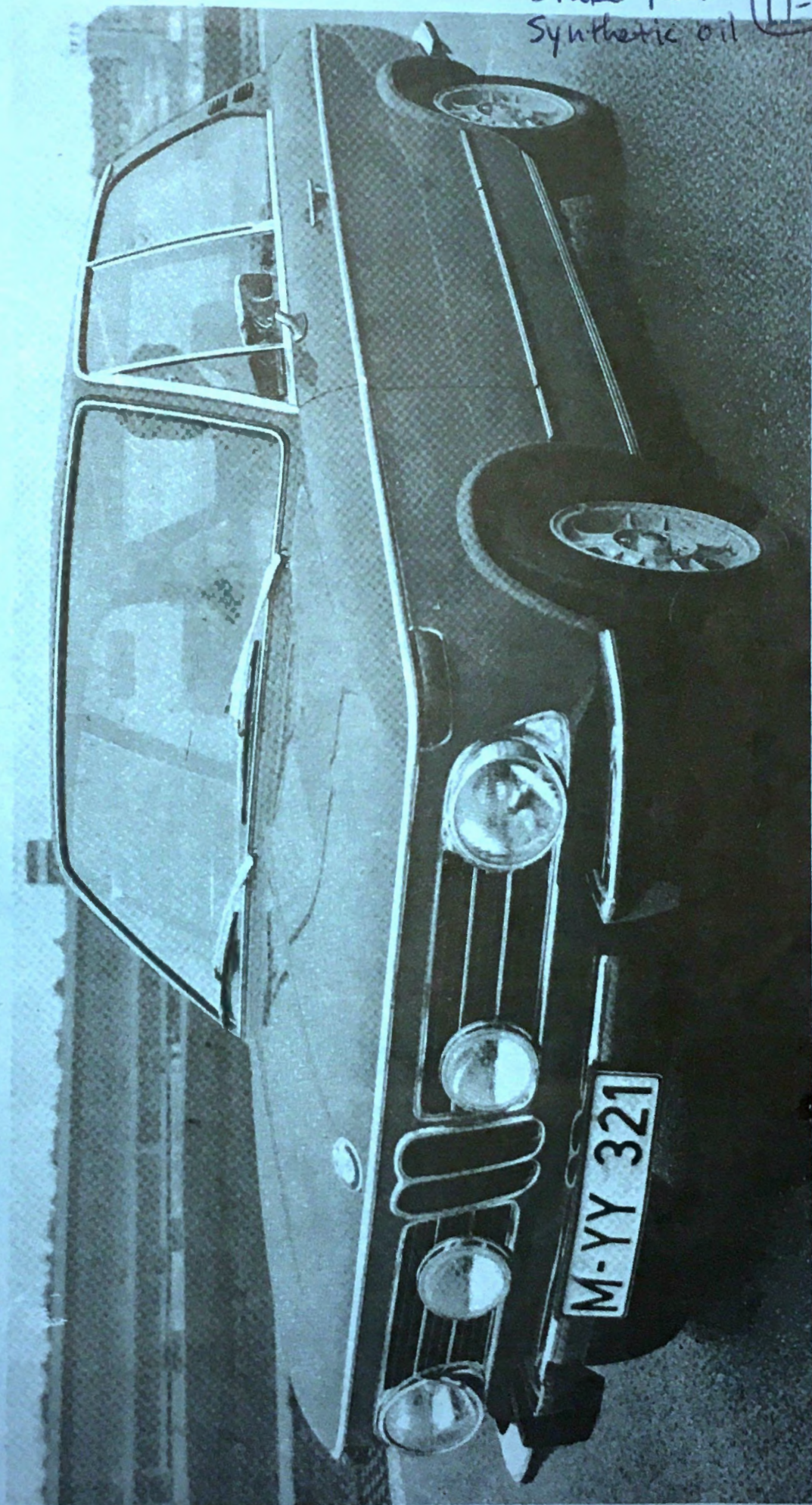


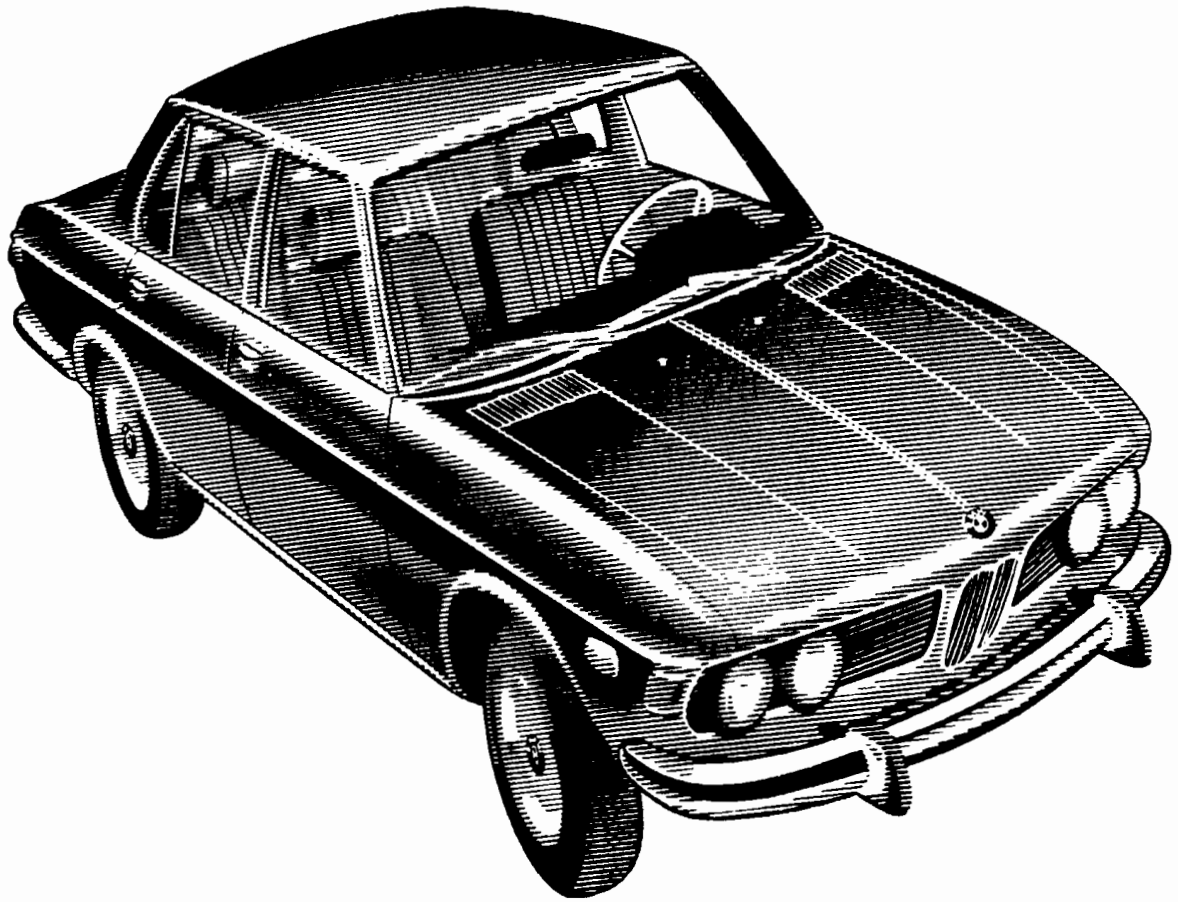


Aus Freude Am Fahren



brake pads
Synthetic oil 11-74

20 MPG IN A LUXURY CAR? THAT'S BMW.



Can one of the best cars in the world actually be economical to operate? It can if it's a 3-liter BMW from Germany's famed Bavarian Motor Works.

Motor Trend Magazine, November 1973, says "...the BMW is unexcelled among the world's automobiles....What other car can you name that handles, stops and goes the way the 3.0S does while still delivering 17 mpg at a steady 80 mph—with automatic yet? Under similar conditions, the stick gives an amazing 20 mpg!"

BMW has a complete line of 3-liter, four-door sedans and sports coupes



Also 2-liter and fuel injected 2-liter models

PHIL SMART

THE PLACE FOR SALES & SERVICE

Backfire! Highlights of the October General Meeting (Get it, Rich?)

Jim Toole reported \$727.97 in the club treasury. The autocross earned \$112.51.

Bimmer Bust was a success for our club. The other clubs were happy with the course and the way the autocross was run, thanks to Byron Sanborn and everybody else that helped.

S.I.R. information and safety talk by Jim Toole.

Sunday, Oct. 20- Blind Rally to benefit the Community Services for the Blind.

Joe Calmes reported on ordering parts by mail or telephone from Roth. Savings amounted to 33-35%.

WWSOC Report: The phone number has been changed to call information into the Hotline, but the number to receive information on is the same. Sports Car Spectacular needs a chairperson for 1975. WWSOC Banquet in January- everyone is invited, \$7.00 per person.

Program: Rich Marshall demonstrated the different kinds of driving lights.
Films from Phil Smart on the history and safety of BMW's.

Janine Wienker

B O A R D O F D I R E C T O R S

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NEWSLETTER EDITOR:

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WWSOC HOTLINE 524-5020

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Contributions for this publication are BOTH WELCOMED AND ENCOURAGED. Contact staff members by phone or mail, and remember copy deadline is the night of the board meeting, which is the first THURSDAY of each month. Meetings are the 3rd Thursday of each month at 7:30pm to be held at Queen City Savings and Loan Bldg., 1155 North 130th, Seattle.

