

BMW ACA
Puget Sound Region

Zündfolge

May 1990



Auto Gear
May 31st

BMW Fest NW
in July

Wine Tour
to Yakima

**David Alan Griffith
is pleased to announce
his acquisition of
BMW SEATTLE**

**BMW Sales
714 E. Pike St.
Seattle, WA 98122
206-328-8787**

**BMW Service and Parts
715 E. Pine St.
Seattle, WA 98122
206-328-2300 (service)
206-328-7788 (parts)**



***"Please come buy a car from me,
I paid a ton for this place."***

Cover: The 3.0 CSL "Batmobile".

Inhalt

Vol. 20, No. 5
May 1990

Zündfolge Staff

Editors-in-Chief

Lucetta and David Lightfoot

Production Editors

Tom Williams

William Linder

Photographers

Tom Cox

Paul Touby

Greg Mierz

Editor Emeritus

Denny Organ

Columnists

Thomas B. Nast

Denny Organ



Bill Muse

Illustrator

Kirk MacGregor

Zündfolge is published monthly (except November) by the BMWACA Puget Sound Region. Office Of Publication: 2641 39th W., Seattle, WA 98199. Publication number USPS 715250. Subscriptions \$10 annually (available only as part of \$25 membership fee.) Second Class postage paid at Seattle, WA. Postmaster: send address changes to *Zündfolge*: POB 1259, Bellevue, WA 98009.

This magazine is the monthly publication of the BMWACA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club. Unless specifically stated otherwise, the Club endorses no person, product, service or business. Modifications within the warranty period may void the warranty.

Activities/Calendar	2
Bardahl Follow-up	2
Auto Gear Meeting <i>by David Lightfoot</i>	3
Stalls <i>by Thomas B. Nast</i>	4
Driving School & Concours	6
Wine Tour <i>by Tom Williams</i>	8
Kane Meeting <i>by Tom Williams</i>	9
 Motorsport Report <i>by Bill Muse X2</i>	10
 M-formation <i>from the Editors</i>	12
Board of Directors	14
Classified Marketplace	15
Official Secret Codes	16

Activities

Bardahl Follow-up

by Tom Williams

The Bardahl Corporation presented information concerning its high performance lubricants and fuel additives at a club meeting on March 24.

The meeting touched on several major areas of interest to all BMW owners. One realm of concern is the dreaded carbon buildup in fuel injectors and on intake valves.

According to Art Kiehn of Bardahl, the carbon buildup problem occurred as a result of "lean-burn" technology, which was developed in response to demands for less exhaust emissions. He added that the problem was hardly unique to BMW: Volvo, Saab, VW, Nissan, Audi, and Honda are among the others affected. BMW, in fact, has been by far the most aggressive in pursuing solutions to the problem through research and the recent engine campaign they did. In contrast to that stands GM, which doesn't even admit its cars have a problem.

Bardahl now has an intake valve cleaner which it says can actually remove existing deposits. They will be working to develop an improved version of the cleaner which they hope will provide enhanced cleaning capability in smaller dosages. This is important, in light of BMW NA's recent warning that too high a concentration of additive can cause degradation of the motor oil, leading to increased engine wear.

Bardahl also has an answer to the problem of exhaust valve recession in older engines which required the use of lead for exhaust valve lubrication. It's called Insted O'Lead Gold, and Bardahl has found that it increased pump octane by 1.5 (8 oz. per 20 gallons of fuel) to 3.5 (8 oz. per 5 gallons). In addition, this product was found to reduce exhaust valve wear more than gasoline which had been treated with .5 grams of lead per gallon (current maximum is .1 grams per gallon).

Bardahl also makes a motor oil,

May 31

General Meeting at Auto Gear in Bellevue's Overlake area (near Sears). BMW models, literature, and a lot of fun. See the article inside for more details.

June 23-24

Wine tour to the Yakima Valley. This is the club's first visit to the Valley in several years. Give your Bimmer a chance to stretch its legs and have a good time tasting some of the nation's finest wines. If you want to stay at the Red Lion, you need to call Tom Williams at 283-1056 in Seattle, no later than May 31. Cost is \$72 double, \$63 single, plus tax. See the article within for more.

July 14-15

4th Annual BMW Fest Northwest. Concours d'Elegance Saturday (14) and driving school at Seattle International Raceway Sunday (15). The event is fast approaching, so make your plans to attend one or both events!

LONG RANGE:

August 29

Wednesday nighter track session at SIR.

Sept. 28-30

Return of the ever-popular Victoria tour. The fall date should make for better weather than our last couple of visits. A fun time for all; mark your calendars now.

October 13

Fall Driving School at SIR.

November 17

Annual Banquet.

Other events will be added to the calendar during the year. If you have an idea for an event, call Vice Pres. Al Lancaster, 661-9050.

