the current sedan range is replaced.

Artists' renderings of the new car reveal an extremely blunt nose and short front overhang. Interior space has been increased, primarily to the benefit of rear seat passengers. This is an area where the 3er had been roundly criticized in the past. This now should be a relative strength, particularly in comparison to the Mercedes 190.

It is expected that while track and wheelbase will be slightly longer, overall car length will be no longer than the current model. Visually, the resemblance to the new 5 series is most striking from the rear, what with the high tail for aerodynamic efficiency. Drag coefficient should be around 0.30, although the bespoilered 325is and M3 will be somewhat less clean.

The front end will feature an extremely short and narrow grille. The narrowness of the grille means that some of the air required to cool the engine and brakes will pass through an integrated spoiler nose section.

There will be several engines offered, ranging from 1.8 to 2.5 liters. As men-

tioned, multivalve heads can be specified; these models will carry the *ti* designation. At the bottom of the range will be a 1.8 liter producing 113 bhp with catalytic converter. The 318ti will produce at least 140 bhp.

The 6 cylinder engines are being developed from a literally cut in half V-12. They will displace 2.0 and 2.5 liters. The 320i will produce about 130 bhp; 320ti roughly 150. The 325i should match the current 171 bhp; the 24-valve 325ti will be pushing the 200 bhp mark!

The rocketship performance that the 325ti will apparently provide leaves BMW with a bit of a problem with the M3. To offer a significant performance advantage over the 325ti, the M3 will really have to be something special. One obvious way is to turbocharge the existing 2.3 liter motor; however, BMW has shown little recent interest in turbocharging its street machines. Another suggestion being bandied about is putting in a 3.0 liter six; however, this would most likely upset the car's superb weight balance, which is in large measure responsible for the car's terrific handling.

Probably the biggest question concerning the new car is whether the company has sufficient R&D and financial resources to get the car out by the mid-1990 target. The company's investment in new models the last two years has been simply staggering: 735i, 750iL, new 5 (due here in the fall), Z1 roadster, 3-series Touring. To follow: new 8-series coupe, new M5, possibly a Z2 hatchback. Foreign observers feel that with the removal of most trade barriers in Europe in 1992, BMW has put themselves in an extremely good position. While it is not certain at this time which models will make it state-side, it is evident that the criticisms levelled at the company just a few short

years ago for its alleged abandoning of the performance market ring more than a little hollow now.

—Tom Williams

The 8-Series Coupe

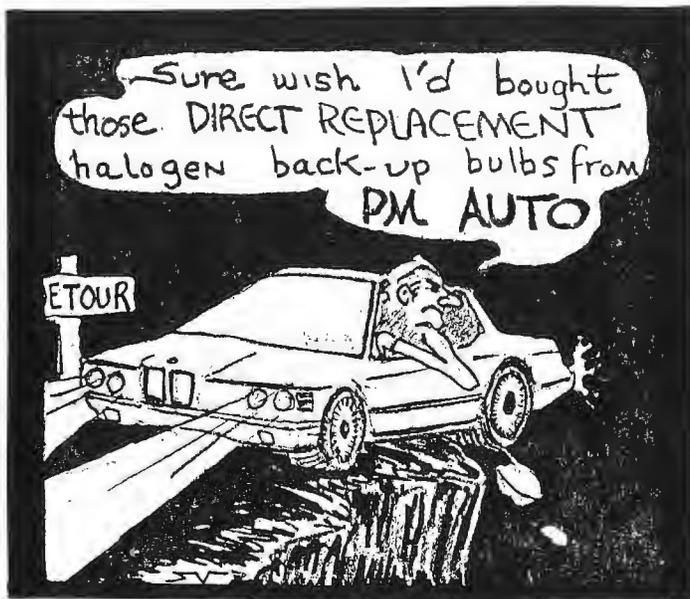
The new coupe, scheduled to be launched in 1989, features a much more aerodynamic body than its predecessor. Heavily scalloped side sills are incorporated. Boge electronic shocks raise the tail and lower the nose at speeds over 70 mph. The self-adjusting dampers also are said to limit roll. Other styling details include a soft nose and tail, ala the Porsche 928S4. These items are being developed by BBS.

One feature that most likely won't be on the coupe is 4-wheel steering. This has been scrapped, in part due to an unpleasant experience for an engineer who was descending the Brenner Pass at speed. Apparently the car "did not behave as expected."

