

# Zündfolge



BMWACA

PUGET SOUND CHAPTER



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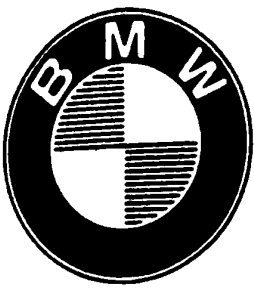
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# Zündfolge



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## BMWACA PUGET SOUND CHAPTER FEBRUARY 76

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### BMW WINS

The battle-scarred, white and rainbow-striped BMW CSL of Brian Redman and Peter Gregg flashed to victory Sunday (February 1) in a rainy, controversial, possibly sabotage-influenced finish of the shortened 15th annual 24 Hours of Daytona endurance race.

The BMW, its engine running on only five of its six cylinders since dawn, covered 2,093 miles at an average speed of 104.04 miles per hour around the 3.84 mile Daytona International Speedway road course.

Actual time of competition was 20 hours, 11 minutes.

Rain hit the course with about two hours left in the race, and a tornado watch was posted for the area.

The race clock was stopped during the event, for the first time in its 15 year history, when four of the front-running cars, including the leading Gregg-Redman BMW CSL, sputtered to a halt with watered gasoline in their tanks.

Officials decided the problem was more than bad luck. Water was found in a compartment of a fuel truck that had serviced the pit road just after daybreak.

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## calendar of events

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February 19

General meeting, speaker will be the Western Regional Representative from BMW North America Inc., Queen City Savings, 1155 N. 130th, 7:30.

February 21

Tour up Highway 9 and Chuckanut Drive to Bellingham -- details on page 6

March 4

Board meeting at the Calmes' home, 2537 37th West (Magnolia), 7:30, all members welcome

March 20

First annual BMW Club kite flying contest and/or exhibition -- details on page 6

# BACKFIRE - HIGHLIGHTS OF THE GENERAL MEETING

(Highlights of the January 15, general meeting, by Linda Toole)

The meeting was called to order shortly before 8:00 p.m., and was followed by introductions, minutes and Treasurer's report. Marilyn asked that anyone finding an error in the updated roster sent in last month's newsletter, to please notify Janine Wienker. Linda Toole was nominated and voted as new secretary for the remainder of this term.

The meeting was then handed over to Joe Calmes who introduced Phil Smart, Sr. and re-read our letter to him for the members. Mr. Smart followed with his response to points 1) the driving home of automobiles by mechanics, supposedly for the purpose of repair, 2) service department charging higher prices for the parts they use, than for the same part sold over the counter, 3) problems in scheduling of repairs 4) the problem of being told that a part is in stock and finding that it actually is not, or vice versa; and of being placed on "hold" for long periods of time. A question and answer period was held after Mr. Smart's reply.

The meeting was handed back to Marilyn and she read a letter

written by our Chapter to BMW International-Munich, pointing out the disposition of BMWACA and BMWCCA. As it is now, we are getting little support from International, and now if we want recognition from BMW North America, we must join the CCA which has never been internationally affiliated. The result has been a request for Tom McGurn, Public Relations Manager of BMW North America, to report to International what is happening.

A "Committee to Stop the Use of Radar Traps" letter was read to the membership. This committee needs support and it was moved, seconded and passed, to contribute a sum of money to them. The amount will be left to the Board members.

Financial support was also asked by Thomas Nast for a cross-country event to be attempted by an Isetta enthusiast from California.

It was moved, seconded and passed to donate a small amount to him. Again, the amount to be decided by the Board.

January 17, was Snow Day and January 24, was SIR Day.

The meeting adjourned at 9:45 p.m., with part of the group meeting to watch prepared slides of driving "how to's" for upcoming SIR, and the rest of the group for BMW gab.

# letters to the editor

Editor:

Dan's January letter on engine mounts reminds me of an interesting rainy Saturday I spent with my 2002 recently replacing distributor caps and rotors.

My problem also was a broken engine mount! The round one under the intake manifold had spearated allowing the engine to rotate about the other mount until the distributor cap hit the coil on the fender inner well -- as evidenced by a mark on the coil housing, a cracked distributor cap and an annihilated rotor arm (twice).

The cause is not evident just by looking, you have to push the engine. Yes, it is hot! Whilst watching for mount separation another giveaway is that the center muffler will thump (catch) the body under the front passenger seat on gear changing and you will get a violent kick back thru the gear shift lever itself.

I don't know what normal vintage this problem may become endemic, mine was a '68 original with 101,000 miles. It's worth a two second check to save possible grief.

