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Puget Sound Region**

Zündfolge

December 1988/January 1989



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Activities

Soiree at Salty's

This year's annual banquet at Salty's Alki, like prior banquets, was a resounding success. There was a fun silent auction, Denise McCluggage was great as our speaker, and Salty's Alki provided a magnificent setting.

In addition to the Club members who attended, there were several representatives from local dealers: From BMW Seattle: Phil Smart, Sr., Rick Arendt, Greg Liukko, and John McDermott. And from Alan BMW: Mal Willmore. Dave Griffith, owner of Alan, was unable to attend, but kindly provided Mal and his wife Joyce a new 535i which a few of us managed to inspect between rain showers.

Despite the rain, the view of the downtown skyline was absolutely breathtaking. That, plus a welcome lack of the somewhat tight quarters at last year's event led many to conclude that Salty's should serve as the site for another Club banquet in the near future.

We would like to thank the following businesses and individuals who donated items or services to this year's silent auction:

All Transmission
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Consolidated Restaurants
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Puget Sound Tire
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RNR Automotive Refinishing, Inc.
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Shannon Construction, Inc.
Sharon Silverstone
Strictly BMW
Ultimate Motor Works

The presentation by our speaker, Denise McCluggage, is covered elsewhere. Judging by the number of people who asked her questions after her talk; she was extremely well received.

Calendar

May 6	Sports Car Open at S.I.R.
July 1-4	3rd Annual Fest Northwest
Sept. 22	Driving School
November 18	Annual Banquet

Check future issues of the *Zündfolge* for further details on these and other events.

Finally, heartfelt thanks to those club members who helped organize the banquet and those who pitched in the night of the event. Those who came surely seemed to enjoy themselves - look for an even better event next year!

Wiper Blades Need Help

If the new blades seem to wear out in weeks or start streaking in only a few days, it may not be that the fiendish manufacturers are using inferior materials or designing the rubber to self destruct two days after each car payment goes in. Paranoia is popular these days, but on the blade matter, the enemy is probably us.

Windshields have to meet certain optical criteria - you would have that no other way - and good optical glass is soft. After a few BMW highway miles, the windshield has kept many tiny, very hard particles of steel, iron, sand, plastic and rock out of your face and out of your car. Because the glass is soft, some of those particles have actually imbedded in the surface. Maybe you haven't noticed, but the

particles are there. When you run the wipers, even with copious amounts of water, the soft blade rubber - it has to be soft to clean well and not scratch the glass all by itself - is cut, ripped, eroded and so on.

Before putting on new wiper blades, "blade" the particles off of and out of the windshield. Use plenty of water or window cleaner and a good quality double-edge type razor blade in some sort of holder that allows gentle use and transmits the feel of the action when the blade touches grit.

Frequent cleaning and occasional blading will prolong the effective life of wiper blades, improve your view of the world outside, save enough to pay for the blades and blade holder, and might even make you feel better.

Ken Dunn,
Alamo Chapter BMW CCA

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Clean Shiny Rubber

When you have had it with trying to clean up the rubber items around the windscreen, windows, tires, and so on, and have them keep looking the way they do when still wet, despair not; there IS a better way.

The source was an automobile detailer, one of the fellows who cleans up the dealer's cars so they look so shiny that your car seems shabby and ready for trading.

Brush on a coating of mineral oil and let it stay a couple of hours, then wipe clean with lintless cloth, buff and Armorall. (Rumor has it that baby oil does quite well, also.)

San Antonio Chapter, BMW CCA

BMWACA Puget Sound Region

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Dr. Bimmer's Dictionary of Useful Terms

Fuel Injection - Complicated array of pumps, tubing and plumbing whose sole purpose is to filter dirt particles from fuel. The fuel injection system signals the driver when it has found dirt by causing the engine to stop running. This always costs \$1500.

Distributor - This is someone sort of like the dealer except you never get to talk to them. They sit on parts orders in Montvale while your car is laid up and you have to take the bus to work. The distributor is the most likely cause of the car not making noises when you turn the key.

Battery - This is something that you do to someone who has opened the door of their Checker Marathon into your mint 3.0CSi. Batteries are consequently always located outside the car. A decent battery will last about 3 to 5 years with good behavior.

Radiator - Everyone knows that in your house a radiator is something that keeps you warm. In your BMW, however, the radiator is designed to keep the engine cool. This does not last forever. Even though it has no moving parts, a radiator will eventually revert back to its natural function and cause the engine to be very warm. (See section on cylinder head cracking.)

Water Pump - This is something that pumps water furiously while the engine is running. You will have noticed by now that generally you do not see any water gushing from your car. This is because unlike most water pumps that move water from one place to another, the pump in your BMW takes water and moves it back to where it came from. A secondary function is to squirt coolant out from a worn water pump shaft seal thus convincing the radiator to begin heating the engine.

Alternator - This is someone who goes back and forth between buying American and imported cars because he or she buys dismal examples of each. For instance: first a Fiat 850 sedan, then a 1960 Corvair, then an English Ford Anglia, then a Chevy Vega, then a Hillman Minx, then an Oldsmobile Diesel, etc., etc.

Carburetor - This is a French word meaning "Leave it alone."

Clutch - This special term is used to describe passengers who grab for the door armrests when you take them for a ride in your car.

Brake Pads - These are the little friction pads that squeeze the brake rotors and cause your car to stop. In an emergency, worn brake pads may be repaired by layering them with racer tape.

Cylinder Head - Big trouble here. The function of the cylinder head is to muffle the noise of the exploding gasoline in the engine so as not to interfere with the stereo. It also functions as a kind of engine thermometer. When the radiator decides to overheat the engine, it will crack and several days later signal the driver that it is too late to add coolant.

Cigar Lighter - A code name for the place to plug in radar detectors.

Emissions Systems - Something that you pay extra for so that your car will run better when you take it off.

Transmission - Box full of gears and other bumpy things between the engine and the drive shaft.

Intermission - The time between when you floor the accelerator and when a downshift occurs in a BMW automatic transmission.

Secret Mission - What you tell the police you are doing when you are stopped for going 85 mph in a 55 zone.