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

designed to exceed API SG standards. They point out that the oil, called Bardahl XTC, has been tested to European manufacturers' standards. The oil can be purchased directly from the company.

From a company best known locally for its involvement in unlimited hydroplane racing (remember the Miss Bardahl?) to a company highly regarded for

its superior quality additives and lubricants. Our thanks to Art and Gerry of Bardahl for taking time out of a wonderful Saturday afternoon to speak to us. Art mentioned that the company will have some new developments to tell us about soon, so look for a chance to come and meet them again in the fall of this year or early next year. We look forward to hearing from them.



May Meeting Auto Gear

We've got some great general meetings for 1990. Last month, about 50 club members enjoyed a fascinating meeting at Kane's Restorations. For May, we've got another outstanding event. Our host is Auto Gear, the car enthusiast's heaven.

Auto Gear is located at 2020 148th Ave. N.E. in Bellevue. It is just south of the Overlake Sears store. Meeting time is 7:30 on Thursday, May 31st, but come in to the store early to browse, if you like.

Auto Gear stocks models, books, clothing, brochures, key chains and other auto accessories. No hard parts, this is a toy store! The guys at Auto Gear have promised to get as much BMW stuff into the store as possible. This is harder than it sounds, for a couple of reasons. First, the suppliers tend to concentrate on sports cars, thus, Ferraris and Porsches abound, but BMWs are tough to find. Second, BMW is extremely strict about the use of their logo. Actually, BMW and Rolls-Royce are probably the toughest

car manufactureres in the world when it comes to protecting their trademarks. This means fewer accessories are produced.

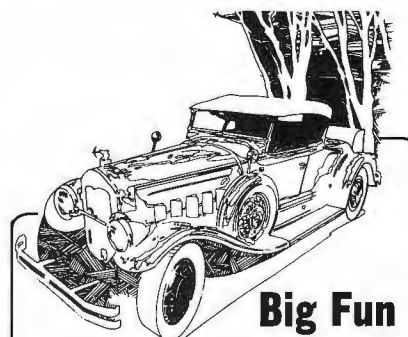
In anticipation of our meeting, Auto Gear has found the following die-cast BMW models: a 750iL in 1/24 scale, a Z-1 in 1/24, the new 5-Series in 1/43 and two versions of the 328, one in 1/16 and one in a 1/43. They also have a large number of the Herpa line in 1/87. Herpa makes extremely detailed models that are great values. Most are \$4.95. The Herpa 3-Series Touring (station wagon) has the rear window defroster lines! This is in 1/87 scale! Herpa makes almost every BMW model in 1/87, but a favorite is an open Z-1. Herpa also has a special collectors series for \$14.95. These have extraordinary detail. For example, an Alpina 5-Series with little, tiny Alpina decals and eensy, weensy little mirrors.

Clothing is in short supply but they do have visors in red and blue. They have lots of BMW books. One you may not have seen is a new publication devoted solely to the Z1. It's not cheap at \$49.95, but since it's probably the closest you'll ever come to owning a Z1, what the heck.

A new addition to Auto Gear are sales brochures. They have a good supply of brochures from the late 70s and 1980s. But they also have a few from 1967 and 1971. Just the thing for the '02 fan.

Mary Lee keeps telling us at Board meetings that we need more meetings on the Eastside. Well, here you go Eastsiders. And everyone else. You'll enjoy the goods. Wine and cheese will be available. How can you resist a store with a vintage Rolls-Royce in the middle of the sales floor?

— David Lightfoot



Big Fun On Little Wheels

Over 1,200 Different
Die-Cast Cars incl:

- Burago
- Brooklin
- Precision
- Solido
- Polistil
- Herpa
- Brumm
- Eligor
- Gama
- Match Box
- Rex Toys
- Vitesse
- Rio
- Praline
- Verem
- and many more

Over 2,500 Motor Books.
Also Video Tapes, T-Shirts,
Lic. Plate Frames, etc.



2020 148th NE.,
Bellevue/Redmond
(Next to Sears)
562-1800



Stalls

by Thomas B. Nast

The Rust of the Nineties

The Yuppie is dead! Long live the (fill in the blank).

Yes, it came to pass that with passage into the nineties the Yuppie passed away. None too soon, either. The association of Yuppies with BMWs, like the association of herpes with sex, gives both a bad name.

Tootling by Northgate this rainy Sunday a.m. I passed an AMC Concord. (If Lexis can sue Lexus (unsuccessfully), and Beretta can sue GM over the Beretta (unsuccessfully), why didn't Concorde sue AMC over the Concord (fill in the blank)). The thought crept into what few intercrainial interstices are not silted over that it has been a *long time* since I've seen an AMC Concord. My other functioning synapse glued itself to this topic, barely leaving enough brain to turn on the cruise control. Where have all the Vegas gone, long time passing? Where have all the Pintos gone, long time ago?