Be sure to reserve Sat.,
Nov. 23 for the second annual BMW wine&cheese tasting party, at the home of Jim and Bettie Turney, 17102 Talbot Rd., Edmonds. Sipping will begin around 8:00 (heavy imbibing won't start til later). Bob James of La Cantina wine shop will be on hand to answer questions about wine.

Regretfully, Dick Pratt of The Cheese Shoppe is unable to speak at the Nov. 21 meeting, or come to the party. However, we will have a selection of cheeses that will complement the wines being served.

Cost of
this
educational
evening
will
be
\$3.50
per

person, which
must be received by Nov.
21. Please call me if you have
any questions about the event.

Janine Wienker
827-1465

Jim Turney
776-1895

THE FOURTH ANNUAL BMW CLUB CHRISTMAS BASH

On December 14th, in the home of Mike Spear, Chuck Christensen, and Jan Zenier, the BMW club will again share in the Christmas spirit. A late evening buffet will be provided, along with David Heard's infamous EggNog, and a Holiday "Punch." For those whose thirst buds run along different lines, you are more than welcome to provide your palate wetting agents, in bottle or jug, yourselves!

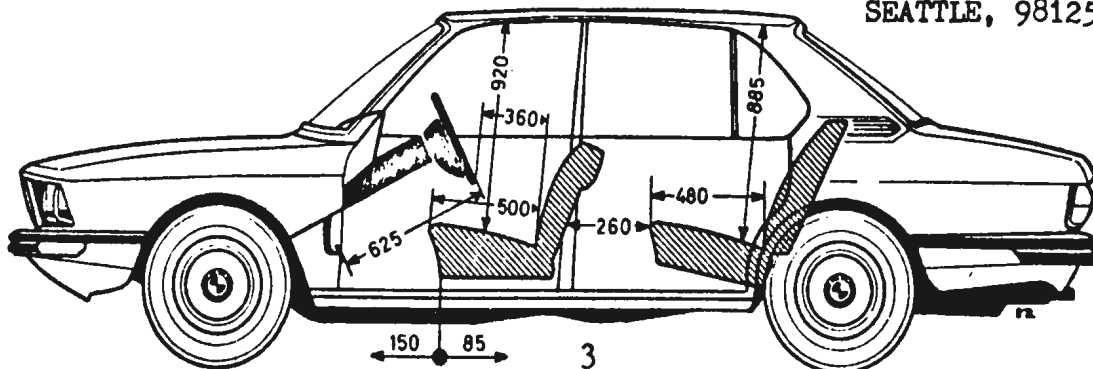
Festivities will commence around 8 P.M. There will be enough floor space for dancing, so bring your favorite discs and dancing partner(s). In an effort to encourage as many club members as possible to attend, and despite the inflationary times, we will be announcing the party both here as well as ^{at} the forthcoming meeting. Further, for an antiinflationary price of \$3.00 per person, you too can come and enjoy the food, drink, and merry company.

We MUST know in advance how many are planning to attend, so reservations will be accepted up to DECEMBER 5, 1974. Make your checks payable to MEL OR KAREN MALKOFF. These must be received, if mailed, no later than the 5th! Reservations will be taken at the club meeting this month----if you won't be in attendance and want to make the party, be sure you call and let us know.

The address of the PARTY is 3212 NW 59th, SEATTLE; ph.# 784 4496.

We'll see you there.... Mel and Karl

Your checks should be mailed to M & K Malkoff, 13751 19th Ave. NE,
SEATTLE, 98125...and/or call
3622215



WELCOME NEW MEMBERS

Dan Betts	1908 32nd W Seattle 98199	284-8609	72 2002
Larry & Rose Bolin	6401 233 Pl. SW Mt Lake Terrace 98043	774-9159	68 1600
J. Peter Geerlofs	1711 37th Ave. Seattle 98122	329-2290	74 2002
Calvert Hardy	4130 Densmore Rd Everett 98205	334-6419	73 2002
Richard T. Iverson	10510 SE 220th Kent 98031	854-3755	68 2002
Morgan Jackson	4234 92nd NE Bellevue 98004	455-0274	70 2002
Jon Jacobson	6529 26th NE Seattle 98115	854-9590	67 ;600
Jerry & Beth Mayberry	1133 S 274th Pl Kent 98031	VE9-6066	72 3.0CS
Bob McFarland	3425 S 176th #164 Seattle 98188	243-3729	73 Bavaria
Richard Metler	414 N 61st Seattle 98103	783-6322	73 2002
Dennis Moore	1851 S 246th Pl Kent 98031	878-7860	68 1600
John Nevius	5254 Brooklyn Ave NE Seattle 98105	523-4853	68 2002
Tom Paulsen	13520 NE 50th St Bellevue 98005	883-1726	69 2002 A
Newell Smith	4732 11th NE Seattle	522-6379	
Scott Turney	17102 Talbot Rd Edmonds 98020	776-1895	71 2002
Bob Walla	318 N 190th Pl Seattle 98133	542- 5874	69 2002
R. D. Wollenberg	1632 Kessler Blvd Longview 98632	423-0536	72 Bavaria

