

**BMW ACA
Puget Sound Region**

Zündfolge

October 1998



**Winterize Tech
Session Nov. 2nd**

**M5 Touring Debuts
at Frankfurt**

**Hydrogen Powered
Research Vehicle**



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Inhalt

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BMW ACA events are partially supported by a generous grant from BMW of North America, Inc.

Activities

Calendar

Entertainment 1992 Books

Once again the season is upon us. The club is selling the ever popular entertainment books. In case you aren't familiar with the Entertainment program, these are coupon books that give 1/2 price or 2 for 1 deals on food, lodging, travel, family activities, etc. The dining section offers deals ranging from some of the areas finest establishments down to the neighborhood fast food outlets. You can get reduced rates at hotels across the country and in many foreign countries, and there is also a wide variety of condominiums available for vacation uses.

This very versatile publication makes an ideal tool or gift for the family on a budget, college students, and the businessman wanting to save on travel and entertainment expenses.

The books will be available in mid to late October and are valid from December 1, 1991 to November 30, 1992. Given this time frame the books could also make good Christmas presents for those "hard to shop for" people in your life.

The cost is only \$40 and they are in limited supply so reserve yours now. Books may be reserved by contacting Bob Paisley at 454-3486, weekday evenings between 6:30 and 9:30.

Nov/Dec and Jan/Feb Issues

During the winter the club schedules fewer activities. For that reason, and to give your *Zündfolge* editors a rest, we have traditionally published a combined November and December issue. We will do this again this year. Expect to see your next *Zündfolge* about the second week of December.

As a cost saving measure, and again because the schedule is light, the first issue of 1992 will be a combined January/February issue. Look for it in your mailbox towards the end of January.

We hope you continue to enjoy *Zündfolge* and club membership.

-The Editors

- October 19** **High Performance Driving School** at Seattle International Raceway. The one, the only.
- November 28** **Winterizing Tech Session** at BMW Seattle. See article below for details.
- November 16** **Annual Banquet** at Manfred Vierthaler Winery and Restaurant. You will receive a special mailing with details.

November Tech: Winterize

Chuck Christensen and Thomas Nast will host another of their tech sessions, this one on winterizing. The date will be November 2nd, the time 10:00 a.m. to 2:00 p.m., and the place will be courtyard of BMW Seattle, 714 E. Pike Street. As before, attendance will be limited to about twenty, and we will try to stagger arrivals, so please call TBN at 622-5863 and save a slot.

Winterizing at Puget Sound is not the ordeal it is in Chicago, Minot or Anchorage, but it's not something to ignore. As last January should have convinced you, the cooling system should be in good order (it convinced us we need a transfer case, another diff and a couple more half shafts). Coolant, hoses and radiators will be inspected and replaced as necessary. Alas, although water pumps are a routine replacement item on BMW's, time will not permit their replacement (why don't they have a quick-disconnect feature?).

Oil should also be a grade or two lighter than summer; bring your own or buy the shop's Pennzoil if you want it changed. We will also check tires and lighting, perhaps flush the brake fluid if you missed the brake tech session, take a quick look at the ignition system, in particular the wires, cap and rotor, and check the lights.

Tech sessions are also an opportunity to ask people with a score or more years' experience working on BMW's those hard questions you never could get answered. (Exception: Why does the water pump fail every 40,000 miles? We don't know!) This will be the last tech session of the year; don't let the opportunity slip by.

Letters to the Editor

Last spring I offered to hold an engine rebuilding class for club members provided a minimum number expressed an interest. We came close, but no cigar. My minimum group size (for economy of scale) is five, maximum ten; spring sign up was four.

I'm prepared to try again under the same conditions. Class would run approximately five weeks, one night per week, student supplies own engine and basic tools, or rebuilds one of my engines. Cost will be \$200 plus parts, students can supply or I'll get a group price. Spouses or significant others cost the same - they fill the same space!

Deadline for sign up is November 5th. Blocks will be hot tanked, heads will be cold tanked, students will *not* be tanked! Coffee's on, bring your grubbies (and your hubbies!).

- Bill Proud (824-8242)

Wine Tour A Grape Success

by Tom Williams

It's been said that the best journeys often have the most inauspicious beginnings. That was certainly true of this year's club wine tour to the Walla Walla and Columbia valleys. It began with the group huddling under cover from the rain showers pelting our start point of Preston. The rain really didn't stop until we crested Snoqualmie Pass and voila! Soon after we crossed into the east side the skies magically cleared. I can't speak for anyone else, but the sight of Old Sol put at least the tour-meister in a much better mood.