It is now time to spring the missing fact, in order to prevent too much confusion on the part of a readership which is *not* composed of what were formerly known as Yuppies, both of whom checked out at the end of the lead sentence. The particular Sunday in question is "Earth Day."

There is something ecologically profound about the Earth's supply of Vegas, Pintos and Concorde rusting up to the window sills and returning from whence they came. At least one Concord driver with business in the Northgate vicinity hasn't figured that out, but it is with some satisfaction that I reveal that most have. Chevy built millions of Vegas and BMW imported tens of thousands of 2002s, but you're as likely to see a 2002 on the road today as a Vega. Far more likely to see a 2002 than a Concord. Is a 2002 more or less ecologically "correct" for the fact that it stays on the road while its contemporaries return to Earth?



The airport to which I was driving was not very busy this Earth Day. Perhaps the self-appointed Keepers of Ecology and Spotted Owls and Snail Darters, to Mention But a Few, had instilled some sort of guilt complex in recreational pilots, or maybe it was the 400' ceilings that did it. The Keepers, who bought the Vegas and Pintos and killed the Corvair, failed to convince me not to bore a few holes in an aluminum-free sky. In fact, I did it only to spite them (heh heh). And the next lot that comes along to preach at me, I'll find a way to spite them, too, so long as I don't have to catch herpes doing it.

The Earth Dayers aren't going to kill the car, and particularly in a day. Next year will conclude the third week of Earth Days, twenty-one days. You can't even kill the car in three weeks. Hell, it took over six years to kill the Vega, and it *deserved* to die! Even if we convert to electrically and hydrogen fueled cars (which should only take thirty or so years, and the production of which will

cause pollution of its own, and the fuels for which will cause who knows what ecological catastrophe *de jour*), the citizens of Pakistan and Iraq will be driving around in our old, greenhouse-producing, cars. The thought of my 2002 heading off to a third-world country gives me the willies! You can just as well keep gasoline cars from places like that as you can nuclear and chemical weapons. I have every confidence that such manifestations of civilization will be treated very bit as responsibly there as here, and take comfort in those thoughts even as the Earth Dayers propose feeding Maalox to sheep to cut down on methane pollution.



The Earth Dayers are guilt-tripping the formerly-called Yuppies who bought BMWs, but who have (thankfully) been supplanted by (fill in the blank – may I at this point suggest "Boomers"?), who, with the change of name and decade, have moved on to the more correct Acura, Lexus and Infiniti. We owe a great deal to the Japanese (and to Saab) for producing cars which, like so much swiss cheese, have attracted this pride of mice out of our pasture. Maybe a few will be convinced by the Keepers, and trade down to Accords and CRX Si's. (But never a motorcycle. Ever see a Keeper *or* a (fill in the blank) on a motorcycle instead of in a car?) but somehow I doubt it.

Happy Earth Day.





**You didn't buy your BMW
because other automobiles
are bad! You bought it
because your BMW is better!!**

**The Bardahl company has some
products you may wish to purchase
for the same reason, not because
popular brands of oil are bad, but
because Bardahl's XTC is better.
Not because commercially available
gasolines are bad, but because
Bardahl's variety of fuel additives
are able to provide *selective
additional benefits when and
where they are needed.***



It is not possible in this space to provide detailed information on all of our products. We can only say that if you have an interest in

1. Reducing engine wear (particularly of cam lobes)
2. Controlling deposits and sludge formation
3. In protecting the exhaust valves of older engines, and raising the fuel octane in older engines that have a higher octane requirement
4. Or in reducing driveability problems in newer cars by controlling injector tip fouling or by controlling intake valve deposits

Then please call us collect.

During the hours of 8:00AM to 4:00PM (Pacific time) call Lynne Olsen at 1-800-622-2878 and ask her to send you our "Parade of Products" brochure and XTC report.

These products are available by mail or phone order, charged to your bank card and are delivered to your door via UPS.

BARDAHL MFG. CORP., P.O. BOX 70607, 1400 N.W. 52ND ST., SEATTLE, WA 98107

Driving School

This year our BMW Fest Northwest Driving School will be on Sunday, July 15th at Seattle International Raceway. Oh, there are lots of excuses *not* to attend, but we've already anticipated and invalidated them. Here goes:

Excuse #1: *I'm entering the concours and don't want to get my car dirty.* Sorry, Charlie. The concours is on Saturday this year and the Driving School the next day.

Excuse #2: *It always rains for the Driving Schools.* There's no guarantee, but mid-July is about as close to assured sunshine as you can get.

Excuse #3: *I'm already a good driver, maybe I'll send the wife.* Sure you're a good driver, but this is a performance driving school, not advanced drivers' ed. Can you execute a heel and toe, double clutch down shift? Do you know how to handle understeer and oversteer? Can you control your car on a wet skid pad? Sure, send the wife. Then she can teach you a thing or two.