LUCKY BRAKE! A JOB YOU CAN DO!

Dan Patzer

You can tell by the vibration in the steering wheel upon light braking that the disc pads need changing. Maybe the first indication was the necessity of heavier pedal pressure while braking. A check of brake fluid reservoir shows the fluid low so now a quick visual check of the pads themselves.

No need to remove the wheels or even jack the car up. Just cram the steering to one side and with a flashlight poke your head under the fender, find the caliper and note the distance between the disc pad backing plate and the Rotor cover strap. The cover strap is just slightly wider than the rotor so when the pad material gets low, the backing plate will butt against the strap. This forces the pad to approach the rotor at an angle, thus higher pedal pressure when the pads are worn out.

Note in the exploded view of the "brake Pad Space" there is a small groove in the face of the disc pad. This is a wear indicator groove. If the car is performing well, and there is still a portion of the groove visible, the pads are OK.

As the pads wear thin...thinner, they naturally do so at slightly different rates. This results in differences in efficiency and heat dissipation capability and thus the vibration in the steering when the pads are worn as they are grabbing and releasing at different times.

Now that we've determined that your pads need to be replaced, on with the job. First of all, buy a new set of pads (remember, BMW does not manufacture brake pads). To help you know what to ask for when you go to buy the pads, I've enclosed figure 1, an outlining of the three most commonly used pads. Take this with you when you go to the store so if there is difficulty determining what you need from the catalogue part number, you can show the clerk the outline.

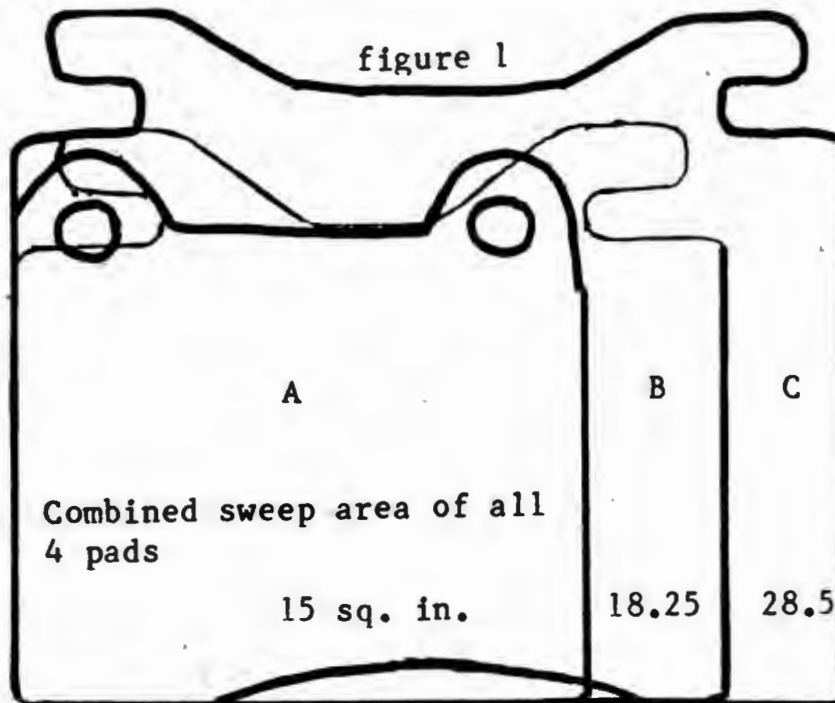
Pad A used on 1600/1600GT/1800/1800TI/2002/Bavaria & CS rear

Pad B used on 1969 and later on the above mentioned 4 cyl. and if in doubt as to whether your 69 car takes A or B count the number of hydraulic (metal) hoses going thru the front fenders on their way to the calipers. One hose means pad A two hoses = dual piston calipers = the larger Pad B.

Pad C used on 2002 TII/Bavaria & CS front

Owners of wierdos (TISAs, etc.) find your own pads.

Profiles of 3 most common used brake pads for BMWs



With the new pads in your hand, you can proceed. Hand brake on and car in gear with rear wheels chocked, break all of the front lug nuts loose, then jack up the front of the car (use a jackstand).