Bill Proud

## welcome new members

Jim & Debbie Palmason  
6831 42nd NE  
Seattle, Wash. 98115

'74 2002  
524 2484

Michael Ward  
1414 NE 70th  
Seattle, Wash. 98115

'66 1800A  
323 3179

Lon Weatherly  
1220 IBM Bldg.  
Seattle, Wash. 98101

'76 2002  
623 1900

Please make the following corrections in your roster:

Bob Hoffman  
2203 Yale Ave. E. #104  
Seattle, Wash. 98102

'76 2002  
329 6842

Lee Alward owns a '72 Bavaria  
Carl Nelson owns a '66 1800ti

Candace Coughlin  
PO Box 227  
Yakatat, Alaska 99689

'68 2002

add: Thomas Nast 2 Isetta 300's  
5001 Ravenna Ave.  
Seattle, Wash. 98105



# BMW 2000 CS

by Rich Marshall

During the past year there have been a number of surprising occurrences in the Seattle area BMW group. The people have taken an interest in the older segment of the BMW population. Look at your roster and see the quantity of cars older than 1968. The cars in this group are the 4-door 1500s, 1800s, 2000s and their offshoots and the 2000 coupes. The latter is the group that this article is about.

The coupes were introduced around February 1966 and started filtering into the USA about October. At that time Road&Track, Car&Driver and Sports Car Graphic ran articles on them. They praised the design, ride, handling, finish, et al but said the car lacked power. Even so the car could outrun a Porsche 912,

at the same price, and could do well against cars that cost \$1500 more. The records of the BMW 2000 Coupe Club of the US (Kansas City, Kansas) show that approximately 110 coupes were brought in, and these were almost evenly divided between the CS (4-speed and twin-carb) and the C or CA (automatic and single carb) versions.

The growth of interest in coupes in the Seattle area spawned when Dick Bertolin sold his beautiful red automatic to the Ericksons. Everyone started saying, "Gee, I wish I could have one of those." LO AND BEHOLD! Coupes began appearing. I found one that had been wrecked two years earlier and am now restoring it. Keith Wollenberg flew to Chicago to get his. Joe Feldhaus



found his beautifully-optioned blue CS in Bellevue owned by Jim Cook. Bill Liston wanted one so badly he imported one from Hawaii. Bill Proud found his dream car in Michigan. Dick Bertolin missed his red C so badly he bought a CS in San Francisco and restored it. He then decided to sell it to his protege in clean cars Denny Organ. Add to those Karl Kottsbauer who has owned his C from new, 'Pudge' Berlin who bought Marty Stitsel's green CS, and our newest import Joe Calmes, who imported his European CS from Jerry Udell on Bainbridge Island. I have heard rumors of a blue CS in Bothell; a red CS in the Kent-Auburn area; two owned by a man in SW Seattle; two owned by a man in Everett, and just today of another two owned by one man, apparently from California. Even assuming that half of these 'unknown' cars do not exist, we still have 14 cars in the area. When added to the two that were totaled and parted out three years ago, we may have 20% of the coupes in the US!! That has to be a majority. Any help in locating any of the above cars or new ones will be greatly appreciated.

Now the cost aspect. Cars in good condition sell from \$4500 up. And the sky is the limit. I know of one owner who is asking \$7500--which he will most likely get. One of "our" group wouldn't sell for less than \$10,000. Obviously they hold their value, as an original copy sold for \$5,100 in 1967. Of course that was when one could buy a fully optioned 1600 for \$2,400. If you find a less expensive coupe, check for mechanical or body damage. Mechanical repair is relatively inexpensive. The body is another story. Examples(approx-



imate prices) are: Front bumper over-rider \$54, headlamp door \$78, headlamp assembly(American)\$340, basic door(no glass, hardware, upholstery) \$700, nose section \$675, window glass \$135, rocker panel \$77, the list goes on. Trim pieces are the most expensive for what is received. When buying, look at the rocker panels (under the stainless steel trim) for rust as well as under the fenders above the wheel wells.

Don't take the above as a detriment though. If the car is sound, or can be made sound for less than \$4,500 the car is well worth the investment. There is not really anything like looking at that huge expanse of walnut stretching clear across the car, the enjoyment of driving a classic with distinction, and indeed a rare car.

The reason the coupes have maintained their price so well is their kinship to the six cylinder coupes. With the exception of the rear brakes and interior the cars are identical from the windshield back, and since the six cylinders cost above \$15,000 when last sold, the 2liter coupes give an excellent way to have a coupe at a reasonable price.

*coming events*

# TOUR UP HIGHWAY 9

Due to the requests from some of our membership for some shorter 'afternoon type' tours, we will take such an afternoon excursion this Saturday the 21<sup>st</sup> up highway 9.

We are meeting at 3:30 in Woodinville at the Woodgate Inn, 13400 N.E. 175<sup>th</sup>, which is in downtown (?) Woodinville (look for Bimmers), from there will head north, taking the back roads of highway 9 up to Bellingham via Chuckanut Drive. The object will be to find some nice curvy county roads so we can all drive those cars as they like to be driven!

Once to Bellingham members can either join in a Bavarian style dinner at a local restaurant or just cruise back down the boulevard to Seattle. We are all looking forward to fun afternoon on the backroads, so if you feel like getting out of town for a couple of hours come join us this Saturday!

# KITE FLYING CONTEST !!

What does a kite flying contest have to do with a BMW Club? Well-we don't have a clue either, but it sounded like it might prove interesting! As a result, we are holding the first annual BMW Club kite flying contest on March 20, 12:00 noon at Golden Gardens park.