Ignition Advance - When a member of the opposite sex threatens to set fire to your shorts if you take one step closer.

Ignition Points - Design features of BMWs that increase the likelihood of spectacular blazes. The most famous of these are the location of the fuel filter and the battery in the 2002tii. In a frontal collision, the fuel filter is crushed and gushes gasoline at the same time that the battery positive terminal sparks when it is shorted to the body sheetmetal.

Retarded Timing - Buying your spouse a present the day after his or her birthday.

Lubrication - Precise automotive fluids that protect vital engine and other parts from heat-inducing friction. (Well, what did you THINK I was going to say?)

Oil Pressure Warning Light - Light on the dash that comes on when the oil pressure switch fails, thus giving a false indication of no oil pressure. It will cost you \$100 in towing fees and the cost of dealer service to find out that nothing is wrong.

Spark Plug - A \$1.00 item that on BMWs cost \$7.00.

As I'm sure this is all you can absorb for now, see you next time. Gut zundfolge!

*Dr. Bimmer,
Der Bayerische Brief*



Stalls

by Thomas B. Nast

Passengers Do Use Passenger Cars

The slightest hint of sarcasm, an edge of, perhaps, disgust, may have been detected (by readers who know me well) when the topic of passengers using cars has been alluded to in columns past.

This is not so much the fault of the insurance company which took the position, in order to deny a passenger under-insured motorist coverage under the host/driver's policy. After all, it is the job of the insurance company to collect the premium and fight the claim. It is the fault of the courts, which held that a guest/passenger does not permissively use the driver's car. That's right, a passenger does not use a passenger car. A passenger occupies a passenger car. Only a driver uses a passenger car.

It was bad enough that Division II of the Court of Appeals (Tacoma) bought such a load. What's worse, this sterling piece of legal dogma was adopted by other Divisions of Court of Appeals. And the Supreme Court twice refused to do anything about it. How do you explain to your client, who was injured in a moving car, that she isn't insured because she wasn't using it? If the law is an ass, one does not want to be its mouthpiece.

Well, I am pleased to convey that on October 27th the Washington Supreme Court did, finally, address the issue. In a unanimous opinion issued five weeks after oral argument, it decided that passengers do, in fact, use passenger cars. Court of Appeals opinions to the contrary are overruled. A little insanity in the law has been righted, though four years have passed and the passenger has yet to be paid a dime of the \$50,000 she has coming. (This is why a prejudgement interest bill is introduced into the legislature every year — insurance companies profit handsomely from fights like this, earning interest all the while on money somebody else deserves.)



The case is *Sears v. Grange Insurance Ass'n*, ___ Wn. 2d ___ (1988). The Sears were represented by yours truly.

Appraisal Day

Speaking of insurance matters, at least several times a year I get calls from BMW owners who are having difficulty setting property damage claims with their insurers. The law imposes an obligation on a first party insurer (yours, not the other guy's) to settle claims fairly and promptly. With the exception of certain renegade carriers and adjusters, most of them try to do this. (However, do check your policy to be certain that your older BMW is insured for market value — some policies don't!) There is room for legitimate disputes about what some cars are worth, however.

Every once in a while the Porsche club has an "Evaluation Day". This is an opportunity for members to bring their flying bathtubs before a panel of experts, who will put a market value on them before some meatball in a '72 Cougar sends one down the drain. This is the best way to get an appraisal. The local experts are available, the car is appraised before it is wrecked, there is no time pressure and the situation is not an adversary one. The appraisal would not be binding on an insurance

company, but it would be difficult to dispute.

Given the number of tii's, carbureted 2002's, tourings, coupes and modified newer cars in the club, it would seem appropriate for us to have an appraisal day of our own, perhaps even in conjunction with the Clean Car Concours. If you agree, a postcard to the Board of Directors may do the trick.

Stahls

I have usually had nice things to say in this column about Stahl headers. They are generally well constructed, well engineered products, and are a must for any car (still running) with a thermal reactor.

But a recent installation in a 533i makes me wonder a bit about the company behind the product. Anyone with a 3.2 liter six may want to consider my experience.

First, the kit came with the wrong instructions. Although ordered and shipped as a 533i kit, it came with 530i directions. A call to Stahl elicited a promise that the right instructions would be mailed the next day. They ain't come yet.

The directions are especially important because the existing downpipe has to be cut to splice the header into the catalytic converter. A cut in the wrong location will result in real problems. So I wound up making four cuts, as I closed in on my quarry. (Hint: remove the heat shield, so you know just where in the pipe underneath you are actually cutting.)

The second disappointment was that the wrong brackets were sent. Stahl brackets have always been a sore point (I haven't had a set yet that fit without grinding or fabrication), but I don't know what model these brackets were for. They required some silentbloc-type bushings the dealer had never seen, and had clamps the wrong size allowing exhaust leaks. Hardly a bolt-in operation.



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There is a coupler (a "Y") which ties the two sets of pipes together and into which the catalytic converter neck slides. Almost. A trip to the muffler shop was required due to this non-fitment, and a noisy trip at that. In Stahl's defense, it is possible that the converter was distorted by some earlier abuse with a forklift, but there were no visible marks on it. Also worth mentioning is that the coupler has a fitting for the oxygen sensor, for which you will have to fabricate an extension cord, and has a mystery fitting (8 x 1.25), the purpose of which is unknown to me.

I should add that the header's clearances with the body are very tight. I had to remove one heat shield to install it, and it cleared another by about

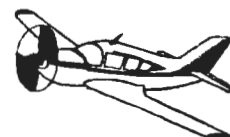
6mm. The close quarters would concededly be difficult for Stahl to engineer around, however; perhaps the secret directions suggest the removal of the heat shields?

At this point, it is difficult to evaluate any performance changes as there was another modification made concurrently and the CO has not been precisely reset (screwing it out one turn seemed to help matters considerably, though). The familiar Stahl sound (pingier exhaust, a bit more valve noise, a little less throat) is there (I like it), but subdued due to all the sound deadening material in the chassis. Overall, I like Stahls but am disappointed in this iteration. Perhaps they do not sell enough -33i versions to do it right.

