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Zündfolge



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**Winery
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**Random Notes
Returns**

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Inhalt

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Stalls

Activities/Calendar 2

Stalls *by Thomas B. Nast* 4

Fest Northwest Driving School *by Paul Toby* 6

Fest Northwest 1989 *by David Lightfoot* 7



Random Notes *by Denny Organ* 9



M-formation *from the Editors* 12

Tech Tid Bits *by Greg Mierz* 14

Exhaust Valve Recession *by Ron Shusser* 16

Classified Marketplace 18

Board of Directors 18

Mind Your Motronic *by Chuck Christensen* 19

Parting Shot *by Richard Cohen* 20

Activities

Local Winery Tour Happens June 10

One of the best ways to spend a sunny Saturday in the Seattle area is to visit some of the area's wineries. While virtually all of the state's premium wine comes from the grapes grown east of the mountains, Seattle is nevertheless the center of the state's wine industry. Accordingly, while the ultimate Washington wine tour would certainly involve the Yakima and Columbia Valleys, many of the state's finest wineries have established visitor facilities in our area. On Saturday, June 10, we'll visit some of these wineries and enjoy a good drive in the bargain.

When the Club toured area wineries a couple of years ago, we began the tour in South Seattle, then went to Bellevue, and from there to Snoqualmie. This time we'll start and finish our tour on the Eastside. The gathering point will be the parking lot at Eastgate where you'll see an Albertson's. This is the south side of I-90 at Exit 11A (150th Ave SE and SE 38th St.). We'll gather as far from the store as we can to avoid as much of the shopping traffic as possible, and try to leave at 10:30 for the first stop at the Snoqualmie winery. The rest of the itinerary is not yet set. What is planned is a nice drive through the Snoqualmie Valley with stops at a few wineries coupled with a picnic lunch somewhere along the way. On the last tour we tried to visit too many wineries in the time available; this one will be somewhat more leisurely if only because there will be no caravan across either Lake Washington bridge.

Bring a picnic lunch and enjoy a fun Saturday with other club members. If the weather is not suitable for a picnic we'll stop for lunch somewhere along the way. In any event, plan to join us for what should be a fun event. A special invitation to those who haven't been to a Club event before: this is a perfect, small group gathering that

Calendar

- May 20 Sports Car Open.** SIR will be the site of the 1st annual N.W. Sports Car Open, an event not to be missed. This will be a multi-club event co-sponsored by Bridgestone, Yokohama, Michelin, Puget Sound Tire, and BMW ACA. The day will feature open track time, bolt-on tires to test, pro instructors, a B-B-Q dinner, and more!
- June 1 Board Meeting** at the home of Paul Touby.
- June 10 Western Washington Wine Tour II.** If you went on this tour a couple of years ago you know how much fun it was. The schedule will feature three or four wineries with a lunch stop thrown in. See the short article in this magazine and look for more details next month.
- July 1- July 3 Third Annual Fest Northwest.** Better than ever this year. The first event will be the concours d'elegance on Saturday, July 1. Sunday will feature a tour plus a social event. On Monday we plan to run a driving school at SIR. More to come in future issues.

enables one to make new acquaintances and have a good time.

If you have any questions about the tour give me a call at 283-1056.

—Tom Williams

Seattle To Restrict Loading Zone Parking

Those who have licensed their cars as trucks in order to take advantage of free parking in loading zones will be in for a shock this summer. Beginning in August, the city will begin to severely limit the type of vehicles that park in these areas. Three areas are targeted: downtown, Capitol Hill along Broadway, and the University District.

Businesses and delivery people have long complained that cars using the loading zones for free parking had forced delivery drivers to double park or skip customers altogether.

To combat the problem, the city will adopt a multi-part strategy. First 800 truck zones will be converted to Com-

mercial Loading Zones (CLZs). In order to park in a CLZ, a vehicle must display a special window sticker (available from the city for \$75) in addition to a truck license. In order to get the sticker, the applicant must show a business license and prove the need to use the vehicle to make deliveries.

Those that don't want to pay the fee will have to use the meters that will be located at the CLZs. The only vehicles allowed to use the meter (\$1.00 per half-hour) without the sticker are trucks, vans, and station wagons permanently modified to carry no more than three passengers. These vehicles must have the company name permanently painted on both sides in letters at least 2 inches high.

Permit applications will be made available in April. CLZs will be ready July 1, and warning tickets will be issued until August 1, when citations will be issued.

—Seattle Times

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Stalls

by Thomas B. Nast

METER WARS: The Sequel

Readers who consume large quantities of fish may recall some comments about Grand Street, the *locus in quo* of New York City's Meter Wars. I am compelled to report that with the war over, it is Guerrillas 10, Meters 0. Nary a meter has been left standing. Larry, my brother and correspondent, reports that he sometimes places one of his spare meters on the sidewalk (as a form of requiem, I suppose), but otherwise Grand Street has been bereft of meters for over a year.

The anarchists (principally of Chinese descent) who removed the meters have, however, rewritten other rules. It is a well-known phenomenon that guerilla armies cannot simply be turned on and off. After the Vietnamese kicked us out of Indochina, as they had the French before us, they did not go home and farm rice, for example; they invaded Cambodia. In New York City, having removed the meters, the guerillas adversely possessed the truck (loading) zones. It really just comes down to applying the First Law of Thermodynamics, which predicts entropy to be a natural state. And New York is the country's largest Entropolis.

Larry presently has a Volkswagen diesel Rabbit, circa 1980, for which he paid mom some \$500. It shakes like it has terminal Parkinson's, has broken two timing belts in less than 40,000 miles, and its only option is an AM radio. In short, it is a perfect car to have in New York City, as neither it nor anything in it is worth stealing. And, it has truck plates.

(Larry's previous city car was, I believe, a well-oxidized Impala of uncertain vintage, hand painted with a Berkeley '67 brush. Although several of its cylinders still fired and its radio could not be stolen (it already had been), a decision was made to retire it. Since the value of the car was less than cab fare to Idlewild, the car was left there on the start of a Mexican holiday, and the plates were removed. Die-



sel Rabbits, as a species, deserve a similar fate.)

Larry used to park the Rabbit on Grand Street in the truck zones. You could easily spot it; it's the car with "Oh, Go Wash Yourself!" preemptively carved in the mud. But it came to pass on several occasions that, upon returning to the street, the diesel was not where Larry left it. It was in somebody's loading dock. And cars don't stay in loading docks long before they are on the back of a tow hook. It seems that the warehouses on the street are equipped with fork lifts, which are more than a match for a Rabbit diesel, and that the fork lift drivers have certain territorial urges *vis a vis* truck zones. Larry now hitches his car in another county, in a zone where meters were never installed in the first place.

Mechanical Odds & Ends

The recent cold snap seems to have caused a rash of interesting calls regarding mechanical problems. Among the more noteworthy gems:

Bavaria brakes: A Bavaria with newly overhauled calipers and a new master cylinder wouldn't stop right. The pedal was too low and sank to the floor. Upon inquiry, I learned that silicone fluid was used, and I suggested that there was sometimes a problem getting this to work properly. The problem turned out to be that the dealer sold a

530i master cylinder to the hapless mechanic; installation of a Bavaria master cylinder immediately solved the problem, albeit after a day of wasted labor. The lesson is that many of these parts look the same, so be sure you have the right one.