Remove retaining pins with a small punch or medium nail. Early calipers incorporated holding clips to locate these pins (64-5).

Using a "channel-lock" type of pliers, as in figure 5 (imagine the retaining pins removed).

squeeze the pad toward the caliper. This forces the piston back into the caliper and makes enough room for the new and much thicker pad to fit.

Once the old pad has been forced back far enough you can no longer see the piston, remove the pad and quickly replace it with a new one. I say quickly because there is a spring behind the piston which will slowly force it out of the caliper not allowing enough space for the new pad to fit. If the new pad is too thick, repeat the above squeezing process by replacing the old pad and using the plier between it and the caliper.

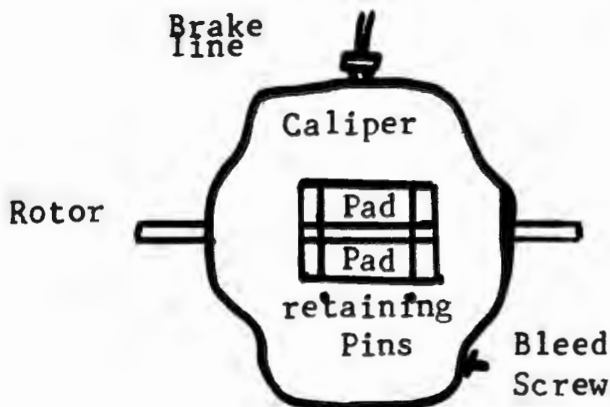
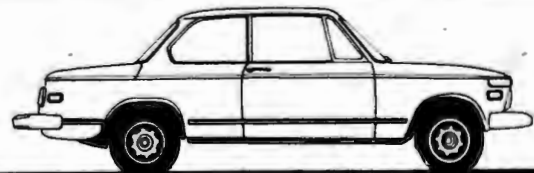


figure 2

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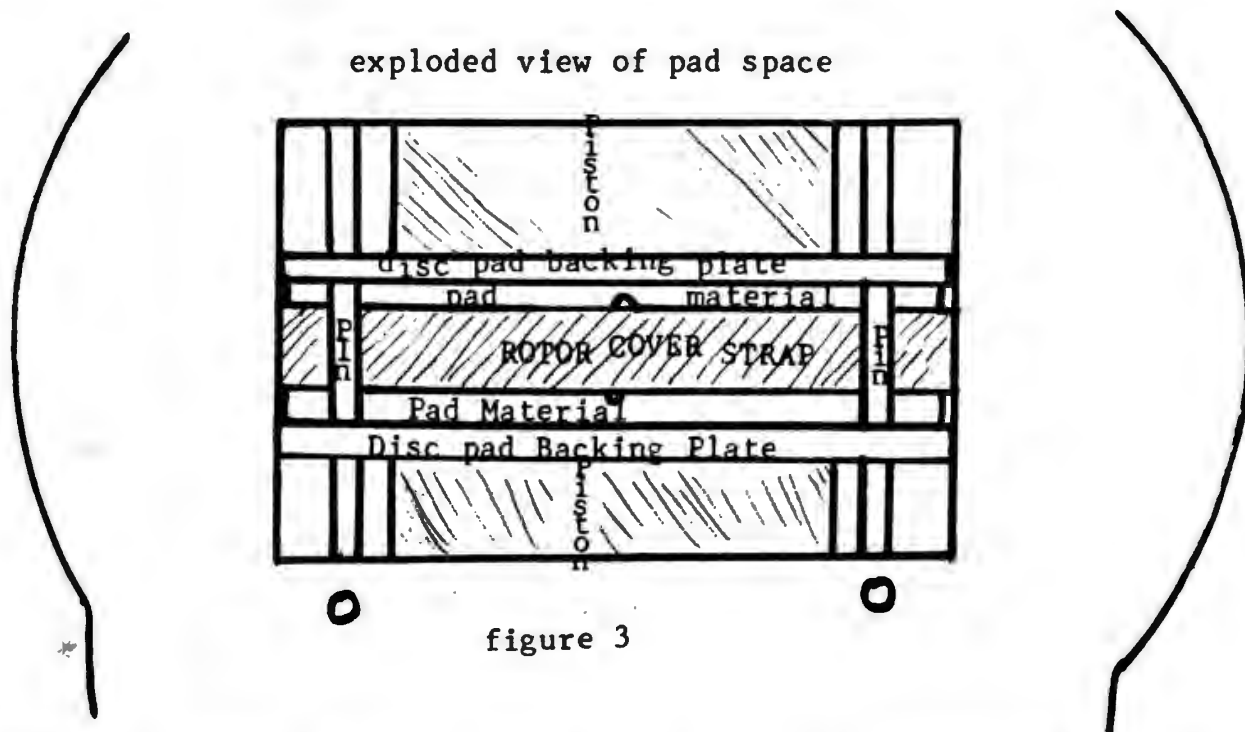
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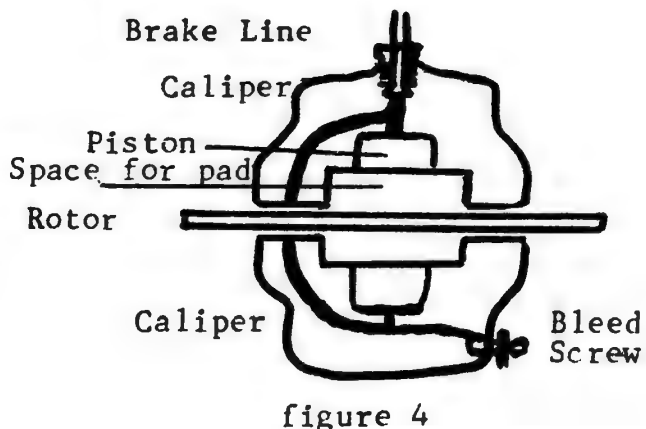
Master Charge