We stopped briefly in Yakima to fuel the cars and get some picnic fixings, then we got back on the freeway to get to our first stop, Hogue Cellars in Prosser. After an extended tasting session there, we decamped to the sunny picnic area for a leisurely lunch accompanied by some Hogue wines. A nice way to begin the tour!

From Hogue it was a short hop (literally, just across the road) to the small, yet highly accomplished Chinnook winery. Their merlot and chardonnay were big hits with the group.

And then it was off to the raison d'être of the tour, Walla Walla. First stop, Woodward Canyon, which is actually in the small town of Lowden, little more than a bend in Highway 12. While they are known for red wines, their chardonnays are to die for. All three offered were outstanding; so much so that a few stopped back on Sunday to pick up a couple more bottles.

A 10 mile drive later we were in Walla Walla, home of Leonetti Cellars, known for their outstanding cabernet sauvignon and merlot. This was one of the two weekends a year Leonetti is open to the general public, so this was a rare opportunity to taste at the winery. Outstanding wines, as always.

After dinner and a much needed night's rest in Walla Walla, we were back on the road again the following morning, headed for Waterbrook winery, also located near Lowden. This stop proved to be rather educational

for the city folk in the group, as Waterbrook is a working farm as well as a winery. The Waterbrook folks talked about such esoteric subjects as the relative merits of honey bees vs. leaf cutter bees for pollination (the latter are better) as well as some interesting observations about agricultural economics.

From Waterbrook we drove back toward the Tri-Cities, detouring briefly to visit Bookwalter winery in Pasco. Lunch at a Mexican restaurant followed, before we wound up the tour by visiting Blackwood Canyon and the highly underrated Kiona winery, whose dry white and late harvest reislings, chenin blanc ice wine, and lemburger all proved popular.

Then it was the journey home, the routine of which was disrupted only by intermittent showers and a spectacular car fire east of North Bend.

All in all, a great trip, with good wine and most importantly, good people, some of whom were either new to the club or had not been to an event before: Doug and Barb Jones, Richard and Connie Hoffman, and Malcolm and Teresa White (who came from Port Townsend!). Also on the tour were magazine supremos David and Lucetta Lightfoot and Bill and Chris Linder, along with Colin and Annie Daly, who have joined us before on several of these excursions. A thanks to all for coming along; let's do it again sometime!

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Stalls

by Thomas B. Nast

Life Without Gaul

Following Renault's tire tracks, Peugeot announced on August 4th that it is pulling the plug on the American market. Here are the statistics: Peugeot has 151 dealers, who managed to move 2,223 cars the first seven months of this year. (Don't you feel sorry for the East Coast dealer whose Peugeot dealership was combined with one for Sterling, which almost simultaneously extracted itself from the States?) This is roughly Yugo's sales pace. Last year through the same period Peugeot sold 2,701 units and (same period) in 1986 14,336 cars. Peugeot estimates there are 60,000 of its cars still on the road here (which sounds low to me). Together with its Citroen subsidiary, Peugeot produces 1.4 million cars a year. No U.S. spec cars will be built after August. As for support, the spokeswoman would go only so far as to state "there will continue to be a certain amount of support for the dealers" in the near term. Sounds to me like they're being orphaned.

My own view is that the build quality of Peugeots took a real nosedive when the 504 was replaced with the 505. Especially noteworthy was the paint, which appeared to be watercolors applied to bare steel. Other factors: Peugeot traditionally relied on the diesel market, which has evaporated; Peugeot was tarnished by Renault's image; the Peugeot-Renault-Volvo V-6 was an engineering and marketing black eye; Peugeot had a very narrow dealer network, concentrated on the coasts; and Peugeot had a reputation for some expensive but all-to-predictable problems, such as cracked diesel cylinder heads and leaking steering racks. The 405 sports car was well reviewed, but never caught on. The new 605 never found its way here, but considering the engine which powered it that's just as well.

It is unfortunate that Peugeot has failed in this market, but understandable that a company selling 0.3% of its



output here would not think the effort worthwhile. They probably sell more cars in Morocco, and without crashing a pile of them for the DoT. Particularly disappointing is that any plans to bring Citroens in again, after an absence approaching two decades, have dissolved. And perhaps bringing in cars with engineering as sophisticated and eccentric as Citroen's would have been Peugeot's salvation.

Unreinforced Roof Dep't. Volvo recently agreed to pay the Federal Trade Commission \$300,000 for modifying cars before the MT (Monster Truck) Bigfoot drove over them in a highly successful TV campaign, which is credited with selling at least three station wagons. Volvo's former ad agency will kick in another \$150K. Volvo signed a consent decree, saying it never did anything wrong and won't do it again. Volvo's work on the electric car has been hampered by an extension cord shortage in Sweden, but it anticipates zipping ahead full speed by year's end.