This should give you enough time to push those pistons and cams off the work bench and get busy on building an unbeatable kite. There will be classes for different types of kites (stock, modified, home-grown, most like a BMW!?), classes for those under driving age (so bring the kids) and prizes for the most successful attempts.

Put in a good word for some wind and clear skys for March. This promises to be one of the craziest events we have put on yet so make your plans and get busy on those kites!



# PHIL SMART TALKS TO CLUB

The following is a paraphrasing of our January 15 general meeting with Phil Smart, Sr. I have tried to keep my views from what follows and what appears in quotes were written exactly as said. I have listed each point raised in our letter by number which is then followed by Mr. Smart's response ---Linda.

1. Mechanics drive automobiles home ostensibly for the purpose of repair.

This is not true. At times a technician has taken cars home to check out behavior, to make sure repairs have corrected the problem. Often time pressure is so great that a car has been driven to a technicians home where he installed a radio. This is no longer being done without owner approval as it is a tremendous liability to the firm.

2. Service department charges higher prices for the parts they use than for the same part over the counter.

This is not accurate. There are two ways this might happen which are: 1) pricing a part one week and purchasing it the next week could cause a price difference, 2) if a part is bought under a tax number allowing a discount but not when that part is used in the service department.

Dan at this time told Mr. Smart of documentation he had which proved the price differences had occurred. These were looked at after the meeting by both Mr. Smart and Dan.

3. Scheduling problems in repair-work (i.e. repairs not done when said or even started).

This happens everywhere. We try to keep the owner aware of progress and change in estimate. Scheduling has to be fluid to accomodate emergencies and drop-ins. We are constantly working on this problem. The waiting period to get your car on hoist is down from 10 days to 3 days.

4. The problem of being told a part is in stock to find that it actually isn't or vice versa and of being placed on hold for long periods of time.

There has been a growth in parts demand. Parts sales are up 30% and parts cannot be saved for you. We are remodeling for better accomodation and a computer handles stock supply. As for being placed on hold for long periods of time, that should be eased some by adding an additional line. It should be remembered that call-ins have less priority than the person at the counter.

## In summary:

There are other options open if dissatisfied with service (i.e. other dealers, independent repair shops, or private individuals). Mr. Smart realizes the importance of a good service and parts department, one that is sensitive to customer's needs. But we inturn should be understanding of their problems and challenges and that small things can

lose all proportions. "The biggest problem is communication." All the staff at Phil Smart has read the letter and Mr. Smart Sr. preferred to answer us directly. "BMW is pricing itself out of range." The technician cost alone is \$22 an hour and that can't be lowered.

"If you can't afford what's out front or out back you have been favoring my spare parts, I thank you. If I don't deserve your business I have only myself to blame. I want to earn your confidence and I am working at it one step at a time. Let my people know if there is a problem. I want to understand your problems and solve your frustrations."

## THE UNANSWERED QUESTION

by Bill Proud

A couple of people have raised the question of the benefits of these new hydrophilic tires (coming mainly from Europe) being advertised to replace 'ye studdies.' From data I've seen there is no benefit on ice between 23 and 32F, however, from 23F down colder they are claimed to be as good or better than studs. Advantages are claimed for better behavior and less noise on wet and dry roads. Wear performance? Well nobody knows yet -- or they won't commit to knowing.

Does anyone locally have experience? Apparently they're selling big (and cheap) in Montana on East.

P.S. Have you changed the flap-per on the air inlet to your carb for winter driving yet? Helps stop carb freeze up.

## CLASSIFIED ADS

For Sale: Complete suspension, steering, interior, trunk, hood, bumpers, doors and rear-end from '65 1800 -- lots of odds and ends ----- prices negotiable.

Also: Two mounted studded new BR78X 13 Sears radial snow tires for 2002/1600. Threaten me with dollar bills, seven of the 'ten' denomination will suffice. Call Bill Proud 228-3895.

For Sale: One AM radio (Blaupunkt) model Hamburg S, \$20, Max 778-5710.

For Sale: Delta CD for 6 volt system, \$25, Dick Bertolin 783-6247.

Wanted: Older 1600 or 2002 in dead or alive condition, Denny 464-4688 (from 8 to 5).

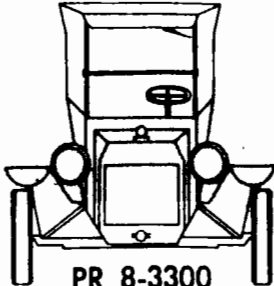
Wanted: Worn out rocker shafts and rockers for attempts at refurbishment, also Ti Solex carbs. If these attempts are successful we can hopefully save some 'green' for all Club members using these parts. Bill Proud 228-3895.

For Sale: 5 185/70 HR 13 radial tires, Goodyear Grand Prix, 3 Brand new and 2 barely scrubbed, Jim Toole 454-4420.

For Sale: 1965 BMW 1800 TI/SA, all original factory racing equip, including, Webers, 5spd, & limited slip, recent engine rebuild, homologation papers & extras, Chuck Christensen 784-4496.



ZUNDFOLGE STAFF: Editor, Denny Organ, many thanks for contributions and help from Janine Wienker, Jim and Linda Toole, Bill Proud, Chuck Christensen, and Rich Marshall.

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