3.0CS alternator. The 3.0CS had the red change light glowing (it varied with load), and the battery discharged overnight. A trial substitution of the regulator did no good, and a new battery had been installed. With all loads disconnected, significant current still drained from the battery. Probable cause was a bad diode in the alternator.

The headache was getting a replacement alternator. The owner ordered one from Portland, which duly arrived. It was the new, integral-regulator type. He sent it back, as he has an outboard regulator. The supplier returned it, saying to use it.

Unfortunately, it came without a fan or pulley. The old pulley would not go on the new alternator, because the woodruff keys are different sizes. Also, the owner's alternator fan was damaged and needed replacement. So up to the dealer he went, returning with a serviceable rebuilt unit with a Bosch label on it, complete with fan and pulley. The Portland unit was again returned to Portland.

The dealer unit works ok but looks like hell. The Portland unit (Bosch rebuilt also) looked good, like a new one. The dealer unit was coated with cheap silver paint, everywhere (aluminum, iron, plastic, it didn't matter — all received a dose of the same sagging paint), and I wonder if it was really rebuilt by Bosch, or if the Bosch label was taped over during painting. Does anybody know if Bosch is doing "dip and ship" overhauls?

Mercedes 300D vacuum failure. Perhaps this will be of interest to 524TD owners, who also have vacuum pumps. The caller described oil dripping on his foot, could it be brake fluid? No. I suggested checking the air

conditioning hoses and the oil pressure gauge sending line.

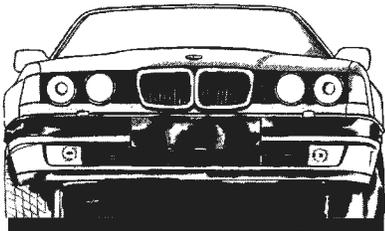
Well, it turns out the vacuum system was inhaling oil from somewhere, and it was spilling out all through the car. (The door locks, climate control, fuel shutoff, brake booster, transmission modulator, cruise control and lord knows what else are all vacuum controlled in a 300D. A belt-driven vacuum pump on the engine supplies the suck. Diesel engines, you know, have no throttle plate, and hence no vacuum.) The underside of the dash was completely coated with oil, and the owner had been reduced to turning off the engine with the emergency lever under the hood. I understand that the repair parts were inexpensive but the cleaning bill was enormous.

If there's a moral in all this, don't call me when your car won't work. Chances are two out of three I'll guess the problem wrong. And beware the telephonic diagnosis; there is no substitute for laying hands on the metal.

Not Just Any Meeting At BMW Seattle

Another Sporadic Review

Well, it was certainly nice to have an old timers' night down at Phil Smart's BMW Seattle, even though nobody planned it that way. Phil grows more avuncular with each passing model year, doesn't he? Anyway, when was the last time two lifers showed up at the same meeting (as in, Chuck Christiansen and D.O.)? Along with a pair (or was it a trio) of Lightfeet? And Greg Mierz, who is finally aging faster than his 2002? Not to mention Bill Proud, who has taken the banjo off his knee. This is Old Guard we're talking about here. Gray hairs. At least, gray for those among us with still-measurable tufts. Where were you, Cohen?



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The Young Turks (indistinguishable from the Old Guard except for having discovered PSCBWMACA five to ten years later) were also out in some force. I refer to Tom Williams, Al & Beatrice Lancaster, and a bunch of people whose faces I recognize but I can't remember names because I'm Old Guard, hence a little bit senile. In fact, it's common knowledge that I have the world's second worst memory when it comes to names, but that's a story for another review, if I can remember to write it.

I am told this was one of the better attended meetings of late, but I don't know, since I don't get to very many. My Fewer-But-Better philosophy (plus a well-timed phoned call from Ken Schmidt) brought me to this meeting. Uncle Phil has always put on a pretty

decent show. The Oysters-Lox-Carved Ice galas of a few years ago are gone for the foreseeable future; Beck's and Lowenbrau-Zurich are just as appreciated in the Era of the Tightened Belt. The parts department did a brisk trade during the meeting (U.P. stated they trade a half-million in parts per month, which suggests to me that BMW's are breaking entirely too much), and I got to look at the bottom of an M3 (funny how the oil pan is mounted transversely) and the top of the V-12 (watch out, Italy!). In Ring Three was a demonstration of Meguiar's products by Mike Phillips, the regional distributor thereof, which I was too busy schmoozing to watch all of but saw enough to be convinced that (1) you or I can do a better job on the car's finish than any detail shop I have seen, and (2) Meguiar's products work, work well, and work easily, if you use the right one (and there are scores of them, so you have lots of opportunity to screw up). Perhaps we can get an illustrated article out of the demonstration, so those who missed it won't be at a disadvantage at next summer's Concours. Meguiar's is a word to add to your glossary.

It was a great meeting, what with the Young Turks letting their hair down, the Old Guard falling their hair out and the stuffing generally getting knocked out of shirts. Phil's meetings are as well-oiled as his cars; you can't ask for more.



Why Do I Need Driving School?

by Paul Touby

You may have asked yourself that question whenever you've seen an article about a club driving school in the newsletter. Usually the article will state that either that you can increase your driving skills for daily driving or get a taste of high speed driving in a safe environment. You probably say to yourself "I'm not interested in any high speed driving and I haven't had an accident in X number of years. So there's not a whole lot that a driving school can do for me." I'm sure that is a common thought among many of you out there.

However, there is a bit of a misconception to this thought. Let me give you an example not related to driving. Suppose that you are an avid skier. You've been skiing for years. But you're not entirely happy. You can't seem to shake out of those intermediate blues and make some further progress in your skiing ability. When you first started you took some lessons and progressed from a bumbling plant-your-nose-in-the-snow beginner to a smooth-skiing intermediate. After the first couple of years you quit taking ski lessons, figuring that you had all the skills that you needed to know and all that you had to do to progress was put some miles on your skis. But over the years you didn't make all that much progress. Sure you can ski the groomed runs with great confidence, but you avoid the moguls because you never could get the hang of skiing through them under complete control. You don't often tackle the runs on the top of the mountain for the same reason. And what about skiing in powder, or crud, or even on ice? Not too likely.

Finally you break down and decide to take some lessons. During those lessons you learn a lot of little techniques that help you to control your skis better. And knowing how to control your skis better helps you to ski with more confidence, which helps you get through some of those tough runs just a little bit easier.

Well, driving your car is just like skiing. You probably took some drivers ed in High School, and that was undoubtedly the extent of your driving lessons. The rest you learned on your own by just going out there and driving. To really learn how to drive your car with a great deal of skill and confidence you need to learn all the different techniques of car handling. These techniques can't be picked up in normal day-to-day driving. That's where the Club's Driving Schools come in. They allow you to get the proper instruction so that you can learn those techniques that make you a better driver.