The Cars of Jackson County (cont'd). This year's visit to Butler Ford-Acura-Peugeot in Ashland, soon to be Butler Ford-Acura ("Pick any Peugeot, we'll knock \$6000 off"), yielded a 1983 Ford Crown Vic. This was a wonderful upgrade from the usual Ford Tempo, and at \$100 for a week's use the price

was right. It was also nice to run into club member David Heard at a number of plays.

My experience with large American cars reads like the diary of a drosophila, so forgive me if I am merely describing a world from which you escaped. The car showed about 17,000 miles, which I assume was 117,000 since the odometer is only five digits big. This may also reflect the confidence of the builder in the future of its product. Nevertheless, the crushed velour interior had held up pretty well; the a/c worked (which was a blessing in a week of 90 - 100 degree days); the electric windows worked (although the rears only roll down half way); and the car started well enough. The paint was flaking off the horizontal surfaces, and the engine, a V-8, was utterly gutless, comparable to a diesel except that it knocked more on hills. Basic systems worked well, although cornering is best described as bovine in nature.

The real contrast with BMW is what Ford spent its customers' money on. BMW spends it on the drive train and brakes, and I love them for it. Ford didn't spend it on the drive train and brakes. But both driver and passenger do get sunvisor mirrors, with lights on both sides, and with two brightness settings for the lights. Another engineering *coup d'etat* I discovered at night, when the headlights came on *before* I operated the headlight switch. Very disconcerting. And they don't turn off until an adjustable delay has expired. Of course, there is the mandatory trunk-release button in the glovebox, and the door locks are not keyed to the driver's door lock, but instead are operated by a switch on the driver's armrest. A joystick on the dash near my right knee utterly failed to move the stereo output among the four speakers. After three or four days I figured out that this was because it operated the right mirror via cables! Great gadget, but I wish it was labeled.

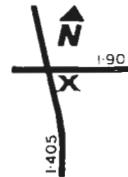
Significantly missing were cup

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holders, which of course are the measure of a car these days (the first maker to put in a hairdryer is going to sell a million cars in America, but I digress). I should mention that my companions rented a new Taurus, I mean about 200 miles old, which had fabulously designed cup holders that fold up and slide into the center console. Unfortunately, they were broken and wouldn't hold cups. Better install nomex seats with those hairdryers, Ford.

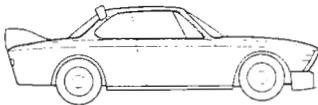
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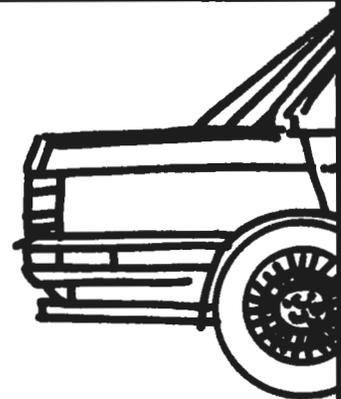
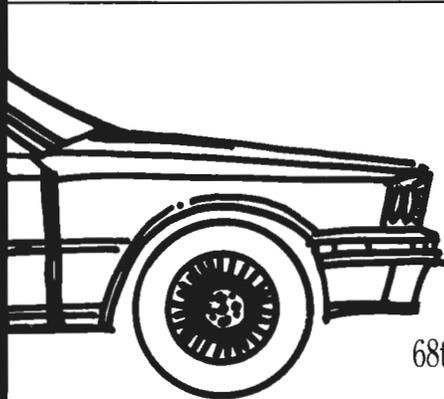
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Looking Toward The Future: BMW Develops Hydrogen-Powered Cars

Even if present supplies are plentiful, fossil fuels are a finite resource. There is also widespread concern about the possible consequences of ever-increasing carbon-dioxide emissions - a byproduct not only of fossil-fuel combustion, but other sources, including natural ones - on the earth's atmosphere. This is the much-discussed "greenhouse effect," which may be linked to global warming, although hard proof is lacking. Together, these two issues are motivating today's automotive research scientists and engineers to intensify their exploration of alternatives to internal-combustion engines powered by fossil fuels.

With an eye to long-term solutions for such potential long-term problems, BMW's new FIZ - Forschungs-und Ingenieurs-Zentrum, or Research and Engineering Center - in Munich, is developing several alternative automotive power concepts. Hydrogen power is one promising possibility for reducing civilization's reliance on fossil fuels, though clearly one whose practical potential lies in the distant future. BMW's research into hydrogen power for automobiles goes back 10 years, and has been intensified recently.