Power is expected to come initially from a 48-valve version of the 5-liter V12 currently residing in the 750iL. Later there will be another engine. Early speculation had centered on a V8 in the neighborhood of 4.0 liters, but the significantly higher development costs of a V8 plus the financial impact of the new 3-series (also due in 1990) have prompted some rethinking in Munich.

Whatever the engine, this other coupe will be much needed since the 850i will completely vacate its current marketing niche, which currently is roughly between the Mercedes 300CE and SL coupes. The marketing people are reported to be concerned enough about this to insist that the 850i be priced no higher than the 750iL, despite the coupe's more potent engine. Such fears may recede, however, with the appearance of the new SL coupes, which are expected to be significantly more expensive than the current model.

—Tom Williams



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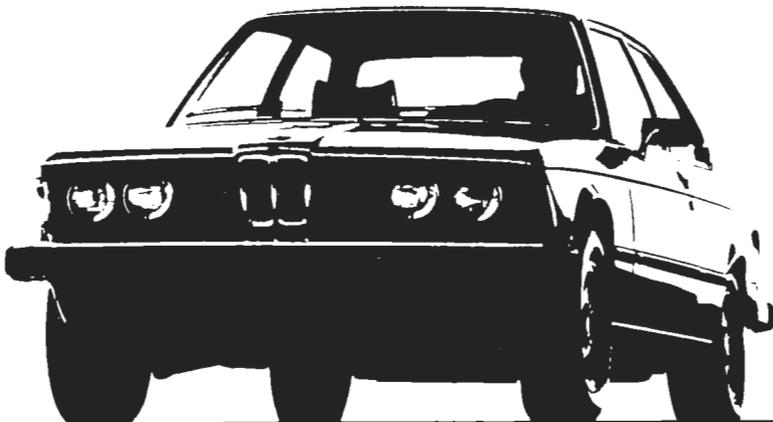
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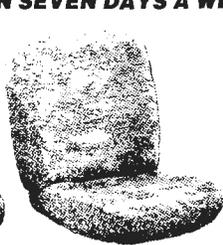
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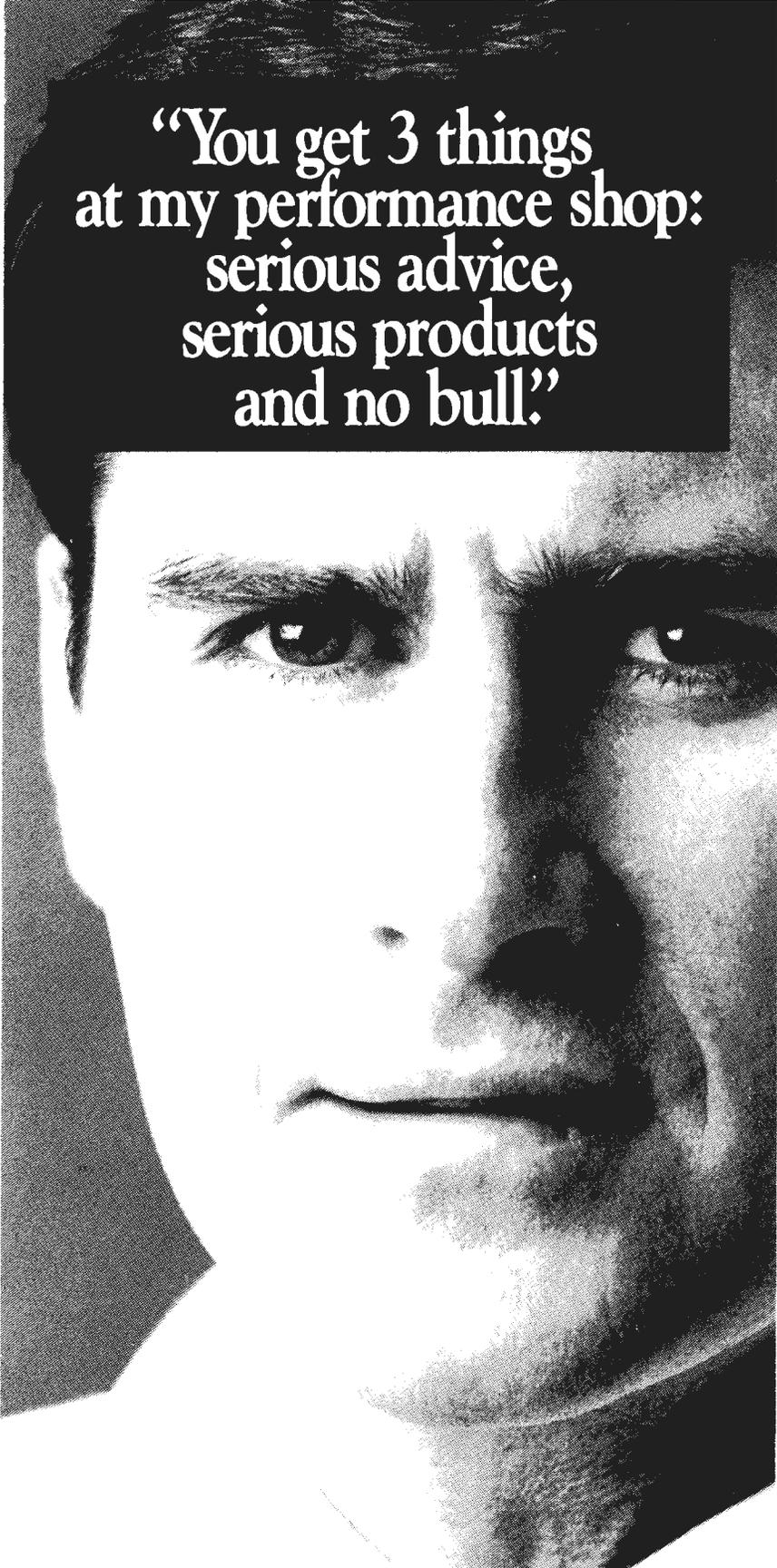