One of the most important techniques that we teach is how to feel what your car is doing as you drive down the road. Now think about that for a moment. How many of you actually feel how your car is reacting to the road surfaces? When you have the proper feel for a car you can tell by the palm of your hands and the seat of your pants just exactly what your car is doing. You'll know in an instant when your vehicle is starting to lose control, before there are any physical signs of trouble. Those of you who did a lot of driving in the snow this winter may have a small appreciation for driving feel. Did you notice how the steering felt when you went to make a turn and your car didn't quite turn right away? Did the steering wheel feel really light to the touch like the front of the car was off the ground? Did you continue to turn the wheel? Did you notice that the steering effort increased as you turned more and the car started to allow a little and start to make the turn?

Feel for the car can tell you what your vehicle is doing and is going to do. But you need more to take advantage of your feel for the car. If you feel that you're going to be in a dangerous situation you need the skills and knowledge to either avoid or pull you through that situation. That is the purpose of

going to a driving school: to obtain the needed skill and knowledge to help you take advantage of your new found feel for the car.

There are other techniques that you will learn, such as proper road vision, how to steer without using the steering wheel, and how to brake suddenly without locking up the brakes (non-ABS-equipped cars). All of which will help you to become a better driver even in the drudgery of the daily commute.

Former race car driver Denise McCluggage, speaking at the club's banquet last fall, stated how that it was a small mystery to her that people could take up a new activity, say golf, spend hundreds on equipment and not hesitate to spend a couple hundred more taking lessons to learn to play the game. But that same person would spend tens of thousands on a new high performance car and not give one thought on spending any money to learn to drive it correctly! So take heed of the lady's advice and spend a little time and money to learn to drive *your* high performance car the way it was built to be driven. And by the way, compare the price of the Club's Driving School with the cost of attending a professional school. Look on page 19 of the April *Zündfolge* for price run-down of some of the pro schools. Having attended a couple of professional schools myself, I can honestly say that the Club's Driving School compares very favorably with the professional schools introductory programs.

So mark your calendar and make plans to attend this year's Driving School on July 3rd. You'll find a registration form in this issue of the *Zündfolge*. *Don't forget to secure a helmet to use during the Driving School.* If you can't borrow or don't want to buy a helmet, the Club has a limited number (*a very limited number*) of loaner helmets available. There will be more information on the Driving School in the next issue of the newsletter.



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RANDOM NOTES

by Denny Organ



Thanks Phil Thanks Meguiar's

An incredible thanks to Phil Smart, Sr. and the whole BMW crew at 714 Pike for hosting a great meeting last month. Phil is the ultimate gentleman of the marque, and as usual, opened the doors to club members who were treated to the Smart kind of hospitality. We discovered some super buys in the parts department, a grand assortment of treats and beverages, as well as the showroom full of beautiful BMWs to poke around. To top this, Phil has arranged a special presentation/demonstration by Mike Phillips of the Meguiar's Company.

I confess, I am a closet clean car fanatic. Sometimes it doesn't always show, but for me, finding new methods of cleaning and detailing the BMW is a kind of hobby in itself. I know this is a sickness a few others can understand (are you listening, Marc?) Anyway, I thought I was in heaven when I found out Phil had brought in the Meguiar's rep. And he had a table full of every kind of cleaner/wax/polish that you could imagine. I was like a kid in a candy store with 200 questions.

Coincidentally, about two weeks prior to the meeting I had "discovered" Meguiar's one day at Schucks. After a Saturday's worth of effort, the results were phenomenal. I had achieved a significant reduction in swirl marks and a super depth of color. After years of messing with all kinds of products, I was sold on Meguiar's. But then I found out I was using the wrong stuff. It turns out the red bottle stuff is "consumer" oriented and not as effective as the tan bottle stuff, which is intended for detail and body shops. Excuse me, I'm off to get the "right" Meguiar's.

At the meeting, Mike victimized a new M5 with badly scratched black paint. He quickly demonstrated the product on a section of the trunk, restoring it to a near perfect finish. Another test area on the hood took a bit more effort, but the results were finally close to the same. There were lots of tricks in style and technique that Mike shared, enough for a great car cleaner's tech session. Possibly we could schedule such an event this summer.

Here is a quick review of the products I intend to use: for hand polishing, soft 100% cotton terry cloths. To apply the products: a fiber-free foam pad with an adaptor for a common drill. To clean the paint first use a #2, then polish the cleaned surface with #9. These products are intended for clearcoats, urethanes and polyurethanes which includes most recent BMW finishes. Then to finish it off I'll use the #26 yellow wax. You will not believe the results, especially if you have a dark car.

But there is more! For major washing I'll use the #00 non-silicone wash. For inbetween washing when I just want to dust the car, the #34 trigger wash is great stuff.

If this wasn't enough to make me crazy, I tested a #4 cleaner on my terribly spotted glass and found that it restored it to new. *Nothing* had previously worked. Then I went out to the 5 armed with #40 leather cleaner/conditioner. It worked. Finally, I grabbed some #42 rubber bumper treatment and headed for the back of the car. I have searched for something that would effectively restore the black plastic piece that separates the bumper from the body on my 5. Armoral just does not work. You guessed it, #42 won again.

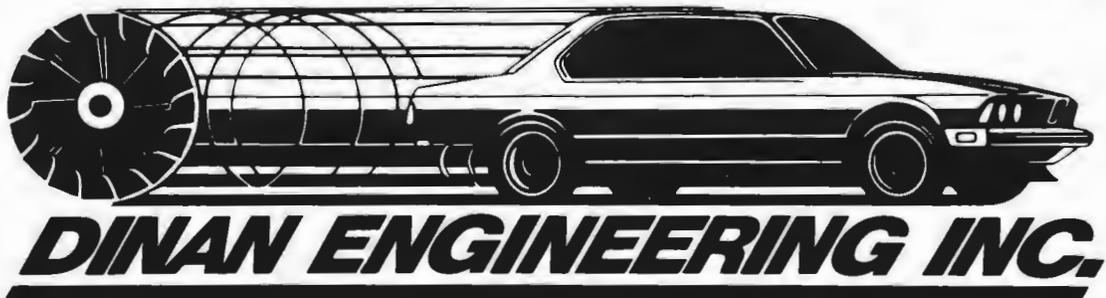
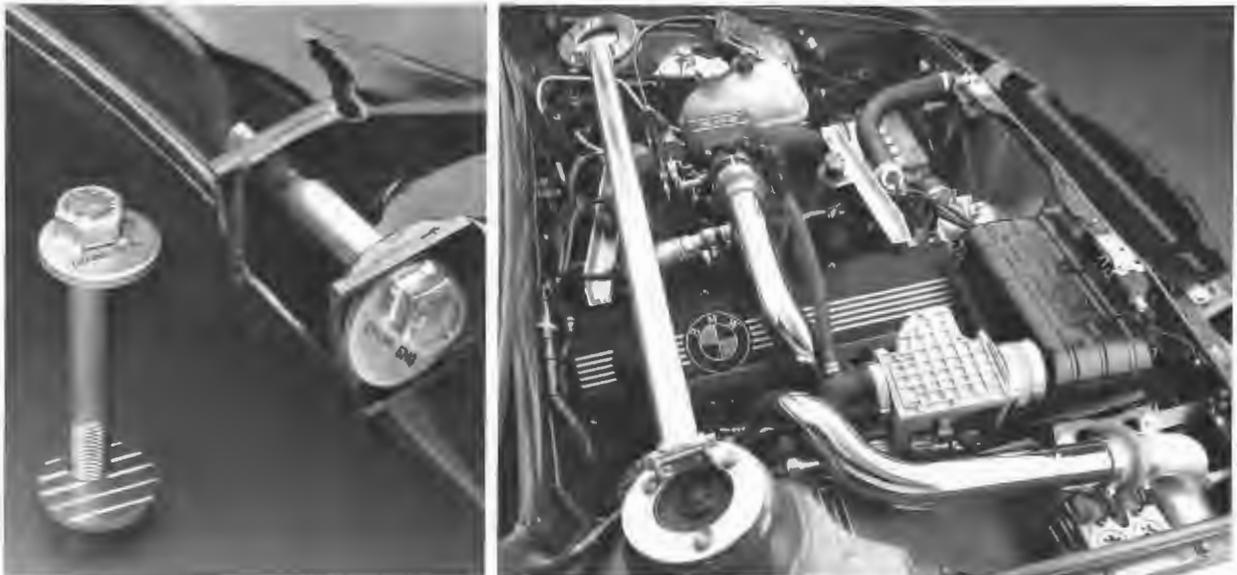
If I sound like a Meguiar's commercial, it is because I love stuff that works. All of these products are available at Phil Smart or some local parts store. Look for the tan bottles. And for the best selection, you had better get there before me.