As a fuel, hydrogen has powerful attractions. It produces virtually no pollutants except for traces of oxides of nitrogen (NOx), and is transportable in pipes and containers in both gaseous and liquid form. If produced from water by electrolysis, it is available in almost unlimited quantities.

General use of hydrogen, however, would require a whole new energy-supply infrastructure. Low-cost volume production - an indispensable component of any such infrastructure - is not yet reality; nor is a distribution network for the fuel. Developing the production and distribution systems requires the concerted efforts of the energy industry as well as national and international political coordination; indeed, at least on the industrial level, such efforts are already well underway.



Development of a viable hydrogen vehicle concept is a task for automotive researchers, and it is primarily this challenge that BMW's researchers have taken on. Recent BMW development efforts have been concentrated on a 735iL sedan, powered by a modified version of that model's 3.5-liter six-cylinder engine with a relatively simple external air-fuel mixing system.

Fuel Stored at -423° Fahrenheit

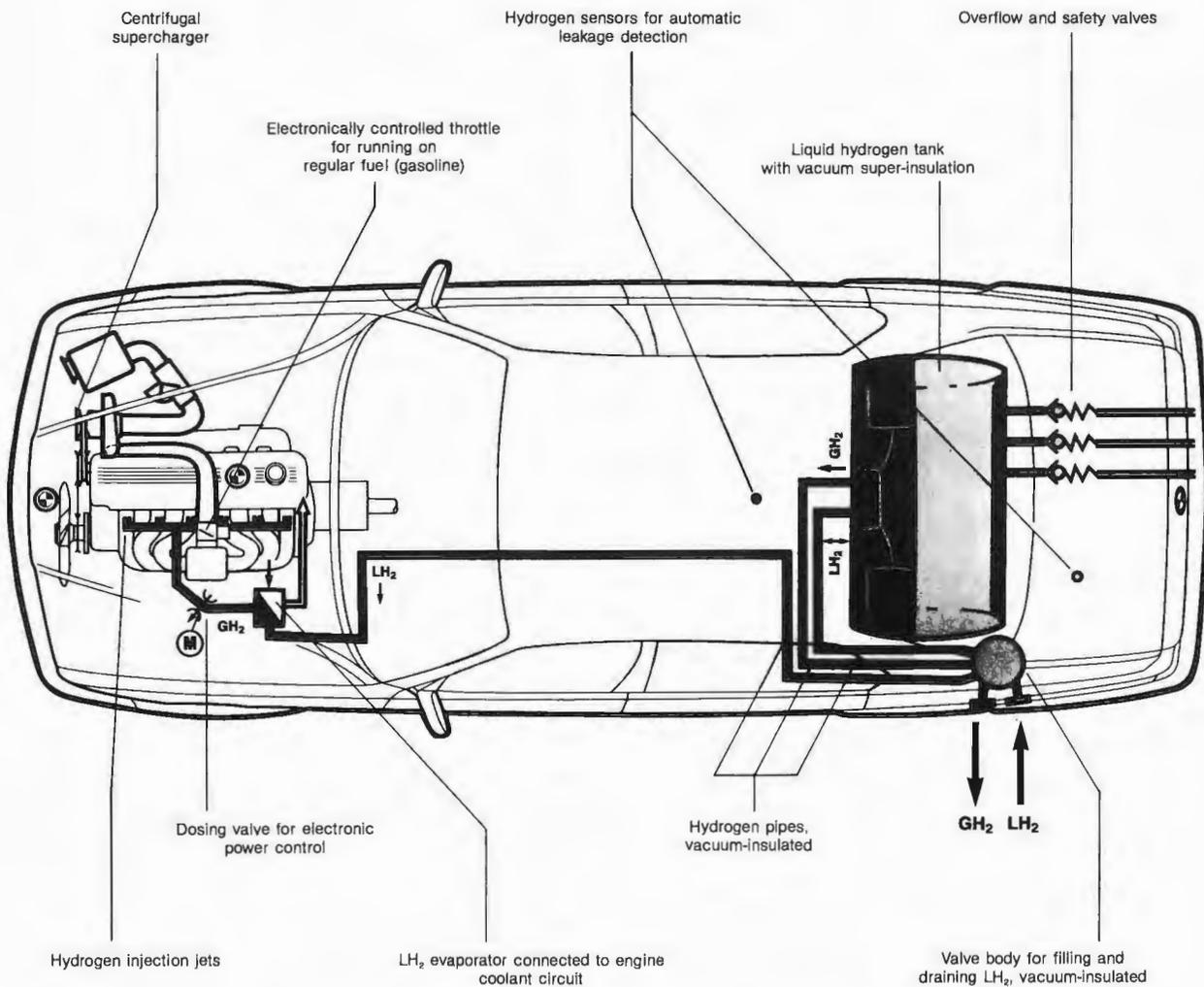
Storage of hydrogen in the car is a major aspect of the challenge. It can be stored in gaseous or liquid state; BMW favors the latter because it saves weight and space, but even at that the system is much heavier and bulkier than a gasoline tank. To be kept in the liquid state, hydrogen must be at cryogenic temperature (-253°C or -423°F) and high pressure (a maximum of 5 bar or 72.5 pounds/square inch. BMW's present solution is a double-wall pressurized cylindrical tank, with up to 70 alternating layers of aluminum foil and fiberglass insulation, plus two radiation shields, between the two walls. Even with all this insulation, enough heat gets through that up to 2 percent per day of the tank's hydrogen may be released (via safety valves) to the atmosphere when the engine is not running. The hydrogen tank holds 93 liters (24.6 gallons); because BMW has also retained the original gasoline tank and supply system in the experimental car, the hydrogen tank is mounted in the trunk.