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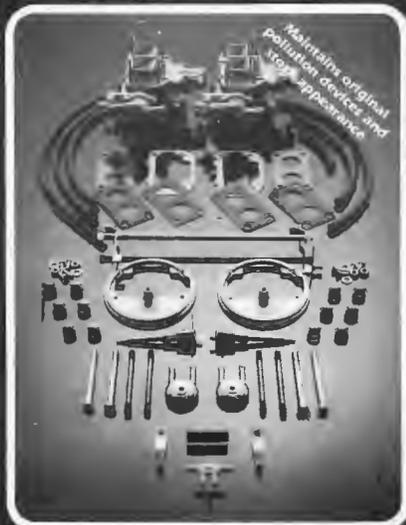
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Used Cars - from page 17

the engine was changed from the (almost) 1.8 liter 320i. In the opinion of yr hmb1 & obdt svt, this car was a low point for BMW. It is troublesome, a wimpy performer, breaks no ground in the styling department ("atavistic" comes to mind), and was grossly overpriced when new. When the 325e came out, 318i sales evaporated, and BMW dropped the model (as 'inconsistent with its image') at the end of 1985.

The trouble with being on the cutting edge is you bleed a lot, and there's a lot in the 318i to make you hemorrhage your wallet.

Starting with the engine, the KE-jetronic was replaced with an L-jetronic unit. This had severe cold run and driveability problems. The idle control computer and idle control valve were both misdesigned, and with the old equipment, when the car would run at all while cold, it could fluctuate between 200 and 2000 rpm. Any car with an idle control valve which is not metal or is without a yellow band should be rejected. These parts should have been replaced during an engine campaign;

check the door post for a silver sticker or ask BMW NA to tell you if this was done (dealers ran out of silver stickers during the campaign). Even though these cars are only a few years old, the injector seals are starting to leak, which will cause poor idling. The fuel pump wails like a banshee, and was placed to the rear left side so the driver can hear it better.²

For some reason BMW decided to go to a two-piece oil pan, with a cast aluminum upper section and stamped steel lower section. The gasket between the two sections had a leakage problem, though this may well have been taken care of by the dealer by now.

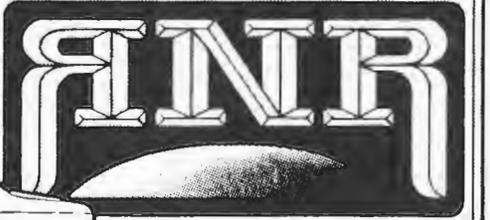
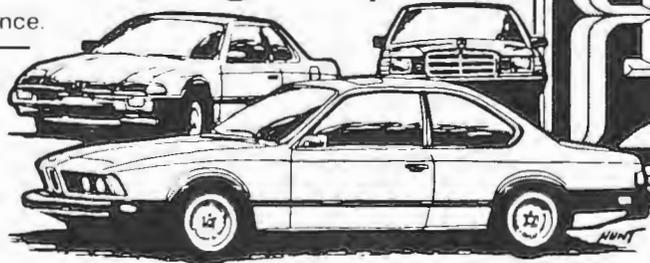
2. Excessive pump noise can also result from a fuel delivery problem to or from the pump, or a problem within the pump itself. Some models (530i in particular) had a problem with pump cavitation due to fuel vapors on hot days. But the 318i pump, even with all systems go, is much better heard than seen.