BMW Fest Northwest

Excuse #4: *I don't want to damage my car.* You won't. Do what the instructors tell you and you'll have no problem. Maybe a little tire wear, but no big deal. You bought a BMW to *drive* didn't you?

Excuse #5: *It's expensive.* At about \$100, club driving schools are about 20% of the cost of professional schools. And in many ways, our curriculum is superior.

Excuse #6: *I'll get to one some other time.* Everybody says this. In fact, membership applications mention driving schools often as the reason people join the club. But few show up at track events. Sorry to say that without more interest shown, track events are going to go the way of the DeSoto.

Driving events are fun. Unless you've been to the track with your BMW, you can't really appreciate how capable your car is. It's exhilarating and satisfying.

Make a BMW weekend out of Fest Northwest. Come out to the concours on Saturday, then come out to the track Sunday. Use the Application Form to sign up for the Driving School now.

Concours d' Elegance

Coming up July 14th is our annual club Concours d' Elegance. This is our most popular event each year. Typical attendance is about 250 people. As in the past, the setting will be the large grass field adjacent to the Chateau Ste. Michelle Winery in Woodinville. In a departure from the past, the event will be on a Saturday, rather than Sunday. Sunday will feature the BMW Fest Northwest Driving School at SIR.

For those who plan on entering a car in the Concours, start cleaning now. Each car will be judged on cleanliness and condition. We do not judge originality of parts, thus, aftermarket equipment will not count for or against an entrant. The areas judged on each car are interior, trunk, exterior and engine compartment. In other words, everything except the underside. We have separate classes for the older 4-cylinder cars, the older 3-Series, newer 3-Series, the older 6-cylinder cars and the newer 6-cylinder cars. Age and mileage bonuses are given to make the judging more fair.

If you just plan to attend, mark your calendar. Lots of people make this an annual pilgrimage. The cars entered, usually about 20 to 25, are beautiful. You can wander around during the judging and admire these amazing well preserved bimmers. Next to the display area, is a shaded picnic area. Bring a lunch and enjoy the beautiful setting. A few steps away is the winery. Enjoy a tour or visit the retail store. Also close by the Concours grounds is the Stimson Mansion with its fish ponds.

Good weather is almost always the case for our Concours, last year being the exception. It's a wonderful way to spend the day. Look at cars, have a picnic, and enjoy some Ste. Michelle wine. More info next month.



July 15, 1990 Driving School Registration Form

Name(s): 1. _____

2. _____

Address: _____

City _____ State: _____ Zip: _____

Phones: Home: _____ Work: _____

Car(s): 1. Year: _____ Make: _____ Model: _____

2. Year: _____ Make: _____ Model: _____

Track Driving Experience:	Driver #1	Driver #2
None	<input type="checkbox"/>	<input type="checkbox"/>
Have attended club school	<input type="checkbox"/>	<input type="checkbox"/>
Track experience with other clubs	<input type="checkbox"/>	<input type="checkbox"/>
Level 1 or higher	<input type="checkbox"/>	<input type="checkbox"/>

Make checks payable to BMW ACA

Note: Refunds will be given only if you notify the event chairman in advance *and* we are able to fill your spot with another driver.

Send Registration Form and check to: Paul Touby
3517 S. 8th
Tacoma, WA 98405

- | | |
|--|-------|
| <input type="checkbox"/> One driver, one car, club member, before July 1 | \$75 |
| <input type="checkbox"/> One driver, one car, club member, after July 1 | \$85 |
| <input type="checkbox"/> Two drivers, one car, club members, before July 1 | \$110 |
| <input type="checkbox"/> Two drivers, one car, club members, after July 1 | \$125 |
| <input type="checkbox"/> One driver, one car, non-member (must drive a BMW at track, membership included in fee) | \$110 |
| <input type="checkbox"/> Two drivers, one car, non-members (must drive a BMW at track, membership included in fee) | \$150 |

Yakima Valley Winery Tour June 23-24

by Tom Williams



The first club event my wife and I ever participated in was a wine tour to the Yakima Valley four or five years ago. Even now, after having attended many club events, that tour, organized masterfully by Denny Organ, stands out. There weren't a lot of people (about 12, as I recall) and the August heat was a bit much for some. But we had such a great time! We sampled a lot of fine wines, drove on some relatively quiet roads, had some excellent food, and most of all, enjoyed the chance to get to know people with whom we had nothing in common but our cars' nameplates. So if sunshine, great wines, fine food, and driving your BMW along some relatively less-travelled routes appeals to you, then join us the weekend of June 23 and 24 in the Yakima Valley.