When the engine is running, the liquid hydrogen (LH₂), under tank pressure, flows through a valve body and double-wall insulated pipe to a heat exchanger, where heat from the engine coolant evaporates it. From there it passes into a central, electronically operated dosing valve that controls the quantity of fuel delivered to the engine's six injection jets. The system maintains a very lean fuel-air mixture for high efficiency and minimal NOx emissions.

The lean fuel-air mixture also helps avoid premature ignition and backfires (an inherent problem with hydrogen power), but reduces the engine's power output below what it could be with a more complex internal fuel-air mixing system. To partially compensate for this, the BMW research engineers have installed a centrifugal supercharger, which brings output back to about 30 percent lower than that of the standard engine's 208 horsepower.

Safety Aspects of Hydrogen Power

Because of the high pressure and extremely low temperature in the tank and fuel lines, extremely strong, leak-free joints and fittings are needed. If LH₂ at -423 F contacts human skin, it can cause frostbite - although it evaporates and warms up quickly in ambient air, so this risk is only brief. Hydrogen gas is tasteless, odorless and invisible, so there are hydrogen sensors in the passenger and luggage compartments; if they sense a certain concentration of gas, the sunroof and side windows (or



trunklid) open automatically. A crash also triggers opening of the windows and trunk.

The engineers have also conducted tests to determine the likelihood of a hydrogen explosion, but so far have been able to induce one in open air only by "helping it along" with artificial turbulence or external ignition. At present it appears that all things considered, the safety risks associated with a hydrogen-powered vehicle are probably no greater than with conventional fuels, given proper handling of the fuel and suitable precautions in the vehicle design.

BMW believes that the vehicle-engineering challenges posed by hydrogen power can be solved by its intensive research program. In March 1989, BMW opened the world's first specific dynamometer facility dedicated to the testing of hydrogen-powered engines. Over the years ahead, the engineers and technicians will be concentrating on attaining higher engine power

without causing backfiring; further reducing NOx emissions and fuel consumption; and testing components that are exposed to the hydrogen for its effects on them. The external fuel-air mixing system was chosen for its relatively low cost; integral to all BMW's research will be ongoing efforts to reduce the cost of hydrogen-powered vehicles further, to the point where they can be realistically produced and sold.

Hydrogen-Powered V-12 Engine

In addition to the six-cylinder engine, BMW has built a hydrogen version of the 5.0-liter V-12 engine that powers the 750iL luxury sedan and the new 850i coupe. Here, to demonstrate hydrogen's potential in a very high-performance engine, two centrifugal superchargers help compensate for the inherent power loss of the hydrogen system.

BMW's Participation in Developing the Hydrogen Infrastructure

BMW is also involved in developing a concept for the hydrogen supply infrastructure: A joint-venture pilot project involving BMW and four other companies is underway in the German state of Bavaria, where BMW is headquartered. The project aims at developing the entire hydrogen cycle, from solar-powered conversion of water into hydrogen all the way through to a hydrogen filling station for motor vehicles. The knowledge and experience gained in this project will be applied toward developing a large-scale production and distribution system.

Much work lies ahead - for automotive engineers and planners, the energy industry and government bodies alike. But hydrogen power appears to be a possibility for the distant future, and perhaps one of great benefit in preserving the earth's natural resources and livability. - BMW NA Press Release

BMW M5 Touring

BMW launched the M5 touring at the International Motor Show in Frankfurt from 12 - 23 September 1991. It is a remarkable combination of a sports-car and elegant estate car. This model, previously a one-off produced by BMW Motorsport GmbH, is a perfect example of how a car can be tailor-made for individualists from the wide range of technical options which the BMW product range opens up.