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BMW 2002: Die Flusternbombe

By Ken Gross

Today, 20 years after its explosive inception, the BMW 2002 looks dated, rather like a lumpy, tallish little box on wheels. The passage of time and the introduction of lower, sleeker Bimmers has since trained the eye to expect a more aerodynamic shape, a neater silhouette for a package this size. So it's easy to forget when an incredible impact this unassuming-looking coupe exerted — on BMW as a company, on performance cars in general, on automotive writers and, most importantly, on driving enthusiasts. After the 2002 appeared, nothing would ever be quite the same again. Very simply, the BMW 2002 *redefined* the affordable performance-car market.

The 2002 was no ordinary car. Remember the times that created it. By the mid-Sixties, the German economic miracle was reaching new peaks. The Germans had their high-speed *Autobahnen* back, the price of pre-OPEC embargo fuel was reasonable, and a whole postwar generation had grown up driving fast. Germans had always liked fine machinery, and now they had lots of newly minted marks to spend. Yet sports cars were still defined mainly in terms of British roadsters. Came the 2002 and drivers had something completely new.

I fondly remember the first 2002 I ever drove. It was in Hawaii, whose looping mountain roads are ideally suited to sports cars. I recall storming up behind some luckless soul in an MG, sports cap and all. He was trying, no question. But I blasted past him even with three passengers and the radio playing, causing little apparent effort on the Bimmer's part. It couldn't have been the first time a 2002 had humiliated an English car. All the technology that had allowed Spitfires to annihilate Messerschmitts over the Channel in World War II had come full circle.



Getting into a 2002 20 years later, it's tough at first to see what the fuss was all about. The wide bucket seats offer little lateral support, and the oversize, a-bit-too-thin steering wheel is at an awkward angle. However, the car's terrific balance manifests itself the moment the lusty sohc four cranks into life, as the shift lever falls right into your hand. The 2002 has a firm, Teutonic, all-of-a-piece feel to it, a first impression that grows even more favorable when you get under way. Hit the gas, and you're rewarded with an almost instantaneous lunge forward, as though your foot were connected directly to the carburetor. The 2002 suffers from none of the vibration and aimless rattling associated with British pushrod engines of its period. Instead, its taut throttle and steering response are reminiscent of a modern BMW; it's patently obvious that Munich had the correct equation from the beginning and has only honed it through the years.

The little 2002's forte is a twisting, medium-speed road, where you can let it have its head. The precise worm-and-roller steering allows you to carve a curve with precision. You find your-

self clipping neatly from apex to apex, the willing engine wound tightly, the coupe's body heeled over slightly. The aging but not dated 2002 still inspires a wonderful sense of confidence.

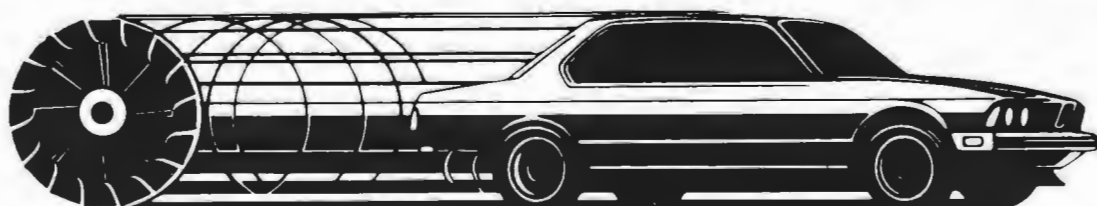
Looking back on the rise of the 2002, the operative word was "effortless." The 2002 proved conclusively that one no longer had to be a "sport" to own a sports car. No more wrestling with spindly top frames, no more shaky dependence on the "Prince of Darkness," Joe Lucas, purveyor of electrical components. BMW brought unit bodies to the party, along with Robert Bosch's electrical reliability, fully independent suspension, a free-revving overhead cam motor and creature comfort with abundant trunk space. At last, an alternative existed for people who thought they had to give up fast motoring when a two-seater was no longer big enough for their needs.

BMW's U.S. fortunes in those halcyon days of the mid-Sixties depended heavily on an aristocratic former Viennese named Max Edwin Hoffman (see *Automobile Quarterly* Volume X, Number 2). Hoffman began selling European cars in New York just after

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the war; Delahaye was his first marque, and before working with BMW he was associated with Jaguar, Cisitalia, Alfa Romeo, Fiat, Lancia, Volkswagen, Porsche and Mercedes-Benz — among others. Hoffman Motors' swank Park Avenue showrooms hosted a seemingly endless procession of aspiring overseas automakers. The "Baron of Park Avenue" had already earned millions making felicitous import choices, and it was equally significant that he had enough clout with the Europeans to ensure that his marketing recommendations were heard.

Dr. Ferry Porsche has acknowledged Hoffman's role in creating the racy Porsche Speedster. Maxie's persuasive leverage in Stuttgart was also instrumental in giving the world the dramatic Mercedes-Benz 300 SL gullwing. And Count Albrecht Goertz, the talented industrial designer who created the Datsun 240-Z, still credits Maxie's influence in helping him get his first auto design commission, the BMW 507 roadster. Consequently, several years later, when Herr Hoffman concluded that BMW's hot little 1600 coupe could benefit from an even bigger engine than it had, he had a successful track record to back him up. But that's getting ahead of our story ...

Today, in the BMW museum in Munich, flickering old films recall the almost complete devastation that was Munich's fate when the Second World War ended. During the war, BMW had enjoyed special favor with the Nazis, receiving exclusive rights from the Reich Air Ministry to produce air-cooled radial aircraft engines. Those were boom years for the company, as revenue and labor force statistics reached new heights. The activity at BMW factories and its importance to the war machine made BMW sites frequent targets for Allied strategic bombing. Out of the rubble after the war BMW's plucky motorcycle division again saved the day, as it had in 1918. Its affordable, twin-cylinder motorcy-

cles were easy to make with far fewer parts than cars required. They were the company's start on the road back to prosperity.