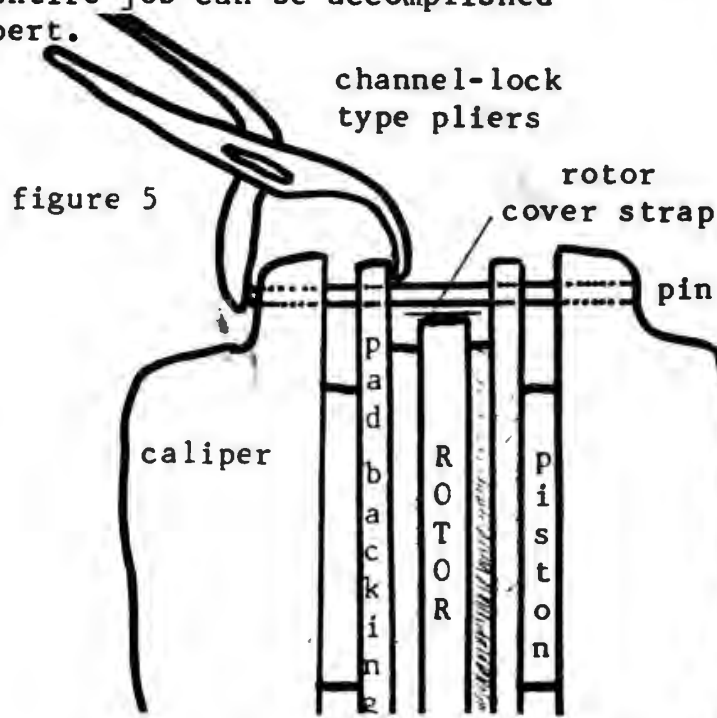
NEVER use anything against the rotor (like a screwdriver blade) or against the pistons, or the new pads. Keep the new pads clean and remember they must be broken in (400mi) without any quick stops from speed.

Repeat the above for all pads and replace the rotor cover strap and the pad retaining pins. Replace the wheels and lug nuts, but do not attempt to torque the lug nuts while the car is jacked up.

Before driving, pump the brake pedal until good pressure is felt, then check the fluid reservoir. This entire job can be accomplished in 30 min by a novice, 5 min by an expert.



cutaway showing fluid pathways



Factory ousts Hoffman in BMW distribution

NEW YORK. — The BMW factory plans to take over U. S. distribution of its automobiles from Hoffman Motors Corp. on Nov. 1, doing business as BMW of North America, Inc.

Hoffman Motors, which introduced BMW to the U. S. in 1960, apparently will go out of business, although its president, Max E. Hoffman, will serve as a director and as co-chairman of the board of BMW of North America, and on a BMW committee in Germany to consult on style and design of the BMW line.

The change was announced jointly by Hoffman and Eberhard von Kuenheim, BMW chairman, only five days after Hoffman had told AUTOMOTIVE NEWS that reports of his termination were "absolutely untrue."

Rumors of the BMW move had been rampant inside the Hoffman organization, but there, too, they had been denied until the day before the formal announcement.

BMW dealers were told of the change in letters they received last week.

BMW of North America was organized two years ago to deal with the federal government and

BMW engines certified without catalysts

MUNICH. — BMW said the engines in all of the firm's cars intended for the U. S. market have passed Environmental Protection Agency's certification tests for '75 models.

BMW said the engines will not require catalytic converters and will be able to burn leaded fuels.