The M5 is frequently described as a sportscar in saloon format. Accordingly, the M5 touring comes as a sports car in estate car format. The sportscar element of the M5 touring stands for high performance, that is to say speed, while the estate car element stands for its wide range of uses. Outwardly, the M5 touring only differs from the standard model by a few refinements such as the special finish (metallic avus blue) and special seat and trim materials. As with the M5 saloon, the complete M5 touring - body, suspension, brakes and specifications - is matched to the 232 kW (315 bhp) 24-valve six-line engine.

From a technical point of view, therefore, the M5 touring can do everything its 4-door counterpart (7000 units have already been produced) can do.



Its performance figures read as follows: it has a top speed of 250 kph (electronic cut-out); it sprints from 0 to 100 kph in 6.5 seconds; it takes 26.5 seconds to cover a kilometre from a standing start and it accelerates from 80 to 120 kph in 7.9 seconds. In addition to the proverbial virtues and exclusiveness of the BMW 5 Series, the M5 touring also has a remarkably high

utility value for a car of its class.

Automobiles of this breed are a special challenge to the engineers of BMW Motorsport GmbH: their enviable task is to make something better from something good and something extraordinary from something out of the ordinary. If that's not a fantastic job, what is?

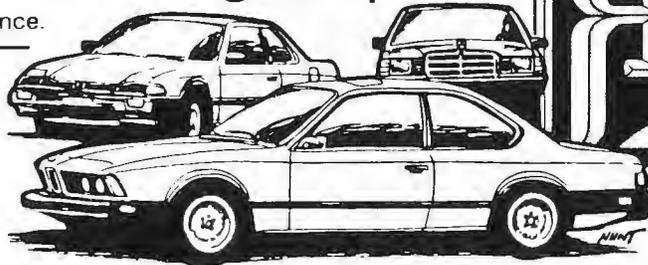
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In the spirit of BMW's M1, Z1 and K1 comes the E1. BMW Technik showed the E1 electric vehicle at the Frankfurt Auto Show. Top speed is 75 mph and range is 155 miles. The E1 is supposed to go on sale in California within a decade. (*Autoweek*)



A new 7-series, codenamed E38, will make its debut at the 1993 Frankfurt Auto Show.

Styling of the new car is characterized as "evolutionary rather than revolutionary." The greenhouse is slightly taller and more rounded than before, the tapered front end lower and more slippery, and the tail slightly longer.

The four round headlights are covered by perspex lenses, but they are not angled backward as in the 3-series. The integrated front bumper shields feature small wind deflectors which channel the air along the smooth floorpan. The windshield cuts deeply into the roof, and the rear window is smooth and curvaceous.

Front suspension is a modified version of the strut setup on the current car and teams with the integral rear axle from the 850i. The car will have available "active rear axle kinematics" (ARK); ASC traction control, and the third-generation adjustable dampers (EDC III). There is no plan at present to add four-wheel steering. Other features include bigger brakes as well

INformation

...from the editors

as combinations of wider wheels and tires.

New V8s for 7-series. Beginning next spring, the current 7-series will be available with a choice of 3- or 4-liter multi-valve eight-cylinder engines. While the 3.0 is said to put out 225bhp, the 4.0 should put out at least 275bhp. Also, camshaft adjustments are planned for the V-12 to fatten the torque curve. The effect on ultimate power will be small; an increase on the order of 5-10bhp. (*Car Magazine*)

BMW officials are nixing the idea that the modified 8-series seen in spy photos in the car mags is the prototype M8. They say no M8 is in the works. Instead the car may be the engine-development testbed for the McLaren bound, Munich-built V-12. (*Road & Track*)

BMW of North America will shift its bonus payment structure for dealers from one based on sales goals to a sliding bonus structure based on customer satisfaction and market penetration of its assigned area. One component of customer satisfaction will be adherence to uniform corporate identity for dealer showrooms. (*Roundel*)

The 850i, plagued by poor European sales, is due to receive a 350bhp version of the BMW's V12 engine.

While the displacement will remain the same, an extra 50bhp will be derived from adjustable camshaft timing and dual ram-induction.

It is reported that the modified engine will be part of a "driving dynamics" package, which will include wider wheels and tires, electronic damper control, electronic traction control, and four-wheel steering. No word on when (or if) the US would get the improved motor.