While BMW's marketing savvy is highly praised today, many people forget all the twists and turns in that road before the right direction was found. When the Bavarians did get back into the car business, they first offered the 501 and 502 sedans. Those well-padded and expensive "baroque angles," built from 1952 to 1961, were known for an eerie whistle at high speeds caused by wind blowing through the twin grilles, a distinctive noise that shrilly signaled the battered firm's return to high performance.

Although BMW management knew its massive 500s were the wrong cars for those troubled times, it had little choice in the matter. In some respects, however, those models boded well for the future, since there was fresh engineering throughout the series, culminating in the impressive V-8 that was introduced in 1954, Europe's first post-war production V-8. In 1950, the company built a Fiat Topolino-like Type 513 baby-car prototype but couldn't muster the capital to retool for it. Several elegant sports coupes and roadsters followed: the 503 sedan, the first design to hint of the look of a modern BMW; the stillborn 503 limousine; and Goertz' 507 roadster. Sales were low throughout the line and, sadly, every one of the startlingly pretty 507s lost money for BMW. The curious back-and-forth product mix reflected BMW's indecision about the direction its cars should take. And it would worsen before it improved.

The company's identity crisis led it to the incredible egg, the Isetta, in 1955, certainly a strange direction in BMW's marketing fortunes! Italian refrigerator manufacturer Renzo Rivolta somehow persuaded Munich's management to supply single-cylinder motors for his offbeat Isetta, with its three-cornered wheelbase. This anom-

aly was constructed under license; two years later, BMW augmented it with production of its own version: the 600, a four-cornered car and an improvement in engineering. Munich generated its badly needed sales volume at last by selling 196,531 of these curious beasts from 1955 to 1962, but their ovoid shape and bargain price did nothing to enhance the firm's image. With 1959's conventionally styled and still-economical 700 model, BMW had a more reputable entry in the low-end market.

The bubble cars and the subsequent 700s bought valuable time for BMW — time to establish sales and to develop the all-important 1500. BMW's fortunes turned on this model as if on a pivot. First appearing in 1961, its high-revving chain-driven sohc four made it an immediate hit and quickly became the basis of BMW's long-awaited European turnaround. Alex von Falkenhausen, former racer and later chief of BMW's engine development, is credited with the 1500's engine design. Variations on his theme can be found under every BMW hood to this day. A number of other BMW precedents were also set by the 1500, including a rugged, pressed-steel unitized body and engineer Eberhard Wolff's clever chassis layout, which incorporated MacPherson struts in front and independent semitrailing arms in the rear. Equally important, the definitive BMW *look* was there, recognizable from the start. Chief stylist Wilhelm Hofmeister was responsible for the body design. He gave the car a crisp, purposeful appearance that retained BMW's traditional hallmarks (such as the twin-kidney grille) while managing to launch the company firmly into the Sixties with flat hoods (thanks to the engine's 30-degree slant), flat decks, clean, uncluttered sides and a minimum of useless ornamentation. The 1500 and its larger-engine successors were all four-door models, although the Karmann coachworks used the

same floorpan to create the four-cylinder 2000 CS coupes. However, Hoffman, who was confident that “hot rodding” the existing sedan would help to establish a performance image for BMW in the States, soon encouraged Munich to build versions that were even more performance-oriented: the 1800 and 1800TI in 1963 and the 1600 in '64.

Despite the newfound success, BMW's management believed the company was moving upscale too fast. Munich's sales chief Paul Hahnemann had a theory about finding slots in the marketplace where no one else was competing. Helmut Werner Bonsch, a former engineer in charge of marketing and product planning, developed specifications for BMW entries to fill Hahnemann's slots. Both men thought a neat niche existed for an affordable high-performance coupe, and they matched it with the rather innocent-looking 1600-2 in 1966. Max Hoffman, however, wasn't certain a shrunken 1600 would sell well in the United States. For once, he was mistaken.

While most driveline components were largely unchanged, the new car had a 98.4-inch wheelbase (vs. the 100.4-inch-wheelbase 1600), and it was 11 inches shorter overall. *Nothing* on the market was remotely like the 1600-2, and the word spread quickly in Germany. A year later, when U.S. testers drove the cars, the cat was suddenly out of the bag. Rave reviews for the 1600-2 (the “2” distinguished the two-door car from the existing 1600 four-door sedans) brought a long procession of knowledgeable thrill-seekers to BMW dealers. *Car and Driver* writers likened it to “a real strong Alfa Veloce built by Germans.” They admired the car's workmanship and loved the performance: “Floor the throttle and it takes off like a scalded dog. Point it into a corner — any corner — and unless you've simply lost your mind, it'll track around like it was



locked into a slot.” The magazine's cover blurb trumpeted the 1600 as “the World's Best \$2500 Automobile.”

Of course, American enthusiasts longed for the hotter twin-carb 1600 TI that quickly followed the base version in Europe. However, increasingly stringent Federal emissions laws made the highly tuned TI difficult to certify. The 1573cc (96-cubic-inch) 1600 engine fell just under the critical 100-cubic-inch level in the emissions standards. According to the statute, that engine was allowed 410 ppm of unburned hydrocarbons and 2.3 percent carbon monoxide. Ironically, it was easier to meet the regulation for 100 to 140 cubic inches with a bigger, 1900cc (122.5-cubic-inch) engine.

Reading between the lines, Max Hoffman (who by now was convinced a hotter 1600 would be a high flier) told the factory to transplant the existing single-carburetor 2.0-liter powerplant into the 1600. He pointed out that externally the two engines were virtually identical. Predictably, some “not invented here” reluctance ensued, coupled with the usual concern about how much development time this would entail. Seeing that BMW sales were accelerating as fast as his new

1600s, however, Hoffman didn't want *anything* to slow the cars' acceptance, and he wanted to plan for the future. He was so adamant that he is reputed to have told BMW's engineering director that if BMW wouldn't do the transplant, he'd personally have Schorsch Meyer, BMW's Munich distributor, install the engine. Of course, Hoffman got his way, and the rest is history. With the introduction of the 2002 in the United States in mid-1968, a new era began for BMW.