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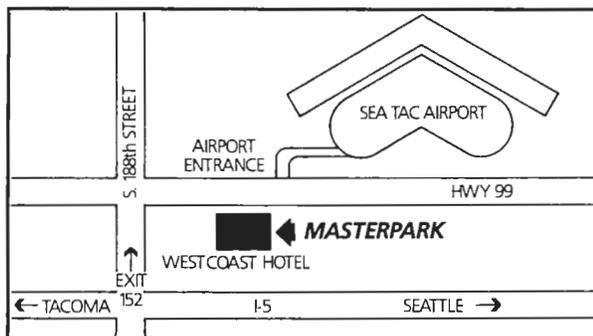
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The front exhaust pipe heat shield tended to crack or break, necessitating replacement of the entire downpipe-and-catalyst system. The rear heat shield does the same, but can be removed through application of a hacksaw.³

The differential side seals are prone to leakage on this model. Replacement is straightforward.

BMW decided that the front hubs should be sealed unit ball bearing devices, instead of the adjustable tapered roller bearing design which worked so well for decades. The new design started failing promptly, and continues to do so. Many reasons have been suggested, the most probable being water getting past the outer seal (water is not a recommended bearing lubricant). The unit was redesigned about 1985, and since has started appearing on the large six cylinder cars. If you have old hubs, plan on replacing them. If a car has a newer one, check them before purchase and keep an eye on them afterward.

The ticky-tacky also was fragile. The early window winder motors tend to fail in the down position (plastic gears), the electric antennas should be sold in six-packs, the air conditioning condensers cracked and the compressor harness failed at the connector.

For this can of nightcrawlers you can expect to pay \$9000 to \$13,000. There are more interesting cars for less money, and while BMW's do not hold their value well, this model should fare worse than most.

Next month Prof. Nast will finish the ultimate buying used article with a look at 325s, 6- and 7-series cars. -ed.

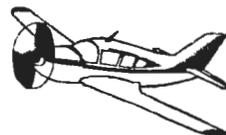
3. Careful application of a hacksaw can abate the noise. In the event the catalytic converter gets plugged (and it does happen), it overheats. The upper heat shields are intended to prevent such overheating from setting the inside of the car on fire. My view is that the converter is a safety hazard and should be replaced with a "test pipe", though no dealer could legally do this for you and few would even suggest it.



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When You're Hot, You're Not

The '75 530i I recently bought started exhibiting what appeared to be overheating (the most dread symptom for 530 owners). After changing the thermostat, water pump, and radiator cap as well as back flushing the radiator and pressure checking the system, I still couldn't keep the gauge from rapidly heading toward the "red zone". The next step was replacing the radiator (yes, smart guy, I had already checked to see if the fan belt was still there) . . . but then I noticed that sometimes the gauge would suddenly (less than 1 second) swing back to the normal position, stay there a while and then just as suddenly head back for the red. With only days of thought required, it dawned on me that this "gauge jumping" had all the ear marks of a bad electrical connection (good deduction Sherlock). After checking the temperature sender with an ohmmeter and finding it within spec (and then changing it anyway), I decided to take a look at the gauge itself. This requires pulling the instrument cluster - which is not half as bad as many people might make you believe and then tearing into (circle track term for "dismantling") the gauge wiring.

On the 530 (and other cars I'd suspect), BMW used a flexible plastic encased "printed circuit board" to connect up the instrument cluster instruments and lights. This "circuit board" provides all the connections for the gauges and instruments lights . . . be careful that you don't break a connection when working on the cluster (also no torches). After removing the tacho-

meter, the temperature gauge was accessible. The gauge requires 3 connections: ground [provided through the single mounting screw, +12v power (provided through a pin and socket arrangement), with the socket on the flexible "circuit board"], and the sender input signal (connection made through another pin and socket). To make a long story short, cleaning these connections and tightening the ground/mounting screw solved the problem. With the connections clean, the gauge no longer indicated overheating and eliminated the jumping it had before.