A convertible version of the 850i, scheduled to bow in Europe early next year, has been put on ice for the time being. BMW wants to concentrate on the revised 7-series, scheduled to debut at the 1993 Frankfurt Auto Show. (*Car Magazine*)

The introduction of the new 3-series coupe has been delayed. High demand for the sedan has BMW strapped for production capacity. The coupe is now scheduled to debut at the Detroit Auto Show in January, possibly in company with the 5-series station wagon. (*Car and Driver*)

A want ad offers a brand new 1959 BMW 700 coupe. Brand new means 147 original miles, with the plastic still on the seats and door panels. Sealed bids are being accepted for the most original 700 in the world, for what it's worth. (*Autoweek*)

BMW is expected to release a two door cabrio version of the new 3-series by next spring. Power will be the familiar 189 horsepower, 24 valve, 2.5 liter, 6 cylinder engine. (*Car and Driver*)

Sales in Europe of the 3-series have caused BMW to increase production from 900 to 1250 cars per day. There is still a backlog of 10,000 orders in Germany. (*Roundel*)

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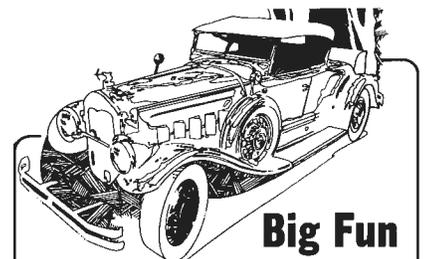
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For Sale: 528i front bumper (almost new); 528i rear bumper (good); 528i driver's mirror (good); 3 Pirelli P77's (195/70-14) 6 - 7/32's left; 528i KYB shocks (low mileage); 528i hood (damaged but repairable). Steve Hewett 533-0913 eve or 648-2201 ext. 220 days.



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Wanted: For 528i close ratio overdrive 5 speed limited slip differential, rear taillight lens, stress bar, aftermarket sway bars. Steve Hewett eves 533-0913, days 648-2201 x220.

Helppp! I just parted out 4 2002s and a Bavaria. I'm awash in parts, used, mostly clean. Engines to wheels to interiors and "stuff." Mags and steel wheels, cheap tires, glass, wiper motors, etc. Tii struts, brakes, injection and motors. Webers, Solexes, Dellortas. Bill Proud 824-8242 eves.

For Sale: 1978 320i, Anthracite gray with light gray cloth interior in excellent condition. Includes factory air-conditioning, sunroof, Bilstein shocks, stainless brake lines, Blaupunkt 4-channel radio, Hella halogen headlights, Plus-one Alpina style wheels (14") with Fulda Y-2000 tires, and BMW Motorsport steering wheel. Recent transmission rebuild with new clutch and drive-line parts. Purchase includes numerous miscellaneous parts. Asking \$3300 or best offer. Call Jim Peacock at 533-1472 (office) or 362-8615 (home, 5 pm to 9 pm).

For Sale: Motobecane *Grand Record* 10-speed bicycle. Silver with black accents on lugs and seat tube. Mens 23 1/2" size with Reynolds 531 tubing, and almost all Campy components. Includes Pearl Izumi Flolite saddle and new Specialized tires and Mavic rims. Meticulously maintained and cared for, \$120. Jim Peacock at 533-1472 (work) or 362-8615 (home).

Wanted: Close ratio or overdrive 5 speed transmission; stress bar; aftermarket sway bars to fit 528i. Steve Hewett 533-0913 eve or 648-2201 ext. 220 days.

For Sale: 1972 2002 Touring. Very rare fastback. Dual Webers, 318i wheels, Fittipaldi steering wheel, factory sunroof. Mechanically strong, needs paint. \$5000. David or Lucetta 282-2641.

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For Sale: '73 2002 (VIN 2590080) 4 speed, Malaga (maroon)/tan interior. 150 K miles, runs good. Weber 32/36 DGEV, Bilsteins, E12 head. Vacuum retard distributor from '76 2002. New XKSS seats. Minimal rust; needs paint & minor body work to repair rear fender bender. Needs brake work and work on turn signals and horn. Great rebuild car - a vintage year. Over \$1,100 alone invested in new seats. Priced to sell: \$1200/OBO. Call Marshall at 206/522-4438 (Seattle).

For Sale: 1980 323i. Sunroof, Recaros. 80k miles; 35k on factory motor, 5 speed overdrive and LSD. 15x7 wheels, Alpina suspension. New exhaust and many many extras. Purchase of new BMW forces sale. Price depends on equipment. \$8500 to \$7000. Joshua. 323-8915.

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A Pitch To Join Another Car Organization

by Ted Rodgers

There must be hundreds, even thousands of car related clubs, associations and other related groups in this country, almost all of them involved with some particular automotive niche. Some of them want to sell you cars. Others, like BMW ACA want to make ownership of a special car more of a pleasure. Still others want to limit our pleasure and freedom in enjoying them. In fact every special interest and opposing interest in our automobile-oriented culture seems to be well represented with the exception of the driver. No, not race drivers, they have their organizations. I mean you and me, the commuter, hobbyist, weekend enthusiast and vacationer.