Road & Track commented that “despite an unpretentious sedan body ... the 2002's performance, as well as the fit and finish of the car ... were fully comparable ... with sports cars costing as much as \$2000 more.” The magazine's initial report looked for a big improvement in performance over the earlier model. True, the 2002 did have 27 percent more displacement and weighed just 160 pounds more than the 1600. Emissions measures (an air pump and retarded ignition timing) were the villains, however. While the 2002 was nearly two seconds quicker from 0 to 60 and nearly 10 mph faster in top gear, the editors still wondered where all the extra horsepower went. They hadn't totally run out of superlatives,

though, naming the 2002 (and its smaller-engine sister) "the best sedan buys in the world." "They're almost too good to be true," the writers enthused. "If too many Americans find this out, [BMW] may not be able to supply the demand."

In contrast to *Road & Track's* measured understatement, *Car and Driver's* editor at the time, David E. Davis Jr., was beside himself:

This neat little 2-door sedan [has] all the *cojones* and *brio* and *elan* of cars twice its size and four times its price ... The 2002 is BMW's way of coping with the smog problem. They couldn't import their little 1600TI, because their smog device won't work on its multi-carbureted engine. So they stuffed in the smooth, quiet engine from the larger sedan and — SHAZAM — instant winner! To my way of thinking, the 2002 is one of modern civilization's all-time best ways to get somewhere sitting down ... The minute it starts moving, you know that Fangio and Moss and Tony Brooks and all those other big racing studs retired only because they feared that someday you'd have one of these, and when that day came, you'd be indomitable. They were right. You are indomitable.

In Europe, the 2002s were unfettered by emissions controls, and road testers outdid one another in their glee. *Motor* talked about BMW getting on the "shoehorn bandwagon" (perfecting the art of putting a larger engine into smaller chassis) with predictable results. "What admirable transport *this* makes the 2002" while applauding the car's attributes as a long-distance tourer. And, of course, the Germans were even more enthusiastic; Davis quoted the editors of *Auto Bild*, who labeled the 2002 *Flüstern Bombe* (Whispering Bomb). "You should bear in mind," Davis observed, "that the German press speaks of bombs, whis-

pering and otherwise, with unique authority."

Late in 1969, the inevitable automatic transmission (a three-speed ZF borrowed from the 2000 sedans) was fitted to the 2002s. Not much loss in actual acceleration times resulted, and the option broadened the car's rapidly growing appeal. Unfortunately, the overstressed automatics lasted only about 50,000 miles before major overhauls were needed. Ninety percent of the 2002s had manual gearboxes, however, and they handled their task quite well, although first and second gear synchros tended to wear quickly.

Spurred by an enthusiastic advertising campaign, fanatically favorable automotive press reports, an increasing number of owner testimonials and newer, more efficient dealership, BMW sales began to expand dramatically. At first, Hoffman believed the car's base price had to be kept low, so even tachometers were optional, although they quickly became "mandatory" options. It didn't seem to matter: BMW's performance advantage was so great that enthusiasts cheerfully

paid more for them. By the time the 2002 automatic joined the fold, the price had jumped by \$679. *Road & Track* thought BMW's price packing was "distasteful." Although the car was advertised for \$3340, all the mandatory extras pegged the sticker at an actual \$3679, including \$59 for radial tires, \$45 for vinyl upholstery, \$20 for swaybars, \$40 for the tach, \$48 for reclining seats and even a two-buck charge for a chrome tailpipe tip.

On the home front, in September 1967, Europeans had begun enjoying an even speedier newcomer, the 2002ti. The addition of twin Solex 40PHH carburetors and a higher compression ratio boosted horsepower from 113 to 135 and increased top speed by nearly 12 mph. Like the 1600TI before it, the ti's modified engine was uncertifiable stateside, so Americans who wanted speedier Bimmers had to wait until 1971 for the definitive 2002, the tii.

Ed. note: This is part one of an article that originally appeared in Automobile Quarterly. The next installment will appear next month.



Bimmer Bio

By David Lightfoot

Our Canadian Connection

For a local car club chapter, we're a rather far flung bunch. We've got members all over Washington, parts of the U.S. and Western Canada. We've got a real concentration of members in the Victoria area on Vancouver Island. The subjects of this Bimmer Bio are Andy & Gail Davidson, our main connection in Victoria.

Andy's family goes way back in Victoria. His mother was originally from the Channel Islands, a British territory in the English Channel just west of France. She emigrated to Victoria in 1905; a real pioneer. Andy was born and raised in the Victoria area and has never lived anywhere else.

Like so many of us, Andy is a car nut of long standing. He became interested in automobiles about 1962. In 1964 he got an auto apprenticeship. He worked as an automotive machinist, building engines, from 1964 through 1975.

Andy has always been one to change cars rather frequently. Prior to seeing the light and becoming a BMW fanatic, Andy owned a '51 Austin A40, a '54 Canadian Buick V-8, a '60 Chev, a '69 Cortina GT, a '62 Chev wagon, two VW bugs, a Chevy II and a '70 Datsun 510. The Austin cost Andy \$150. Andy promptly had the Austin's front end lowered in keeping with his motto, "Never leave well enough alone." The Cortina was bought new and used as a drag racer.

The drag race bug got more serious later. Andy and his partner completely hand-built a dragster in the partner's basement. The car was a 140 inch D class dragster. The power came from a 230 Chev engine with 283 Chev components. Carburetion was by three (count 'em, three) 500 CFM Rochesters. The one piece fiberglass body (such as it was) was finished with six coats of mother of pearl lacquer with

"spider webbing." They finished the car in 1972 and Andy later raced it.

But we all have to grow up eventually, don't we? Andy decided he needed a different line of work to provide more stability and a pension. A friend introduced him to police work, and he became an auxillary. The adventure appealed to him and he went through the police academy in Vancouver from 1975 through 1980. He started working as a uniformed officer in 1975. Andy is employed by the Oak Bay Municipality, which is an affluent suburb of Victoria. He currently works out of the office as an acting sergeant. Next year he will work as a detective constable and the year after he will be back on patrol.

More stability came when Andy met Gail in 1978. They were married in 1984. A daughter, Whitney, followed in June of '86.