Now a brief word on cleaning contacts. Tip #1: You can't use Gunk Driveway Cleaner on gauge contacts. Tip #2: You can use any of the following methods (in increasing preference): a. Use a pencil eraser to clean the contacts (light pressure only, please). b. Use spray contact cleaner (TV cleaner or VCR head cleaner, but don't use stuff with tuner lubricant included in the spray). c. Use Cramolin - the wonder contact cleaner of the century.

I can hear the din of the questioning readers: "What is Cramolin?" I'm glad you asked this question. Cramolin started life as a military contact cleaner and preservative (with the proper cultural background for your Bimmer . . . it was a German invention). This stuff is really magic. I originally used it to clean the contacts on my audio system . . . you can't believe the difference in the sound with clean contacts. Since then, I've used it to cure the intermittents in my computer system and straighten out the fuse corrosion on my 2002.

Anyway, if your car's temperature gauge (or fuel gauge for that matter) is acting erratically, try cleaning the gauge contacts . . . it may save you a lot of worry and expense. And while you're in there, clean the connections of the other gauges and lights - it's not much more work once the instrument cluster is removed.

-Von Norden Chapter

CLUB DISCOUNTS

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

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

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

Alan BMW BMW Seattle	10% on parts and service (21420 Hiway 99, Edmonds, 771-7100). 10% on parts and service (714 E. Pike St., Seattle, 328-8787 - sales, 328-2300 - service, 328-7788 - parts).
Hahn BMW (Yakima) BMW Northwest, Inc. German Autowerke TNT	15% on parts and service (1201 S. 1st St., Yakima 1-509-453-9171). 10% on parts (75th and Bridgeport Way, Tacoma, 473-3212). 20% on parts and service, open Saturdays (21619 F Highway 99, Lynnwood, 778-6844). 25% (or more on larger orders) discount on parts and accessories (6717 Roosevelt Way N.E., Seattle, 524-5151).
Bap-Geon of Seattle Bap-Geon of Tacoma AAA Fire and Safety Greenlake 1-Hour Photo Performance Apex	20% discount on parts and accessories (1325 E. Madison Street, Seattle, 322-4366). 10% discount on parts and accessories (5002 S. Washington Street, Tacoma, 475-9421). Wholesale prices on Halon fire extinguishers (3013-3rd Avenue North, Seattle, 284-1721). 10% discount to club members (6806 East Greenlake Way North, Seattle, 525-6806). 20% discount on Prima Flow exhaust systems in stock, 15% discount on special orders (410 Sunset Blvd. N., Renton, 226-5955).
Car-Fi Auto Stereo	15% discount on stereos, alarms, detectors (16724 Aurora Ave. N., Seattle, 542-2139; 13620 1st Ave. S., Seattle, 244-1662).
Puget Sound Tire	Featuring Yokohama A008 & A001R, 10% discount (11011 Pacific Hwy. South, Seattle, 763-2819).
Champion Cellars	10% discount on single bottles and 15% discount on mixed cases of wine (108 Denny Way, Seattle, 284-8306).
JAM Engineering	10% discount on Weber carburetor replacement kits (POB 2570, Monterey, CA, 1-800-431-3533).
Shaw & Associates, CPA Eastside Autotech Walt's Radiator & Muffler	10% discount to club members (2001 Western Ave., Suite 440, Seattle, 441-4039). 15% discount on all repair work (9145 Willows Road, Redmond, 883-2073). 20% discount on all parts and labor, members must pick up a group discount card from a board member (18 locations, call 682-3784).
Minit-Lube Collision Craft, Ltd. Bimmers Only	10% discount, 16 locations, oil analysis available (regional office, 527-5200). 15% discount on deductible for club members (9125 Willows Road, Redmond, 883-8556). 10-40% on Parts & Service, Free set-back of Service Interval Lights, 3 miles N.W. of Mill Creek (14102 3rd Place West, Everett, 743-2002).
Bavarian Motor Sports	10% discount on Alpina as well as routine maintenance parts and accessories, free technical advice (1812 Reliance Parkway, Suite A, Bedford, Texas, 1-800-ALPINA-1).
RNR Automotive Refinishing	10% discount on all body repair and painting services (1508 - 128th Pl. N.E., Bellevue, 453-2898).
German Car Specialists Jessica N. Greenway, Financial Planner Sheepskin Station	15% discount on parts only (12408 S.E. 38th, Bellevue, 644-7770). Complimentary consultation to BMWACA members (605 First Ave., Mutual Life Bldg., Suite 505, Seattle, 292-8483). 15% discount off list price on all seat covers, 7 locations (Seattle store, 13721 Lake City Way NE, 367-8383).
I-90 Auto Center Squeeky Clean Car Wash	15% on labor, 10% on parts, 80 N.E. Gilman Blvd., Issaquah, 391-CARS. 10% on all services. All cloth system, no top brush, no finish damage (4111 N.E. 4th St., Renton Highlands, 255-4111).