(P.S. — After searching around, I found the most complete selection of Meguiar's products at Phil Smart BMW. I bought the adaptor to use the foam pads with my basic Black and Decker drill. It worked but the drill is not very happy and probably a bit short on life. Mike Phillips recommends a small, variable speed buffer, and was using a Makita model the night of the meeting. These can be found for about \$170-180 at local tool shops. My garage now looks like a Meguiar's test kitchen with all the products and their assigned terry towels lined up across the workbench. The #2 and #9 process even worked on Chuck C's pickup! Tip: pick up a firm toothbrush to clean around door handles, chrome trim, door bumpers, window rubber, etc. The power buffer will leave a mess in all these little places.)

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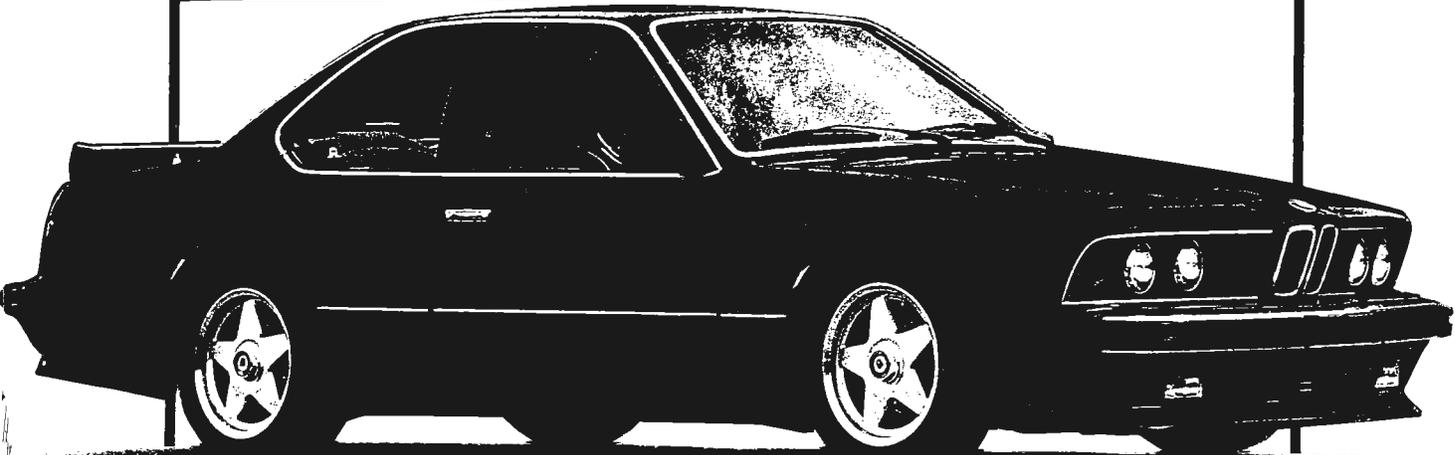
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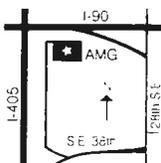
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Fiat recently issued a denial that the Italian automaker was interested in buying BMW. Chrysler and General Motors had been reported courting the Quadt family, major shareholders of BMW, about 18 months ago. BMW has said repeatedly it intends to stay independent.

—*BMW CCA Roundel*

California may be on the verge of enacting one of the toughest drunk driving laws in the nation. If passed by the State Assembly and signed by the governor, the threshold for a conviction would be 0.08 percent. Three other states have already enacted the .08 standard, which was recommended three years ago by a presidential commission. Washington's standard is .10.

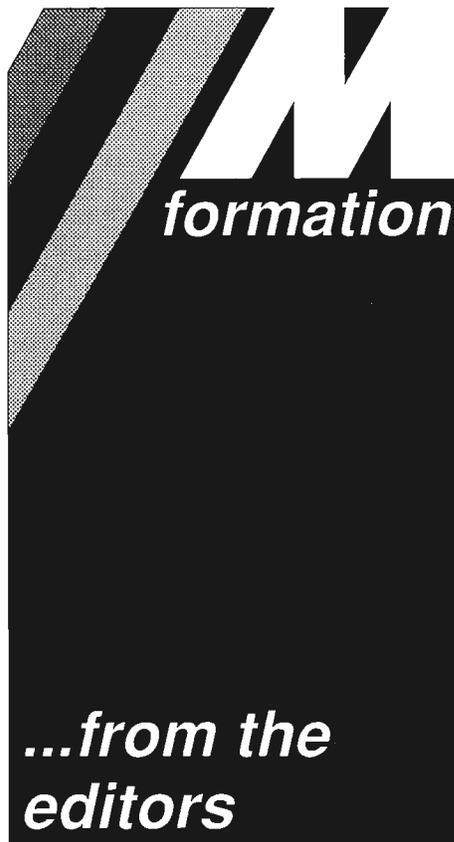
—*Sacramento Bee*

BMW recently published a comprehensive accessories catalog for each model series. Accessories are divided into "Sport," "Safety," "Comfort" and "Cleaning" categories. The catalogs are only available in German so far, but if you want one of these intriguing beautifully illustrated publications about your car (the 3-Series book, for example, has 63 pages of goodies) and your local dealer has an understanding, enthusiastic parts manager, they can be ordered. Here are the order numbers: 3-Series — 01 20 9 781 700; 5-Series (E34) — 01 20 9 781 710; 6-Series — 01 20 9 781 720; 7-Series — 01 20 9 781 730.

—*BMW CCA Roundel*

In spite of all the dire warnings of the safety lobby about the dangers of the 65 mph speed limit, California recorded the lowest traffic death rate in its history in 1988, the first complete year 65 was in effect.