While I'm at it, I'd like to encourage any of our Inland Empire brethren who might read this to join us in Yakima. We enjoyed their company on the Leavenworth tour last fall and would like to get together again. Perhaps we can make plans for further joint events during our stay in the Yakima Valley.

Depending on personal preference, and assuming you don't have Friday off work, you can head over to Yakima Friday evening or Saturday morning. Some prefer to get there the night before and have a good night's rest; others prefer an early wakeup call Saturday morning.

Those wishing to caravan over to Yakima Saturday morning should meet at the Shell gas station/convenience store on the Preston-Fall City road just off I-90 at the Preston-Fall City exit (exit 22). To get to the store, take a left at the end of the exit ramp, cross over the freeway and take a right where the road makes a T. The store is a little way down the road on the right. Look for a bronzit beige 533i. We'll meet at the store at about 8 AM and leave at about 8:15. We should get to Yakima around two hours later. Upon arrival in Yakima, we'll meet our Eastern Washington friends and those who left Friday night in front of the Grant's Brewpub at 25 North Front Street.

Hotel arrangements. A block of rooms has been reserved at the Red Lion-Yakima Valley, 1507 No. 1st St. The cost is \$73 double, \$63 single, plus

tax. In order to reserve one of these rooms you need to call the hotel at (509) 248-7850 **no later than June 1st.** When making your reservation be sure to tell them you're from the BMW Club in order to get the proper rate. Most rooms have a single queen size bed; some have two beds. Check with the hotel for more information. I'll concede the room prices seem a bit steep for Yakima. You might want to shop around a bit for a better deal.

Dinner reservations, Saturday night. I will be making reservations for us at one of the Yakima area's finest restaurants. This will certainly be a highlight of the tour. It would be helpful to know as early as possible how many will be at the dinner, so give me a call at 283-1056 in Seattle if you plan to attend.

Touring the wineries. Now to the heart (or in this case, grape) of the matter. There are many more wineries in the Yakima Valley than we'll be able to see in a day or so. Time and distance, plus the addition of a lunch break, will undoubtedly keep us from visiting all we want to see on Saturday. Among those we will try to visit are Bonair, Covey Run, Hogue, Chinook, Ste. Michelle, and Stewart Vineyards. Suggestions for additions to this list are welcome and encouraged.

Due to publishing deadlines and uncertain mail delivery, this may be your last notice about this event before it takes place. Here is your chance to restock the wine cellar, have some fine food, and spend some extended time behind the wheel of your Bimmer in relatively good driving conditions. If this sounds like fun (and it should) plan to spend the weekend of June 23-24 in the Yakima Valley. Give me a call (283-1056) if you're coming to the dinner Saturday evening or if you just want to talk about the tour itself.

Vintage Cars On Display At Kane Restorations

by Tom Williams

What a collection of cars!

That was the universal reaction of club members to the wonderful display of automobiles presented at Kane Restorations on Capitol Hill April 26. Among the vehicles were:

- Mercedes 300 SL "Gullwing"
- Mercedes supercharged sedan
- Isotta Fraschini
- Delahaye
- Not one, but two Cords
- An Allard
- An AC sports car
- and last, but certainly not least,

two extremely rare BMWs: a 507 and a 328.

Well, it really wasn't just any old 328, was it. It was club members John and Nancy Martin's immaculately restored 328, the story of which you read about last month in *Zündfolge*. Our thanks to the Martins for telling us about the car, and for taking time to be at the meeting: John even cut short a trip to Holland to be there.

While at Kane's one could see various projects in progress as well as finished worked. Mr. Kane is very metic-

ulous about his work and about the type of cars he works on. If one wants to get involved in the auto restoration game, there seem to be a few common-sense rules of the road, so to speak: pick your project carefully, have an abundant supply of patience, as well as a bankroll appropriate to the project.

John Kane said that to make a project work, one needs the right car and the right person - it is not an endeavor to be entered into halfheartedly! Exhibit A of this truism is the supercharged Mercedes mentioned above. Apparently the large upright chrome grill serves as the radiator as well and requires a spe-



cial process to rechrome. According to John, only two people in the world do this, and the wait for the work to be done is measured in years. Cost: \$10,000.

Our thanks once again to the Martins for bringing their car to the meeting and telling us about it, and also to John Kane for opening up his shop to us.





GEM'S
Import
Auto Parts

644-9565
13620 N.E. 20th Street
BELLEVUE

BELLEVUE'S PLACE FOR PARTS

Bosch Ignition & Fuel Injection Parts - Beru - Sachs - ATE - Purolator Filters




FOR YOUR BMW






Motorsport Report

It's that time of year again and the BMWs are going 'round and 'round the old asphalt trails. Of course there are some others that will try and spoil the success they had last year when they won practically everything they entered.