The Parting Shot

Do U.S. Cars Have A Future in Europe?

American cars have never been common anywhere in Europe, with the exception of some areas having a substantial military population. The cars are too big, parts are royal pain to get, and fuel is too expensive on the civilian economy. Nevertheless, the substantial drop in the dollar and the perception of some Europeans that U.S. machines have improved has stirred interest in marketing U.S. cars in Europe once again. This interest has been picked up by the European automotive press, which in a couple of instances has passed judgment on the latest Detroit iron.

Auto Motor und Sport is Germany's largest and most influential automobile publication. Its editors were asked by this country's *Autoweek* magazine to comment on what Europeans would look for in an American automobile. Basically, what the Germans would like to see is what they can't get from Europe or Japan: a large car with voluptuous body work, a simple, sturdy, chassis, and most of all, plenty of V8 power; in other words, cars like the Cadillac Eldorado, Chevy Impala, or V8 Ford Mustang. These desires are reflected in their comments about specific U.S. models:

Pontiac Grand Am: "A traditional Yank tank after a hot bath — really quite ridiculous."

Chevy Beretta: "Styled . . . like our average cheapo Japanese offerings . . . echoes unfortunate U.S. tradition of sloppy, roll-prone suspension."

Dodge Daytona Shelby Z: "At low revs as weak as the U.S. dollar . . . pronounced turbo lag . . . violent torque steer . . . far from enjoyable."

All is not negative, however. The Camaro IROC-Z, while not without faults, was praised as having "all those typically American virtues that (Euro-

peans) can't get either from Europe or Japan."

Britain's *Car* also recently took a look at this and assigned their correspondent from Germany, Georg Kacher, pick a "Ten Best" list, all of which were vehicles that were felt should be on the European market. In no particular order:

Chrysler Voyager: *Pro*: styling, comfort, car-like handling. *Con*: lifeless V6, poor fit and finish. *Overall*: Chrysler should be able to sell all it sends.

Chrysler Lebaron Convertible: *Pro*: styling, value, straight-ahead performance. *Con*: understeer, hopeless brakes, vague steering. *Overall*: Despite flaws, a real crowd-puller.

"The Camaro IROC-Z . . . (has) all those typically American virtues . . ."

Pontiac Fiero GT 6: *Pro*: value, mid-engine fun. *Con*: not much. *Overall*: Won't some gray market sharks rise to this bait?

Jeep Cherokee Limited: *Pro*: creature comforts, 6-cylinder power. *Con*: very little. *Overall*: cut-price Range Rover.

Corvette Convertible: *Pro*: styling, power. *Con*: Clumsy shifter, video arcade dash. *Overall*: In U.S. at least, in a class of its own.

Jeep Wrangler: *Pro*: cheap, 4wd utility. *con*: 4.2 V6 too much for suspension, silly option packages. *Overall*: old-school Jeep concept come to life.

Lincoln Mark VII LSC: *Pro*: V8 power, equipment. *Con*: little, if you avoid tasteless "Bill Blass" package. *Overall*: only US luxury car to offer more driving pleasure than chrome.

Buick Regal Grand National: *Pro*: power. *Con*: suspension. *Overall*: last of the muscle cars?

Mustang GT: *Pro*: power, gear-change. *con*: antique suspension, styling excesses. *Overall*: world's best power for money ratio.

Ford Taurus: *Pro*: excellent space utilization, aerodynamics, good road manners, comfort. *con*: V6 not powerful or agile. *Overall*: U.S. answer to big Audi . . . and it works.

*Car
Autoweek*



Welcome New Members

James Bishop	'84 633csi
	'74 Bavaria
Robert Carter	'84 325e
Karen and Joe Erno	'85 528e
James Foss	'88 M3
Jack Iatesta	'79 635csi
Richard Kato	'80 320i
Ray Lebens	'76 2002
Lester LeRoss	'84 533i
Michal Makar	'83 528e
Richard Pelman	'71 2002
Leonid Ponomarchuk	'81 320i
Mike Schneider	'88 535i
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