—*Associated Press*



Vancouver police are on the lookout for a woman with large breasts. Shortly before 1 a.m. last Saturday two females entered the Mac's Milk store in the 500-block S.W. Marine. The clerk described one woman as being 5 feet, 130 lbs., and wearing a light-blue nylon jacket, and the other as a white female, 25 years, 6 feet tall, 200 lbs., wearing tight white pants and nothing under her jacket. The 200 lb. suspect grabbed the clerk, an Indo-Canadian male, by the shirt and pulled him on top of the counter, demanding money, which he gave to her. When the woman attempted to leave the store the clerk tried to stop her, at which time she pushed him out of the way. The man grabbed her jacket and it fell open, exposing her. The clerk told police that the woman had extremely big breasts, and a witness across the street confirmed all details of the description.

—*West Ender, 11/10/88*

BMW is working on a V-16 that, surprisingly, fits into the engine bay of a 735iL, although one insider describes the outcome as "more crowded than a beer tent at the Oktoberfest." Chief engine designer Karlheinz Lange and his crew reportedly began the project in response to competitors' high-output V-12s, including the 6.0-liter versions from Mercedes-Benz and Jaguar, an upcoming 6.6-liter variant from Lotus, and a corporate V-12 now under development for Ferrari, Alfa Romeo, and Lancia.

The V-16 has been a well-kept secret. Neither BMW's designers nor its chassis engineers knew anything about it until recently. Even the engine blocks were covered with black cloth before technicians from other departments were allowed to work on auxiliary equipment. All of which indicates that the project is by no means an undisputed issue.

The V-16 will be a derivative of BMW's current 5.0-liter V-12, retaining the 60-degree V, and it can be assembled on the existing Munich line, where "drilling four extra holes won't cost much." The V-16 is said to displace 6.7 liters, with output somewhere between 400 and 500 bhp and torque of 400 pounds-feet. A five-speed automatic will be mandatory.

An initial batch of thirty V-16s is being assembled, and the first running prototypes will hit the road before the end of the year. If the project receives a green light, the V-16 should appear in showrooms two years from now.

—*Georg Kacher
Automobile*

The club recently received a substantial grant from BMW of North America as part of NA's chapter support program. The money will be used to support various chapter activities throughout the year. The club gratefully acknowledges the continuing support of BMW of North America.

24 Hours of Daytona with DURALT® Fuel Conditioner (FC)



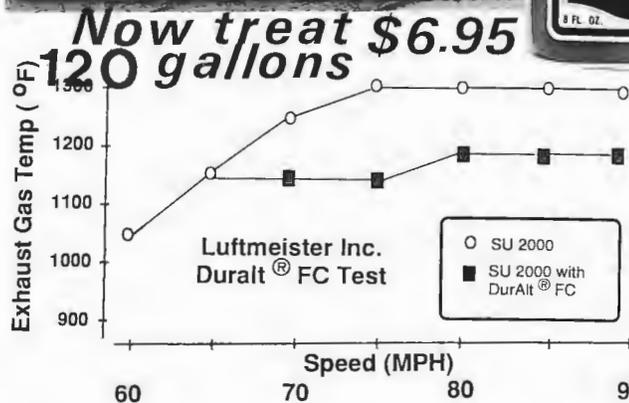
"Only additive I've tried that actually does what it claims" states race driver Bob Leitzinger.

The use of DURALT FC treated fuel extended time between refueling stops by more than 10 minutes, representing nearly 10% improvement in fuel economy.

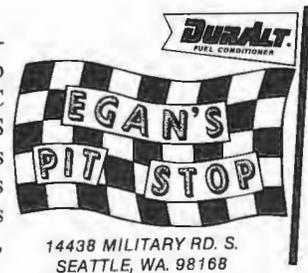
Equally important was the reduction in wear. While spark plugs would normally show considerable deposits after 24 hours at maximum throttle, the plugs in Bob's engine showed **none**.

One of the most accurate simple tests of ring and valve wear is the compression leakdown test.

When this test was performed after the 24 hours of Daytona, Bob's engine showed the **identical** leakdown rate after the race as it had prior to the race. Compared to prior race experience, this was a substantial reduction in engine valve and ring wear.



Luftmeister, Inc., a major performance oriented supplier to BMW riders, tested DURALT FC in a turbocharged BMW K100RS equipped with an exhaust gas temperature gauge, with the results shown. When untreated gas was again used after the test, temperatures returned to normal.



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Like many of our staunch supporters, Clint Allen was reluctant at first to use "another fuel additive." But he tried it, and at one point completed an 800 mile high speed shot averaging 82 mph - and better than 25 miles per gallon! Now Clint is one of our strongest advocates.

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DURALT® Fuel Conditioner (FC) Car Wins Pike's Peak Race!!

Tech Tid Bits

The road performance of current pump gasolines, premium included, can often leave one wanting for better performance. With my usual favorite, Shell SU 2000, I get ping when the timing is adjusted to where I'd like it. I've tried several octane boosters with mixed results. The commonly available additives are either too expensive for regular use; either 104, StopNox, or Moroso; or are just carb cleaner with alcohol. Some of these leave metallic deposits in the combustion chambers or aren't compatible with catalytic converters.

A new product I've discovered called DurAlt Fuel Conditioner seems to be an answer to many of the problems with fuel performance. It is just now beginning to become available on the retail market after years of testing in fleet operations, stationary engines and marine use. It is patented and has EPA approval for bulk blending at the pump, the only gas additive so approved. The manufacturer, Polar Molecular Corporation of Michigan, claims improved octane performance, reduced combustion, valve deposits and longer valve life. I got a lot of information from the regional distributor Joe Egan. With independent verification by outside labs, DurAlt FC has been shown to greatly reduce deposits, boost octane performance and increase both power and mileage. Examples of users include Luftmeister, a major BMW bike aftermarket distributor whose turbo'd K 100 street machine went 200mph+ at El Mirage, Ca. His dyno results showed a 12% increase in mileage, lower exhaust gas temperatures, and more power. He now markets it to two wheel Beamer riders. At the 24 hours of Daytona, Leitzinger Racing's 300ZX finished the race with a 10% mileage improvement, allowing him to eliminate one fuel stop. At the after race teardown the plugs were perfect and the leak down test was the same as pre-race.

I tend to be leery of new product hoopla but I wanted to try the stuff for myself. An 8 oz. bottle costs \$6.95 and treats 96 gallons of fuel at 1 oz./12 gallons dilution. This is a much lower cost per gallon (7¢/gal) than anything else available. Cost of some others: StopNox 37¢/gal., 104 30¢/gal., Turbo 108 (mostly alcohol) 30¢/gal. The cost per gallon makes it very interesting.

The evaluation is being done with my modified 2002Ti. It has nearly 10:1 compression, electronic ignition in a modified Tii distributor, Webers, Stahl header. After filling up with 1 oz. of DurAlt FC to 12 gallons of my usual SU 2000, I began to notice improved throttle response, no ping uphill down lower in the rpms. At about a half of tank used, I bumped up the ignition timing with good results. I went from about 37-38° to 42° total and still no ping. I'm beginning to enjoy this. Any statement about mileage improvements will have to wait until I quit experimenting with the tuning advantages of this stuff. I want to try to explore things like wider plug gaps, leaner/richer mixtures to exploit how far I can go without ping or missing, or just gain a little more M Power.