How about the AAA, you say. Aren't they there to represent the driver? Well, if you call support of the 55 mph National Maximum Speed Limit representing us, then I guess that's so. For the rest of us there's a better choice.

That choice is the National Motorists Association, a somewhat new organization, but the one most effective in lobbying for the partial repeal of the 55 mph limit, and our only voice against the car haters and big "safety" lobbies who want to limit our freedom and our choices. NMA keeps members informed about uses of photo radar and lobbies against it. NMA reports about insurance companies who try to cancel your coverage merely for owning a radar detector. The state of Washington coordinator even sent a letter listing the many unmarked vehicles the State Patrol uses. In short, NMA is an organization representing the thinking driver, the enthusiast and individuals who value their freedom of movement.

NMA has a library from which members may borrow books and tapes for a nominal charge. Titles include *Beating the Radar Rap* and *Traffic Court, How to Win*. They also have a newsletter which keeps members in-

formed of driver related issues, and how they might effect us.

Board members of NMA include editors from several enthusiast publications, US Senator Steve Symms and several state legislators, highway safety consultants and traffic engineers, in short, a cross section of people concerned with rational traffic laws.

When I joined NMA, I thought about all of the people and groups who want to restrict or eliminate my hobby. It is no longer just the car hating mass transit advocates and Nader Nazis but no-growth supporters and those simplistically blaming cars for half of the ills befalling our society. We also have to fear insurance companies who won't insure fun cars and the safety lobby who wants everyone to drive a tank. Others include State and local governments who use traffic enforcement for revenue generation, big government control types who want to restrict our freedom of movement, and even federal agencies such as the National Highway and Traffic Safety Administration which is pushing photo radar.

In fact, it is getting that everywhere you turn you run into another "blame all our problems on the private automobile" mentality. Open the paper and read about some local politician who wants to get us out of our cars, but offers no solutions except perhaps car pool lanes, another way of discriminating against the productive citizen, but that's another story. Watch television and hear the local sprayed and capped marvel tell us in a very authoritative manner that we have to read how recently transplanted residents who contribute to the suburban blight around Seattle International Raceway want it shut down, even though it was there long before they were, or about the similar situation way out in rural Pierce County where people built houses directly adjacent to the Go Kart track and now want to get it closed.

I believe it is time for us to stop this harangue by fighting back. There are many of us with similar views, but we are too disorganized into our own specialty groups. We are all threatened, from the importer of "special cars" such as ours to the dealer, the independent repair shops and the consumer. Our freedoms are being eroded, not by mass edict, but by a series of small steps. Restrict radar detectors in interstate trucks, and soon it will filter down to you and me. Refuse to insure that Lamborghini and eventually it will be a 325ic. Electronically limit top speed in all cars to 100 mph and presto, it will be 65.

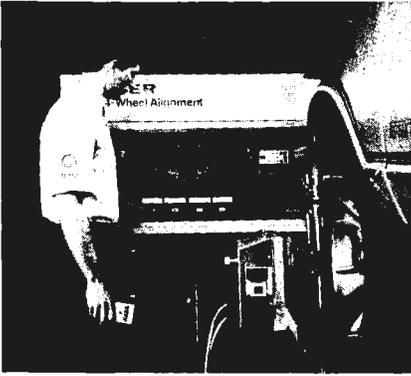
What can we do, as enthusiasts, as owners of uncommon cars and as drivers who want to enjoy our "ultimate driving machines"? The two I recommend are: 1) Join the National Motorists Association who will lobby for your interests and keep you informed about those eroding our freedoms, and 2) Write your elected representatives and write them frequently. Write your member of Congress, your Senator, your State representatives and your Council representative, depending on the issue. One letter, even every six months from several hundred people, on auto related issues will make them take an interest in us. After sending the letter you'll feel like you're not only participating in the democratic process but are helping to preserve a few of our freedoms. You'll be surprised how good that will make you feel.

The National Motorists Association can be contacted at:

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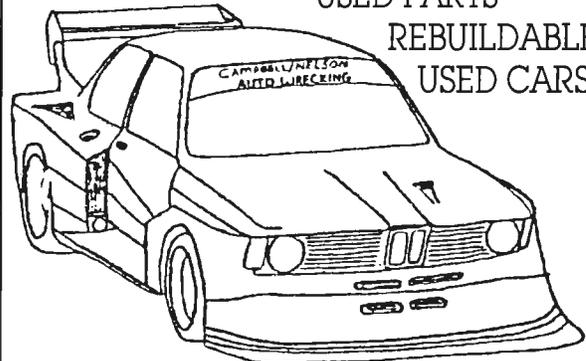
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