Andy's first BMW came when he traded his Datsun 510 on a '74 2002 in 1977. Andy entered this 2002 in his first concours d'elegance and placed third. This red 2002 was to be the first of several very clean BMWs Andy would own. The 2002 was replaced by a red '81 320is. Moving further up market, Andy's next bimmer was a '84 325e which was bought new. Many of us remember this stunning car. It was black with red leather upholstery. The black paint was polished to a remarkable sheen by Andy and was accented by pinstripes in BMW Motorsport colors. The pin stripes were applied by Rick Brown, the same guy who did the spider webbing on the dragster in 1972. After a year with this beauty it was time for more doors, so an '85 528e in black was purchased new. Next came a VW Jetta. Ugh. Three months with this rubbish sent the Davidsons fleeing



Our hero (circa 1972) smiles from the cockpit of his Chevy-powered, hand-built dragster.

back to BMW. A 1975 white 2002 was kept until the house needed siding. Next came a '79 320i automatic.

The current Davidson cars are Gail's anthracite 530i automatic and Andy's white '70 2002ti. Andy purchased the 2002 from a local doctor, age 75, who had owned the car since new and put but 42,000 miles on it. It was a clean machine when purchased and it's cleaner now that Andy's worked it over.

Andy's club involvement began when he joined BMW CCA in 1978 in response to an ad in *Road & Track*. He joined BMW ACA in 1980.

Andy's first event was the Leavenworth Tour one year. Lucetta and I were the last car of about two dozen participants. Our job was to rescue anyone who broke down. With BMWs this rarely happens, but going up a hill, Andy's red 2002 pulled over with steam pouring out. A motor mount had broken causing the engine to shift and break a radiator hose. This happened on our famous back road which we use to get into Leavenworth. It's a twisty road meant to be driven hard in a BMW. We followed it into town to help Andy find a replacement hose. While blitzing along we learned Andy was a policeman. He assured us that we should not be concerned and that he drove like a madman, too. Once the hose was replaced, we traveled back to Leavenworth, along the twisty back route for the third time. With Andy driving as fast as us.

Andy has forsaken the straight line days of drag racing for the curves and BMWs. And Gail is a wife who doesn't mind car club events. In fact, she comes by it naturally. Her father has been active in the Packard Club for years and Gail used to be in the Corvette Club. She notes that Corvette Club members love what their cars do for their image while BMW Club people really love the cars, and are nice people besides.



Andy with his beautiful black 325e at the Speedline concours d'elegance in Victoria. The car won 1st in class.

In May of 1985 Andy and Gail hosted our first Victoria Tour. Six cars from the states went north, crossed to Victoria on the ferry and had a wonderful time. This began a tradition that continued through 1988. The Victoria Tour includes a big dinner on Saturday night, plus a driving tour and shopping or sight seeing.

During this year's tour, in April, Andy was having some health problems which had been bothering him off and on since November '87. He didn't let on while we were there, but in May he went back to his physician. Bladder cancer was diagnosed. More tests were done and then a month of radiation therapy was done to isolate the cancer and stop its spread. On August 26th Andy underwent a six hour operation to remove his bladder and prostate. His recovery has been as good as can be expected. Aided, no doubt, by his excellent attitude. He's got a bag which

collects his urine and which is now just an accepted part of his life. It doesn't stop him from drinking beer. In fact, when doing serious brew pounding, he jokes that he just hooks up a hose and runs it out a window. His prognosis for a normal life is excellent and he should be back to work before Christmas.

With all this in their lives, the Davidsons have had to beg off on a fifth annual Victoria Tour. But maybe in the Spring of '90 we'll re-establish the tradition. In the meantime, let's all wish the Davidsons well. If you want to send Andy, Gail and Whitney a card during the holidays, their address is:

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Autoweek Columnist Addresses Club At Annual Banquet

By Tom Williams



Denise McCluggage of *Autoweek* talked to a large contingent of club members and supporters at our annual banquet November 19th at Salty's Alki. Denise has had extensive experience in motorsport, both as a participant and as a writer, and her presentation was characterized by a wonderful sense of humor.

She entertained us with her observation on both motorsport and automobiles in general. One of her early experiences combining racing and writing was during her stint at the New York *Herald Tribune*. There she provided her readers with behind-the-wheel insights while at the same time getting 8½¢/mile for racing expenses!

Much of Denise's racing experience was gained on North American and European rally circuits. Her experiences were brought to life by her observations of the reactions of spectators and others along the rally route. She mentioned a time when she and her rallyist colleagues improvised a path around stalled traffic in a Montreal snowstorm: they used the ditch, to the shocked expressions of the motorists stuck on the road itself. She also

recalled vividly European gendarmes impatiently waving rally cars through very narrow streets in tiny villages. Apparently the constables felt the rally cars' 90-95 mph speeds were too slow!

Rallying, like anything else, has its superstitions. The prime belief is never count your chickens ... etc. Running a Ford Cortina through Yugoslavia, she excitedly said to her partner, "We're going to win!" Alarmed, her partner replied, "Don't say that!" But it was too late. At that instant, a piston seized. The next time you're in Yugoslavia, you might run into an old Cortina with a seized piston, since they never got it out of the country.

For those skeptical of the applicability of rally driving skills to street driving, Denise recounted an incident that she had witnessed only that morning on her way to the airport. Apparently a driver on the opposite side of the freeway decided that he didn't want to wait until the next exit to make a U-turn. Instead he crossed the remaining lanes of his side of the freeway, the median and the oncoming lanes of traffic in a roughly perpendicular

manner (it had been snowing) before coming to rest on the far shoulder of Denise's side of the freeway. Denise half-jokingly stated that her rally skills helped, because "I didn't t-bone him or anything."

From her perspective as a journalist, Denise feels that Formula One is the most difficult and challenging of all motorsports. It has become, she said, "more than just withstanding g-forces." Maintaining the theme, Denise gave her opinion on the two McLaren drivers:

Prost: "Sensible, makes very few errors, experienced."

Senna: "Extremely talented, but prone to incredible errors."