The distributor, Joe Egan, explained to me that newer computer controlled cars have seen noticeable gains using DurAlt FC. Since the ping levels go

down, the computers (Motronic types and others) adjust timing and other parameters and things get better. I'd love to hear from others who have tried it. Joe Egan has listings of local outlets where you can get DurAlt FC. Call Joe at these numbers: (206) 241-7278, 1-800-999-EGAN or contact him at his station at 14438 Military Road, Seattle, Wa 98168. It can even be mail ordered. Cost is \$6.95 for 8 oz (treats 96 gals) or \$42.88 a gallon. Cost per mile buying gallons is under 3¢/gallon. More about this experiment next month.

In the coming months look for reviews of H&H Racing's stress bars and other products, as well as update ideas for older Bimmers and tricks to sideraft Weber tuning. Stay tuned.

Service Information Bulletins

For several months now the club has been receiving from BMW NA the factory service bulletins issued the dealers. Many of them are such that only the dealers would have the tools or test equipment to take advantage of them. Some of them are useful to the average owner.

One such item concerns steam cleaning of newer BMWs. Due to the nature of the electrical connectors and harnesses, they can be harmed by commercial steam cleaning. The factory suggests one use just a spray on degreaser and mild warm water spray. They want you to avoid spraying directly at the major components. After washing, start the car and drive it to dry it off.

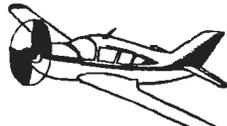
An index of the available bulletins is being prepared and will be published in an upcoming newsletter. If your car is new and has some funny problem maybe there is a bulletin covering the problem. Until the index is published you can call the technical advisor to see if there is something covering the problem.

—Greg Mierz

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BMW Takes Aim Beyond The SL

by Walter Hoenscheidt

Just as Mercedes' new SL caused a stir at Geneva last month, BMW's new 8-Series should steal the thunder at the Frankfurt show in September.

The new sports coupe and roadster, powered by the 300 hp 5.0-liter V12 from the 750iL, will replace the current 635. BMW says the car can go 174 mph, but will be throttled back to 155 mph for "political" reasons. Price is estimated to be around \$78,500 in Germany, with delivery in Europe beginning by next spring.

Designed to compete head-to-head with the new offerings from Daimler-Benz, BMW plans several models to carry the new 850i designation, including a convertible. There will be two six-cylinder models: a 3.5-liter, 210 hp version with a top speed of 146 mph and a price of \$69,800; and a 3.0-liter, 188 hp version with a 137 mph top speed and a \$61,000 price tag. Then, no later than 1993, the V12 gets tweaked to 5.4 liters and nearly 400 hp to take on the new Mercedes V12 which debuts in Paris in the fall of 1990.

BMW was said to have hesitated before giving the green light for the new series because of unexpectedly high costs on the M3, 750i and the Z1 — products BMW says gained image but had low investment return.

Costs are also expected to be high for 850i production, which is still delayed. Nevertheless, the board gave its

go-ahead for the car, developed by Ulrich Bez (now on the board at Porsche), hoping that sales could exceed that of the 6-Series. Only 15-16 635CSi's are built daily, while BMW hopes to make 45 850i's per day as soon as the cabriolet, built on the same base, becomes available. BMW says that no four-wheel-drive is planned at this point.

Chassis and suspension features include an electronically controlled adaptive damper system which hardens or softens shock-absorber rates according to speed, load and road surface; ABS; BMW's anti-slip device, ASC, which can be deactivated by pushing a button; and later, rear-wheel steering.

While Mercedes will soon be introducing its own five-speed automatic, the 8-Series will have to wait a bit longer for a similar ZF transmission; consequently, BMW's well-known four-speed automatic will be in the car upon launch, while rumors persist that a BMW five-speed automatic is upcoming. And by 1990, a six-speed manual developed by Getrag will be available with ratios that BMW say will net 0-60 acceleration in slightly over six seconds.

Interior highlights include seats with integral safety belts (because the car has no B-pillars) and separate heating and sound system controls for rear passengers, with plans (1994) for an

electronic distance warning system similar to the radar device being developed by Mercedes. If the car comes too near an object (based on distance and relative speed), an alarm sounds.

BMW's announced production rate of the 8-Series, is about 10,000 cars per year, or nearly the same amount of 6-Series coupes sold about four years ago — even though the 850i will cost nearly twice as much as the 635CSi. Let's wait and see.

—Autoweek, April 17, 1989



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Exhaust Valve Recession With Low — Lead Gasolines

(This article was taken from the November 1987 Society of Automotive Engineers journal "Automotive Engineering").

Environmental Protection Agency regulations have drastically reduced the amount of tetraethyl lead that can be blended into gasoline, and it seems to be only a matter of time before it will be removed completely. This causes concern about the potential for serious wear problems in older vehicles and engines designed to run on leaded fuel. Due to the lack of data for judging this concern's validity, Phillips Petroleum Co. decided to conduct an experimental engine wear program to define the risks to such engines from low-lead and unleaded gasolines.

As of January 1, 1986 the amount of alkyl lead antiknock additives which can be added to "leaded gasoline" is only 0.1 grams/gal. Since this is a calculated quarterly refinery average, some blends will be either above or below this value.

As part of the phasing-in of the EPA regulations, refiners were permitted to reduce their lead usage to levels lower than were mandated in 1985. By doing so, they could "bank" unused lead rights which could then be used in 1986 and 1987. This has tended to keep lead levels slightly above 0.1 g/gal, until such rights are all used up. Beginning on January 1, 1988, such rights expired and gasoline can contain no more additive than the mandated maximum.

The EPA requested comments on the feasibility of a total ban on lead use in automotive gasoline by that date. (Some off-road and aviation gasolines are still permitted to contain lead.) Whether accomplished in 1988 or not, EPA's stated objective is the removal of all lead as a gasoline additive.

Its actions have been justified on the basis of the derived health benefits of reducing the amount of lead released into the environment via automobile emissions. Another benefit would be

derived from the elimination of "fuel switching" and "mis-fueling". Such actions, however, mandate another kind of fuel switching: use of unleaded or low-lead fuels in engines specifically designed for operation with leaded gasolines.

The engines of concern are those designed specifically to take advantage of the lubricating effects of lead oxide deposits formed in the engine when leaded fuel is burned. These deposits have provided needed protection against exhaust valve seat wear. Without adequate lead in the fuel, these engines are exposed to the risk of severe wear of exhaust valve seats, a phenomenon known as "valve recession."

Prior to 1971, virtually all automobiles, gasoline-powered trucks and agricultural equipment, and 4-cycle marine engines were metallurgically designed to take advantage of the fuel's lead content. Some manufacturers of the latter groups continued this until 1975 or beyond (for some heavy-duty applications). If these engines are still in operation, they face at least some risk of reduced life when operated on fuels with "insufficient" lead.