California in matters of smog and safety. That corporate shell will now encompass distribution, using Hoffman facilities under a long-term lease both in Montvale, N. J., and in Los Angeles. Hoffman employees will be retained.

- Cars will continue to be distributed through existing dealers. Most dealers hope the change means they will receive more cars.

A Manhattan dealer, Gladys Caulfield, TransAtlantic Motors Co., Ltd., said, "We have always had a good relationship although we have had our problems. We are anxious to see how the change will affect us."

Another BMW dealer, who asked to remain anonymous, said, "I hope that they will continue their review of their warranty policy. In the past few months, they have made efforts to be more forthright about warranty claims. At the same time, they have toughened procedures from the standpoint of how you make the claim."

One man, member of informal dealer group which went to Munich in the summer of 1973 in an attempt to cut Hoffman out of the BMW picture, said, "BMW has become a hot car. I hope that moving it to BMW of North America, with direct factory involvement, will represent a solid step forward and progress toward the kind of organization BMW deserves in this country."

Hoffman is a veteran importer and distributor of foreign automobiles and has handled numerous makes over the years.

BMW transfers 4 models to new Ingolstadt plant

BMW has transferred the assembly of Models 518, 520 and 525 from Munich to the new factory at Ingolstadt (not the former Glas factory, but a new plant built adjacent to it).

The four and six-cylinder engines will continue to be manufactured in the main plant in Munich.

The assembly operations of the newest model range was moved out to make room for a new generation of junior BMW models: 1604, 1804 and 2004 (replacing the 1600, 1800 and 2002).

HOT FLASH FROM MUNICH

In the latest issue of *Der Spiegel*, #38, 16th September, 1974, on page 88 is an article announcing the termination of Max Hoffman as the sole importer for BMW Automobiles in the United States. Two reasons were cited for the termination by this article. The first reason stated was the fact the Hoffman had failed to utilize the entire advertising budget set up by Munich. The second reason stated in the article was that Mr. Hoffman was quite slow in payment to the factory for cars he had purchased. The article continues to say that the sales and service will be handled by the factory directly and also that the factory hopes to bring its rankings in sales up to the levels of other European imports.

Bill Elftman

The day started out in the worst possible way--overcast and pouring rain. I shouldn't have said anything at the October general meeting about ordering rain--it looked like it might not quit. However it did quit and the first of almost 30 cars took to the track after a hurried get-acquainted lap.

Most of the laps in the morning were spent discovering how easily cars will slide in the wet at speed. As the track dried out the lap times came down accordingly, finally reaching a low of 1:56 by Mark Turney. A couple TII's managed times in the neighborhood of 1:57 and several 2002s were right around 2:00. A special treat was Barry Childs' 2002TI from B.C. Barry sizzled around in 1:50 on race tires and trick suspension--not to mention engine. A few non-BMWs also showed up; the most notable was Ron Anderson in a borrowed McRae Formula B machine at 1:41.

Some points of interest--1800 TIs are fast down the straight; a 4:11 rear end in a 2002 really puts punch in a car; XAs are still the best rain tires around, but they do cry in the dry.

On a more sobering note, several people found out that brakes need attention before they totally go away at 100 mph down the hill into turn 3A. The number of brake failures was appalling.

I think we all learned something about our cars and in the future more attention will be paid to acquainting drivers with the track prior to running full speed. Thanks to all who came and to the weather. Anyone interested in doing this again soon please voice your opinion. Let's get planning for late February, March or April.



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Synthetic oil— is it really a super lubricant?

The claims Sol Levy Jr., makes for his product sound incredible. So incredible, Levy says, that the biggest challenge facing his product is believability.

The product Levy promotes is synthetic oil. He and John B. Williams are heading a company called EON Inc., headquartered in Houston, the makers of E-11—a synthetic oil billed in a company slogan as “the oil to end all oil changes.”

Levy described the whole discovery of E-11 as a mistake by Williams, a lubricant engineer, who formed Pacer Petroleum Co. during the early '60s.

“While working with synthetic oil, this oil came along,” he said.

Eventually, EON Inc. spun off from the parent company to market the synthetic motor oil.

- Regular petroleum is broken down by a catalyst, Levy said. At the various levels of breaking it down, various petroleum products are obtained, but there is a problem with impurities.

“If you build your own molecule (as in the case of synthetic oil) you make all the molecules the same and it increases the lubricity,” he said.

“And, in E-11 the temperature range is stable so that the product produces no paraffin, gum or varnishes. If you don't have the impurities in the engine, you will burn a clean engine.”

Levy said he had no idea E-11 would be distributed nationally, but there are now distributors in 38 states and the entire country will be covered by this fall. The oil is being marketed in the Detroit area through J. L. Hudson Co. and B. F. Goodrich.