Warming to the subject, Denise went on to discuss some of the greatest names from an earlier era of Grand Prix racing. Juan Fangio was described as "definitely a superior being" and one who would do what was needed to win, no more or less. This latter trait didn't endear the "Buddha in a brown hat" to Enzo Ferrari, who apparently wasn't happy with a 2-second win if he thought the driver should have won by a greater margin. Simply, Fangio didn't drive with the *brio* Ferrari appreciated in a driver.

Based on this sort of assessment, Ferrari probably wouldn't have thought much of Phil Hill. Hill was another who, in Denise's words, didn't feel it was necessary to risk his life at every corner. She described Stirling Moss as the best driver who never won the driver's championship. She recounted the year that Moss lost the driver's championship by one point when if the prior year's rules had been in effect, he would have won.

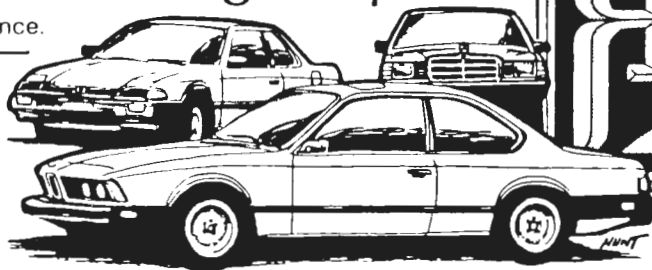
Returning to the subject of Enzo Ferrari, she characterized him as an extremely complicated individual who was brilliant in many ways. He had "a knack for gathering great engineers

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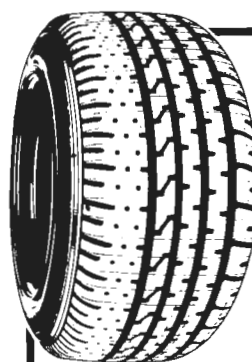
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Continued from page 17

and ideas and an equally proficient knack for destroying them." He was "a bastard, but an interesting bastard."

Denise offered a few thoughts on the state of the automobile industry today. Like many enthusiasts, she expressed concern over the growing tendency of large manufacturers to buy the smaller specialty marques: GM - Lotus, Ford - Aston Martin, Chrysler - Lamborghini. Such marriages, she said, may have a "reverse Midas touch!" She had harsh words for GM in particular, saying they killed the Fiero just when they got it right. Denise wondered aloud how someone like Roger Smith ever got to be CEO of the company.

One particular car about which she spoke at length was the Corvair. She said that if the car had run with 2° negative camber, it may have made people forget the Corvette, and more importantly it would still be around today. Despite these accolades, Denise readily acknowledged the Corvair was far from perfect. She described one instance during a rally when she had to drive for miles holding a broken ignition switch in the "on" position. We're talking major league cramp here.

Asked her personal preference, Denise said that she felt a powerful engine in a front-engine, rear drive layout was best for brisk motoring. Concerning her experience with front-wheel drive, she stated only half in jest that she has become "very good at backing up."

As one might expect, Denise has owned many cars, although she says she doesn't change them as often as she used to. At one time she owned a Ferrari 250 GT, which she sold for \$6000 and a Mini. Now that the 250 GTs are being traded for about \$1 million, she says her friends tell her she would be a millionaire if she'd kept all the cars she has owned. She told us she informs them she would have to have been a millionaire in order to have kept them.

A few other responses to questions:

Car that wouldn't die: plastic ones.

Favorite Car: Mini

Current Car: Colt Vista 4WD

Best way to achieve admiration for your car in Europe: Drive a Ferrari with a crumpled fender and ghosts of numerals on the side.

On driving — and drivers

While the 55 mph speed limit is a subject of widespread ridicule (Denise said she caught up on her mail, although she wouldn't recommend this to others) Ms. McCluggage felt that there are many drivers who simply are not competent enough to handle higher speeds. Her feeling is that the level of driving skills has noticeably deteriorated in the U.S. As examples, she trotted out familiar villains: left lane bandits, people who fail to signal, people who constantly change lanes in traffic, those who feel flashing the turn signal gives them the *right* to change lanes, etc. Driver's education is a joke. Most of all she lamented those who would spend \$4000 to learn how to properly use a \$125 tennis racket but nothing to learn how to use a \$40k automobile. Comparing drivers from U.S. to drivers from Italy and given the extremes of both, she said she prefers Italy.

To survive this chaos, Denise said she follows a few simple rules: maintain concentration; know the limits and the circumstances you're in and act accordingly; and "don't scare the natives." Admittedly, this last is difficult, given some of the random, inexplicable behavior commonly observed on the highways.

Denise was certainly an entertaining guest. Her anecdotes were insightful, and her observations were keen and to the point. She was able to comment on issues related to a given subject in such a way that listeners would understand more without being overloaded with extraneous detail. The entire presentation was delivered with wit and style.

We thank her for being our guest, and look forward to hosting her again sometime in the future.



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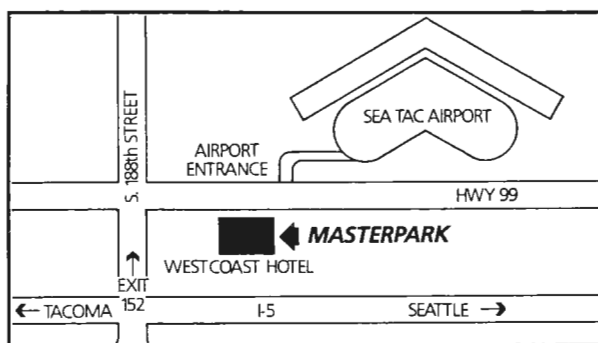
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FOR SALE: 1975 2002 block w/head & exhaust manifold (good for parts or building) \$125; 1973 2002 short neck differential (repaired case - runs fine) \$125; Atlas (Marquette) engine analyzer w/scope (scope works - some other functions do not) \$150;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

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

FOR SALE: '80 MBZ 500SL, white/red leather, all options. Perfect condition. \$25k/trade-up on your Bimmer? 371-1238 (w), 733-1304 (h). Richard.

FOR SALE: Set of 7x15 BBS wheels, silver, 5 lug, fit 5-6-7 series. New! \$500/OBO. 371-1238 (w), 733-1304 (h). Richard.