Though there is some variation, most industrial estimates agree that more than 30 million cars, trucks, tractors, motorcycles and inboard power boats designed for leaded fuel remain in active use. An EPA estimate acknowledges that over 20 million cars and light-duty trucks currently on the road may require lead-containing fuel to protect against abnormal valve seat wear. This excludes millions of engines in power generators, irrigation pumps, mowers, and other small equipment that could be at risk. One source estimates the total number at risk as exceeding 70 million.

More and more engines will be at risk as "banked" lead credits are consumed during the remainder of 1987. Even more will be exposed in the event of a total EPA ban on lead-containing

additives.

The need for catalytic converters mandated lower lead content to minimize catalyst poisoning. Many ways to provide the needed wear protection without lead were evaluated in the late 1960's and early 1970's. One solution was to machine out the seat area in the head and replace it with a valve seat insert. This insert would normally be harder than the base metal due to a special heat-treatment or difference in alloy content. Another, more common method was that of induction hardening the (cast iron) cylinder heads in the seat areas. Since about 1971, most automobiles and light-duty trucks have had these integrally-hardened valve seats or inserts and can operate continuously on unleaded fuels.

Without sufficient wear protection from the fuel of valve hardware, the valve seat material will be abraded away, with the valve head actually sinking or receding into the seat material. The seat is the more-susceptible wear surface in this metal-to-metal contact since the valve is metallurgically designed to have greater hardness.

As the exhaust valves recede into the cylinder head of an operating engine, its performance deteriorates progressively. This normally results in only a minor performance loss, along with associated increased emissions, and is not likely to be detectable or objectionable to the operator. However, as recession continues, it can reach a point at which one or more of the valves will no longer close. This will result in severe engine misfire and potentially severe valve and/or engine damage.

A valve will "hang open" or no longer close when the operating range of its lifter is exceeded or when all the valve lash has been taken up by the recessed valve. A typical hydraulic lifter may be able to compensate for up to 0.15" of wear before such a condition is reached. With solid lifters, once the initial lash setting (typically 0.016" to

0.020") has been consumed by wear, readjustment would be needed to prevent non-closure of the valves. Engine failures prior to "hang open" conditions also are possible as the closing forces imposed by the valve springs are reduced with increasing valve recession. Additionally, if valve recession is allowed to continue beyond a cylinder head's depth, catastrophic damage to the head and engine could occur. Valves have been known to penetrate the head completely and enter the surrounding water jacket.

With the EPA's aggressive schedule for removing from the market a significant amount of valve recession protection for older engines, there are concerns for the affected consumers. The major ones are:

- Will a gasoline containing 0.1 g/gal lead provide sufficient protection?
- Are all consumers protected?
- Do engines using leaded gasoline need a minimum standard for their protection?
- What if regulation to a no-lead standard is put into place?
- What are the consumer's options?

Prior investigations have determined mechanisms of valve seat wear. They are combined effects of two major mechanisms: material transfer (welding and tearing action), and subsequent abrasion (lapping and grinding dry wear).

It is believed that iron oxide films or flakes are generated from the cast iron heads when exposed to hot combustion gasses. These oxides adhere to and become embedded in the contacting valve face, producing nodules of harder material which are pounded into the base metal by the seating action and firing pressures. This causes plastic deformation of the valve face (referred to as warts or craters) producing a grinding-wheel type surface.

Once the first step of material transfer has begun, subsequent axial and radial movement (scrubbing and rota-

tion) of the valve face against its seat under higher than normal contact forces aggravates abrasive wear. The abraded iron oxides additionally act as a lapping compound on the valve face, working with the harder compacted oxides to gouge into the valve seats.

The presence of lead in the combustion fuel has been proven to reduce drastically or totally eliminate this wear action. Lead compounds found in the cooler valve seats (halides) and on the hot valve faces (oxides) of engines run on leaded fuel are considered to have provided the extra wear protection. These compounds act as solid film lubricants between the metal-to-metal contact of the valve face and seat, inhibiting high temperature oxidation and abrasion while minimizing adhesion and material transfer.

Engines not equipped with hardened exhaust valve seats are very susceptible to this localized wear. Many other independent hardware factors affect the rate of seat wear. These include valve rotation, spring tension, seat angle, seat width, operating temperature, valve geometry, and metallurgy.

The actual risk faced by any given engine equipped with soft valve seats depends on several additional operating factors. The amount of lead in the fuel is one of the most important. Another major factor in determining risks of excessive seat wear is the severity of engine service. High-speed, high-load operation, especially if the engine is under this condition for extended time periods, is more prone to cause valve seat wear than low-speed cyclic operation.

A test was developed to be sensitive to the key operating parameters of speed, load, and fuel content; with the many other factors affecting wear not intentionally varied. A comprehensive study was not intended.

Its results provide the following guidelines:

- A gasoline containing 0.1 g/gal of lead provides sufficient protection

against valve seat wear for engines requiring lead and operating under moderate conditions.

- As little as 0.05 g/gal of lead in the fuel would be sufficient to protect these moderate-speed engines.
- Gasoline containing less than 0.05 g/gal is not a satisfactory fuel for a large number of engines designed specifically to take advantage of the fuel's lead content.
- Engine load is not a primary factor in valve seat wear consideration for moderate service operations.
- In high-speed service, unleaded gasoline can lead to catastrophic failure in a very short time for the affected engine population.
- A leaded gasoline containing the regulated maximum lead content provides only marginal protection to the high-speed engines in this affected group.
- A lead concentration of 0.2 g/gal in the fuel would protect most high-speed engines requiring lead against abnormal valve seat wear.

Operators of high-speed engines already have significant concerns. If an outright ban on leaded gasolines is enacted, virtually all engines designed with leaded fuels in mind will exhibit shortened life spans. One option for continued operation would be use of an aftermarket additive to mix with the fuel at refueling times. It could contain lead and protect in the original manner. At least one such additive has been registered with the EPA.

Other options ultimately lead to large capital outlays unacceptable to average consumers. These include: complete cylinder head rebuild and modification to hardened valve seat inserts; driveline modification to achieve favorable tradeoffs between engine speed and load; engine replacement after a shortened life span; or de-rating engine output by confining operation to lower speeds.

*Ron Slusser
LA ACA, Whispering Bomb*

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Mind Your Motronic

While reading newsletters from other BMW Clubs I have run across several "tech tip" articles which contain little useful information and suggest unnecessarily desperate measures which, over the long run, could cause more problems than they solve.

My current favorite tech topic is the opening of Motronic control units (commonly mis-called "fuel injection brains") to tinker with the innards in an attempt to solve running condition problems. The problem is, there is no way to tell what the effects of these adjustments are on the 16,000 responses programmed into the MCU. Before a very expensive part is toyed with, how about checking and correcting such things as spark plug type and gap, valve lash, and quality of fuel? Those are just a few of the factors that affect driveability. I have seen MCU adjustment suggested for problems where the control unit would be the last thing I'd suspect. Engine idles roughly?—adjust the MCU! Gas mileage down?—adjust the MCU! Come on folks—this isn't right.