The opening round of the German Touring Car Championship was dominated by Kurt Thiim in his AMG Mercedes. The BMW armada, consisting of no less than 11 works cars, had a troubled time. Two Opels also had to drop out after they had serious steering problems in practice. Qualifying was pretty much decided by the blown engine of Armin Hahne's Zakspeed BMW M3, which dumped oil all over the Zolder race course. The road remained very slippery even after the long break to clean it up and nobody could better the time of the Mercedes driven by Kurt Thiim, who had his qualifying done before the oil was dumped.

Thiim performed a perfect start in the first race and led the field away, following by Giroix, Ludwig, Hahne and Soper, three BMWs, and Ludwig in another Mercedes. Soper had a heart-stopping moment when the new Audi V8 4WD, driven by Hans Struck, went into a wild slide and brushed his side. Two other cars got into a crash that brought out the pace car, but it didn't pick up the two leaders and they red-flagged the race to a halt. The restart didn't improve the BMWs' position and the Thiim Mercedes lead to the finish line, followed by a mighty battle among Ludwig, Giroix, Soper, Hahne, Cecotto and Lafitte. The final finishing order was: Thiim - Mercedes, Soper - BMW, Giroix - BMW, Ludwig - Mercedes, Cecotto, Lafitte and Winkelhock, all in BMWs, rounding out the first 8 places.

Twenty-six cars started the second race and Thiim led away again. There was a heated battle for second place among Soper, Giroix, Cecotto, Ludwig, Lafitte and Winkelhock. On the

Bill Muse X 2

fourth lap, Soper started doing a nice spinning maneuver and Giroix and Cecotto though it was so good they went over on the grass to watch. They avoided the spinning BMW, but let Ludwig's Mercedes into second place. Meanwhile, Stuck had established himself in sixth place and the Audi driver set his sights on Winkelhock who was just ahead of him. He got by this BMW on lap 10. Cecotto out-braked Giroix on the following lap, and one lap later Ludwig also went by Giroix. A few laps later the Frenchman pulled his BMW to the pits, with a broken rear suspension. Winkelhock retired his M3 with a dead engine. The finishing order was Thiim - Mercedes, Ludwig-Mercedes, Stuck - Audi, Lafitte - BMW, Biela, Kreuzpointner, both in Mercedes, and Murmann in a BMW.

The second race in the German TCC was held in Hockenheim. It was a very good weekend for Johnny Cecotto and his Team Schnitzer BMW. Although the Ludwig Mercedes won the race, 40,000 fans watched a breathtaking struggle among the competitors behind him, namely Soper of the Bigazzi M Team, Ludwig's team-mate Thiim and Cecotto. They finished the first race of this second round in that order, with four BMWs, an Audi and

another Mercedes rounding out the top ten.

The second run produced a collision between Ludwig and Soper which allowed Cecotto to take first place in his new BMW M3 Sport Evolution. This new model is a 2.5 liter car and develops 238 hp @ 7000 rpms, in the factory version, which means it probably goes much higher in the Team Schnitzer version. The results of the 2nd run had Stuck - Audi, Thiim-Mercedes, Winkelhock-BMW, Heger-BMW, Cudini and Van Ommen both in Mercedes and Giroix - BMW following the winner Cecotto.

The opening of the Italian Touring Car Championship at Varano proved to be "BMW Day." Although we don't have any details as such, the first run was Pirro-BMW, Tarquini-BMW, Tamburini-BMW, Ravagli-BMW and Corsini-Alfa.

The second run was almost as good, with Ravagli-BMW, Pirro-BMW, Tamburini-BMW, Corsini-Alfa and Rossi-Ford, making up the first five places.

The British races should be starting soon, but the German Touring Car Championship is the one that really draws the fans. In Germany, the rules are such that no one manufacturer is allowed an unbeatable advantage. If, say, Mercedes won the opening four rounds, ballast is added to slow the cars down. These rules are not universally popular among the manufacturers, however, and Ford withdrew, now racing in the Italian series, instead. But this formula is great with the people who want to watch good close racing, and it brought out 90,000 spectators to the Zolder event, a race that was on TV. So it does work.

We also have a little news on the home front. SCCA ran their first race of the year at PIR on April 1st, and several club members did very well. Terry Flanagan was first in ITA with his BMW 2002 Tii, Mike Helton copped a second in ITB and Jerry Highest got

third in the same race, both driving 2002s. Steve Ingersoll won ITC in his BMW 1600, but Dan Alvis blew the engine in his 2002 and didn't get into the race. Well-done guys, and keep up the winning ways! Thanks to Mary Lee Helton for these results!

I don't know about you guys, but I feel like going out and speeding around SIR a few times. Well, we'll get that chance soon, just watch the calendar for the next track event. See you there!