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.

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10% on parts and service (21420 Hiway 99, Edmonds, 771-7100).

10% on parts and service (714 E. Pike St., Seattle, 328-8787 - sales, 328-2300 - service, 328-7788 - parts).

15% on parts and service (1201 S. 1st St., Yakima 1-509-453-9171).

10% on parts (75th and Bridgeport Way, Tacoma, 473-3212).

25% (or more on larger orders) discount on parts and accessories (6717 Roosevelt Way N.E., Seattle, 524-5151).

20% discount on parts and accessories (1325 E. Madison Street, Seattle, 322-4366).

10% discount on parts and accessories (5002 S. Washington Street, Tacoma, 475-9421).

Wholesale prices on Halon fire extinguishers (3013-3rd Avenue North, Seattle, 284-1721).

10% discount to club members (6806 East Greenlake Way North, Seattle, 525-6806).

20% discount on Prima Flow exhaust systems in stock, 15% discount on special orders (410 Sunset Blvd. N., Renton, 226-5955).

15% discount on stereos, alarms, detectors (16724 Aurora Ave. N., Seattle, 542-2139; 13620 1st Ave. S., Seattle, 244-1662).

Featuring Yokohama A008 & A001R, 10% discount (11011 Pacific Hwy. South, Seattle, 763-2819).

10% discount on single bottles and 15% discount on mixed cases of wine (108 Denny Way, Seattle, 284-8306).

10% discount on Weber carburetor replacement kits (POB 2570, Monterey, CA, 1-800-431-3533).

10% discount to club members (2001 Western Ave., Suite 440, Seattle, 441-4039).

20% discount on all parts and labor, members must pick up a group discount card from a board member (18 locations, call 682-3784).

10% discount, 16 locations, oil analysis available (regional office, 527-5200).

15% discount on deductible for club members (9125 Willows Road, Redmond, 883-8556).

10-40% on Parts & Service, Free set-back of Service Interval Lights, 3 miles N.W. of Mill Creek (14102 3rd Place West, Everett, 743-2002).

10% discount on Alpina as well as routine maintenance parts and accessories, free technical advice (1812 Reliance Parkway, Suite A, Bedford, Texas, 1-800-ALPINA-1).

10% discount off insurance deductible, discounts available on other services (1508 - 128th Pl. N.E., Bellevue, 453-2898).

15% discount on parts only (12408 S.E. 38th, Bellevue, 644-7770).

Complimentary consultation to BMWACA members (605 First Ave., Mutual Life Bldg., Suite 505, Seattle, 292-8483).

10% on all services. All cloth system, no top brush, no finish damage (4111 N.E. 4th St., Renton Highlands, 255-4111).

The Parting Shot

Big Brother's tax-supported war on radar detectors

By Patrick Bedard

"Figures don't lie, but liars figure." That old saying pops into my mind every time I hear the squabbling over radar detectors.

The very idea of a radar detector is a carbuncle on the backside of anyone who believes in rigid government. How can the annoyed few in Washington, D.C., concoct a happier country when the citizens have the means to run about willy-nilly, sidestepping the master plan whenever they feel like it?

Of course, in a democracy it's hard to do away with something the citizens like. Every time in the past 10 years that an anti-detector bill has come up in Congress or the statehouses, the people's representatives have voted it down.

Boy, when you're trying to run a country, the people are a damn nuisance. But the pros know what to do. To change the vote, the National Highway Traffic Safety Administration bureaucrats realized, they needed to buy a study that would say radar detectors make America more dangerous.

The request for bids on this anti-detector study spelled out exactly what the bureaucrats wanted: "The report shall contain the Contractor's conclusions whether the data support the NHTSA's contention that the use of radar detectors is detrimental to highway traffic safety."

The report would contain other observations, too. It would list all traffic speeds in the presence and the absence of detectable radar. And it would describe the responses of motorists when zapped with radar: Do they brake, change lanes, or what?

But this information already exists

in other studies, and the effect of radar detectors is trivial. A survey published in May 1987 by a research outfit that the government trusts showed traffic moving at an average of 61.49 miles an hour when radar was not detectable, 60.07 when it was.

Does this sound alarming to you? Probably not. It doesn't sound alarming to Congress, either, which is why the NHTSA needs to buy a conclusion stating "that the use of radar detectors is detrimental to highway traffic safety." Then maybe it can get the vote it wants.

If you expect the game of government to be played by honorable people, the NHTSA bid request is a sad document. In it the bureaucrats lay out their case against detectors.

The bureaucrats say that "several other states" besides "Connecticut, Virginia and the District of Columbia" have enacted detector bans. In fact, no other state has done so.

In stating that detector users are a danger because of the way they respond to radar, the NHTSA is taking a position contrary to that of another government study going on in Kentucky, in which unmanned radar is operating full-time along a hazardous section of road.

This study intends to show that detector users respond to radar in a way that *increases* safety. If this sounds like the finest paradox money can buy, you'd better enjoy it: It's being bought with your tax dollars.

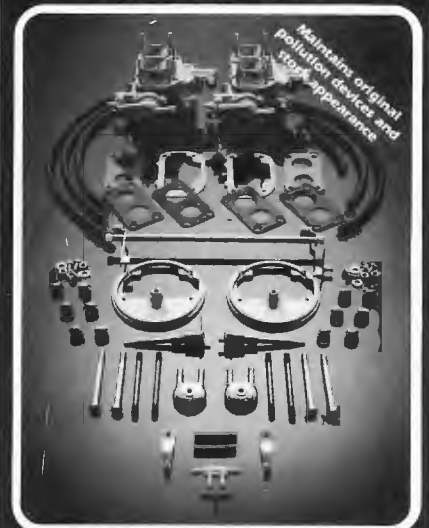
Despite the NHTSA's obvious attempt to buy the conclusion it wants, the game of government must go on. It awarded the \$43,974 contract for the

anti-detector study to the Texas A&M Research Foundation, the same organization that produced the speed survey cited above.

When Texas A&M applied for the current job, it suggested that driver response to a detector warning may be no different from driver response to sighting a police cruiser.

Seattle Times

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