I also love the instructions for dis-

charging any static electricity buildup before disassembling the control unit — "wipe your hands on your pants then kiss the steering wheel." Seriously now, BMW is very concerned about integrated circuit damage in electronic units caused by static electricity discharge. The simple act of sliding across a car seat can produce a voltage many times higher than the amount that will cause damage. The most common result of electrostatic discharge is a weakening of an electronic device — your adjusted Motronic unit may fail some time down the road. Wouldn't that boost the resale value!

My favorite tech article advocates building your own Service Interval Indicator reset tool. Isn't it just like BMW of North America to charge over \$100 for a tool when you can make your own for \$5? Not quite. For one thing, the pin connectors on the factory tool are precisely sized to fit the diagnostic connector. They don't have to be jammed in at an angle as is necessary with ground-down banana plugs. Also, the factory tool ensures the complete and safe resetting of the SI lights by means of the electronic stuff inside the tool. SI lights are *not* reset when all the dash LEDs are green — only when the factory tool finishes its cycle. And

what happens if the Service Interval circuitry is damaged by a non-approved tool? Probably just the permanent illumination of the "service" light in the instrument cluster. Permanent, that is, only until you shell out several hundred dollars to replace the SI circuit board.

It's not for nothing that all newsletters carry liability disclaimers. BMW may not do everything right, but in these situations at least, Father(land) knows best.

—Chuck Christensen

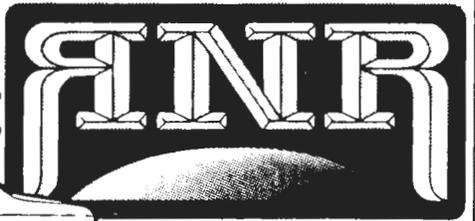
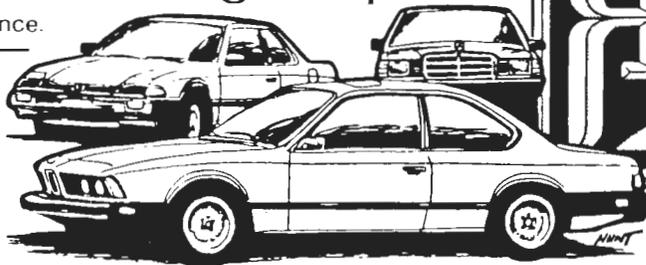


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The Parting Shot

Rust Be Not Proud

by Richard Cohen

Mike is dying. The process is irreversible, or so all the experts say. Not that you can tell. Most of the time, he's out back, taking the spring sun. Every once in a while, someone passes and asks about him. When I tell them Mike's condition, they're shocked, sometimes genuinely saddened. But, really, nothing can be done. Thank you for asking.

Mike is the name my son gave my 1972 BMW. In fact, Mike and my son are about the same age, and while I love my son more than my car (this is normal, no?), I do love my car very much. I bought it new, in a year I call my Window of Affluence: the BMW, a trip to Europe and a Burberry. Such a year is like Halley's Comet, not likely to come back soon, and I think I sensed it at the time. Not yet a father, I rushed out and bought the BMW.

I was one of the first—really. There were few BMW's then, and, as far as I know, none were yet owned by dope pushers, pimps, Washington lobbyists or college kids majoring in communications. BMW owners then were car buffs, which was something I was not, and there were so few of us that we actually flashed our lights at one another when we passed. (I got to hate that, felt it was a real obligation, like making small talk in the elevator.) I did, though, want a good car, an unfashionable yet fashionable car, one that looked as if it could hold its looks: a Kate Hepburn of a car.

Mike was everything I wanted in a car. He had no image. In fact, he was originally a little obscure, kind of like a Peugeot now. I liked the car and liked to drive it. I drove it hard, in a Teutonic manner, but never recklessly. The car was perfect for the city, fun in the country—a great car. My car. I loved it.

As the years went by, I learned I owned a classic car. People stopped on the street to talk about my car. "What year?" they'd ask. I'd tell them. Then would come the low whistle of respect.

"The best year. The classic year." I'd shrug nonchalantly, like someone who had just poured a bottle of 1888 Chateau Lafite Rothschild. Yes, yes. *The* year. But of course.

But who knew? I mean, who had known? With ownership of this classic car came a certain responsibility. I had to talk car talk. Trouble was, I could not talk car talk. I refused to learn anything about the car. Other BMW owners would say something to me in BMW-talk and I would nod and then walk off, as if I could not be bothered. In BMW circles, I must have earned a reputation as a snob, but I was more like the nearsighted person who is forever slighting people without knowing it.

Once, I joined a BMW club. It seemed a worthy organization, dedicated, I think, to the betterment of that portion of mankind who own BMWs. I got the newsletter, which was full of announcements for something called a motorcross. I had no idea what that was, but, whatever it was, it seemed always to be followed by the drinking of beer in a field. I imagined I had joined some sort of right-wing German organization, surely the first of my family to have done so. I did not attend any motorcrosses.

From time to time, I would consider selling Mike. After all, he was getting old and repairing a BMW is not cheap. Upkeep seemed to cost something like \$13,000 a year. Once, I had Mike repainted and all the rust repaired. At least, I thought I had. It turned out that rust is what is killing Mike!

But I could not sell the car. The car I had always wanted was the car I, in fact, had. I would go out looking for older cars, but really what I was seeking was a 1972 BMW. Nothing else seemed to do. I'd look at new BMWs (the cheapest model), but they were,

everyone agreed, not as good as the old ones. Besides, I was joined in the showroom by portly customers wearing jogging outfits and gold chains. It made me yearn for the days of the motorcross.

"Sell the car," my wife said. I could not. It was me. It was 1972. It was my moment, my Window of Affluence. My son was on my side. He claimed Mike as his own. It would be his someday, he said. Yes, I said, it will be yours someday.

I wanted to hit 25 years with Mike, put those special plates on him. I thought of Mike the way I did the dog. One had rust, the other dysplasia. One went to the mechanic, the other to the vet (it cost about the same). After a while, Mike seemed to have his hood always open, like a chick waiting to be fed. I threw a new carb into it. A cooling system. An ignition. Parts of the car kept failing. Still, it ran (the dog limped), and I would not give up on it. Mike, Mike, hold on. You can make 25.

But he can't even make 20. The clutch gave out. The brake system leaked. The radio went on and off of its own accord. I pulled into the mechanic's. He would call me, he said. And when he did, he was gentle. The news is bad, he said: clutch, brakes—plus the normal stuff. He could do it, he said, but the rust had gotten to the car. Soon the motor would fall out.

For a month or so, I drove Mike anyway. It was sad. Second gear was gone. The "brake failure" light was always on. Mike lurched and popped, but sometimes—miraculously—he would find his old self and zoom away from a light. For a block I would have hope: remission. But a block later, he would give out. Now he sits out back, taking the afternoon sun. He looks good, really he does, but inside and underneath rust has claimed him. Soon I'll have him towed. Mike is dying, but he ain't dead yet, and, until he is, it's still 1972.

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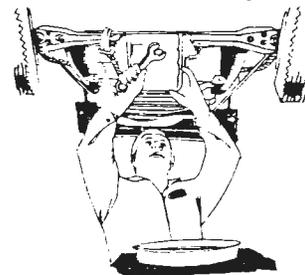
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