FOREIGN & DOMESTIC

- FRONT END ALIGNMENT
- DISC & DRUM BRAKE SERVICE
- FRONT END REBUILDING
- MacPHERSON STRUT SHOCKS
- HIGH SPEED BALANCING

FREE ESTIMATES

"25 YEARS OF PRECISION
AUTOMOTIVE SERVICE"





**BRAKE &
ALIGNMENT, INC.**

11908 124TH AVE. N.E.
KIRKLAND, WA.
NEXT TO TOTEM LAKE FORD/TOYOTA

823-1511



BMW Catalog

- EXTENSIVE INVENTORY
- DISCOUNT PRICES
- QUALITY BMW PARTS AND ACCESSORIES
- FAST RELIABLE SERVICE
- EASY-TO-READ 100 pp \$3⁰⁰
- NOW TOLL-FREE ORDERING

800-535-2002

Announcing all *new* BMW
Parts and Accessories Showroom



Bavarian
auto service inc.

44 Exeter Street, Newmarket, NH 03857

BMW

THE SOURCE

*** Your Service Source**
(Factory Trained)

*** Yours Parts Source**
(15% off all parts)

644-7770

German Car Specialists INC.

SERVING THE EASTSIDE SINCE 1979

Factoria Square I-90 at 405

The Victoria Motorsports Club reports they are starting construction of a race track on Vancouver Island, to be called Mountain Aire Raceway. (*IRDC Newsletter*)

West German automakers are laying the finishing touches on two supercar projects: at Mercedes, a state-of-the-art mid-engined prototype midway between the C111 Wankel prototype and the championship Group C racing car; at BMW, a striking rebod of 318is mechanicals capable of 135 mph. But before you run to your dealer to place an order, know that neither has yet been approved for production.

The C112 is being developed jointly by the Mercedes motorsport and passenger-car division, and it shares its mid-engine position, wheelbase, and chassis layout with the Group C automobile. High up on the wish list of chief engineer Dr. Wolfgang Peter are ABS-equipped carbon-fiber brakes, four-wheel steering with different rear angles left and right, a compound body of aluminum and plastic, gull-wing doors, and active suspension.

The real-wheel-drive C112 is to be powered by a tweaked version of the upcoming 6.0-liter, 48-valve V-12 and should be good for about 500 bhp.

At BMW Technik GmbH, engineers are facing similar problems. Although the Z10 is their most convincing effort to date, the Bavarian bean counters are by no means prepared to give the 135-mph sports car the green light.

Underneath the Z10's flashy skin is a 318is, with a few parts borrowed from the 320i convertible, and the windshield frame taken from the Z1. The trunk of this full four-seater can cope with a couple of big Samsonites. Engineers say the \$25,000 bogey is less a problem than the fact that the 3-series will be replaced in 1991. The

formation

...from the editors

convertible will remain in production, though, so the Z10 could be built alongside it, either in-house or by a coachbuilder. But the timing means the board must make a decision on the project within three months. We know how we would vote. (*Georg Kacher, Automobile*)

BMW introduced a new entry level car at the New York Auto Show. Designed to go toe-to-toe with Japanese offerings, the new 318i uses the 16 valve, 1.8 liter four of the 318is. While the 318is is a two door with sporting suspension, the 318i is offered only with four doors. The 318i is priced at \$19,900 and standard equipment includes five-speed, airbag and ABS. (*Autoweek*)

BMW engine genius Paul Rosche is busy at the new engineering and research center working on a new V12 using advanced materials technology. The engine is made of a fiber-reinforced metal matrix. (*BMW CCA Roundel*)

The Z1 buying frenzy is over in Germany. It is now possible to buy a Z1 from a dealer for list price. (*BMW CCA Roundel*)

BMW has imported the first of an anticipated 300 1991 M5s into the United States, the cars reaching California earlier this month (April). Dealer Cunningham BMW of San Diego will enter an M5 in the One Lap of America Rally. The new M5 is powered by a BMW Motorsports 3.6 liter, 24 valve inline six delivering 310 horsepower in U.S. trim. (*Autoweek*)

Karl H. Gerlinger, president of BMW North America, didn't flatly rule out an M8 version of the 850i, but said he doesn't foresee it soon. "We haven't even introduced the 850i here yet," he said, but added, "We have BMW Motorsport (creators of the M-Series) and these guys are looking at everything." (*Autoweek*)

Sources in Germany insist that Mercedes-Benz's upcoming all-new flagship, the V-12-powered 600SEL (to go on sale in mid-1991) is likely to carry a U.S. price that exceeds \$100,000. Of course, the biggest of all Benzes - identified by a grille similar to that on the recently released SL - is fitted not only with a cellular phone but also with an in-car computer and facsimile machine. The 5000-pound car's wheelbase, now a whopping 125 inches, surpasses that of a Rolls-Royce Silver Spirit II. (*Car & Driver*)

THE C.I.A. IS LOOKING FOR YOU!!