- E-11 is by no means the first synthetic oil, Levy said, but the

industry is suffering from a credibility gap because some companies marketed an inferior product with the idea of making a quick buck.

According to Levy, E-11 is in more than one-quarter million vehicles. Company officials are hopeful the product can build credibility by its continued use in fleets. Levy said E-11 was being used by post office vehicles, police departments, dealerships and a wide variety of fleet owners.

“It's not like selling oil,” he said, “you have to go out and show that it works. When it works, a guy will say invariably ‘I would like to help sell it.’”

A check of auto makers and engine manufacturers found the industry reaction toward synthetic oil cool.

A spokesman for one auto company said there have been questions as to whether or not synthetic oil meets specifications and he added: “The product manufacturer has to prove to us that a product meets the specs, not vice-versa.”

“We're the guys who have to pay the warranty claims when there is failure in the crankcase and we can't recommend a product that hasn't been proven.”

Other industry insiders said “it was still too early” to comment on man-made oil.

Although E-11's price runs about four to five times more than conventional oil, Levy said additional factors are involved in cost analysis. They are:

1. With E-11 the vehicle won't need an oil change for one year or 20,000 miles.

2. Engine tune-up life will be extended.

3. Pollution equipment will remain clean.

4. There will be a 10 to 15 percent gasoline saving.

“Generally speaking, oil consumption goes down by a one-to-six ratio,” he said.

Climate and temperature do not effect the oil's performance, Levy said.

THE END OF A DUBIOUS TRADITION

Byron Sanborn

At about 7:30 Am on October 23, 1974 a number of our members gathered at the Boeing Kent Space Center to make final preparations for the Bimm'er Bust Autocross. This was a WWSCC championship event organized and run by our club with c0-sponsorship by the Boeing Employees Autosports Club.

Eighty-two individual competitors, including seven from BMWACA, took part in the all-day event. In addition there was one team represented--the All American British-Italian Racing Team(how's that for an amalgamation?). The first car out, which was a Dodge Coronet, got away from the start box about 9:30--about half an hour later than scheduled, which isn't too bad in autocross circles.

Top time of the day was taken by Wayne Reuter in his prepared Sunbeam Tiger. Our BMWs did not make an impressive showing(too bad) but it appeared generally as though everyone had a good time.

Particular thanks should go to the many people who helped to make this a successful event. There were a number of tasks that were obvious during the day, like tech inspection, registration, scorekeeping, courseworking and the concession stand. There were also some not-so-obvious things that happened before and after the event, like arranging for the place, collecting and returning the required equipment, buying the dash plaques and trophies, laying out the course and numerous other chores. A lot of people worked a lot of hours to make that day go well. We should also note the fine cooperation we had from the Boeing club which helped arrange the site, the Mustang club which provided the cones and fire extinguishers and the MG club which provided and operated the timing equipment.

Overall it was a good event. Most comments during and since the competition were favorable. The only driver who didn't like the course--at least the only one who said so--was the first one out in the Dodge who couldn't negotiate the stop box.

hoffman spin

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BIMMERS BY BRAILLE... RECAP

The Saturday of the rallye turned out to be the last day of the good weather. We had fifteen cars and a brand new BMW bike turn out for the rallye. We were just able to cover the navigators provided by the Community Services for the Blind; fourteen very eager young kids. After some explaining to all involved, as most were novices to rallying, we were off at noon. The last car finished the rallye at 3:45, after some trouble between checkpoints, However, we lost no one, which is a record, I am told. All People involved are said to have enjoyed the rallye. The blind students are looking forward eagerly to the next event of this type in which they can participate.

I have received commitments from a member of the Bellevue C of C in sponsorship of the next rallye.. He feels that with a little leg-work on his part, everything for putting on a rallye can be secured at no cost. Also, Explorations Northwest, a T.V. program, has volunteered to do a half hour program on this.

In all, the rallye was a successful beginning to what may prove to be one of the more gratifying and pleasing events on the automotive calendar.

Rich Marshall

For Sale: 165 x 13 Dunlop (2) mud & snow, Continental (2) STT
\$100 for set call Sern Watt 782-2866

Parting out 68 1600 and 66 1800 if you need anything call Dan LA2-4137

C A L E N D A R O F U P C O M I N G E V E N T S !

Nov. 21 7:30 General Meeting at Queen City Savings Bldg.

Nov. 223 8:00 Wine & Cheese tasting Party (see article)

Dec. 5 7:30 Board meeting at Home of Joe Feldhaus

Dec. 14 8:00 Christmas Party (see article)

No General Meeting is held due to holiday schedules

Jan. 3 7:30 Board Meeting at Joe Feldhaus's

Jan. 17 7:30 General Meeting

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