Custom Installed Accessories

- lights • gauges
- cruise controls
- aerodynamic aids
- computers OR

ANYTHING ELSE! ... installed above and beyond factory specifications.

Dave ★ (206) 823-4758



Picky, Picky

Dear Those of the Faith,

I thought I would write and let all the members who own six cyl. BMW's know why they were down on power. They should disregard the firing order for the six which appears on the cover of the *Zündfolge* mag. To my knowledge the firing order is still 1-5-3-6-2-4, not 1-5-3-6-4-2.

Send your thanks and certified checks.

Sincerely amused,
Steven M. Worthington

(Editors Note: About five years ago we went to the current magazine format. At the time, Jim Peacock designed the graphics for the magazine we use to this day. Since Zündfolge is German for firing order, we included the firing order for the small four and large six cylinder engines. Then Editor Denny Organ called Byron Sanborn to get the orders. Byron, off the top of his head, transposed two digits. Several years ago, Chuck Christensen pointed this error out to us. We never changed our graphics thinking no one else would ever notice. They didn't, until now. Mr. Worthington gets full marks for accuracy.)

Road & Track 3-Series Owners' Survey

Since 1975, *Road & Track* magazine has conducted surveys of owners of various types of cars. The minimum response is usually 100 owners, so the surveys give a good indication of a car's strong and weak points. Survey results can also be compared with those for other cars to indicate a relative level of satisfaction.

The most recent *R&T* owners' survey appeared in the May issue and covered the BMW 325 and M3. The first 325 appeared in 1984. The M3 and 325iX appeared in 1988. The convertible was introduced in '87.

Despite high prices, the owners gave BMW dealers the highest response ever received in one of the surveys. Nearly three-quarters rated their dealers as good or excellent. The previous best was 67% for Mazda and Toyota dealers. The total number of respondents was 541. All had bought their cars new and put at least 10,000 miles on them. Typical mileage was over 31,000.

Over 25% of the owners had owned another BMW previously. When asked why they bought the car and then the best attributes once they had owned it awhile, the same five items were listed

most frequently: engineering, handling, performance/acceleration, workmanship and reliability/durability. Evidently, their expectations were fulfilled.

The worst attributes of ownership were: insurance costs, interior room, value and cost of dealer service. Note that only interior room actually applies to the car. The other three were economic issues. It is interesting that most owners thought their dealers were "good or excellent" but that the cost of the service was too high. The well known tendency of the 3-Series to handle poorly in the wet and worse in the snow was mentioned by several.

Few of the owners had automatic transmissions, but those who did had trouble with them. Another traditional weak area, air conditioners, continues.

When asked if they would buy another BMW, 83% said yes, 10% higher than the average for these surveys. But when the M3 owners were taken out, a remarkable 94% said they would buy another. Are M3 owners dissatisfied or just fickle? Also, many who would not buy another indicated that price was the reason.

Good show, BMW!

**BMWACA
Puget Sound Region**

**Board of Directors
1990**

President Tom Williams
P.O. Box 99428
Seattle, WA 98199
hm 283-1056

Vice President Al Lancaster
hm 661-9050

Treasurer Bill Muse
12437 N.E. 146th Pl.
Kirkland, WA 98034
hm 488-6873

Track Events Paul Touby
3517 S. 8th
Tacoma, WA 98405
hm 752-7549

Technical Greg Mierz
6010 Calif. Ave. S.W.
Seattle, WA 98199
hm 935-2844

Zündfolge Editors Lucetta and David
Lightfoot
2641 - 39th Ave. West
Seattle, WA 98199
hm 282-2641

Past President William Linder
14618 21st Ave. S.W.
Seattle, WA 98188
hm 246-5292

Secretary Joan Rodgers
22526 241st Ave. S.E.
Maple Valley, WA 98038
hm 432-2336

Membership Mary Lee and
Michael Helton
4700 Somerset Ave. S.E.
Bellevue, WA 98006
hm 643-4729

Roster Manager Tom Cox
11682 Holmes Pt. Dr.
Kirkland, WA 98034
hm 823-5048

Please limit phone calls to these volunteers between the hours of 9 a.m. and 9 p.m.



PUGET SOUND TIRE & SERVICE

Bridgestone Yokohama

	RE71	A708R
195/60HR15	95.85	96.73
205/60HR15	100.51	104.87
215/60HR15	108.04	112.59
215/60VR15	135.96	
195/50VR15	125.55	127.35
205/50VR15	149.07	150.04
225/50VR15	164.75	168.82
245/50VR15	190.19	
205/55VR16	176.22	183.55
225/50VR16	185.10	187.56
245/45VR16	197.78	200.45
245/50VR16	199.44	186.68
255/50VR16	207.56	196.02

**More Than Your
Basic Tire Store—
We Specialize
in Service
HUNTER
COMPUTERIZED
WHEEL
ALIGNING**

GUARANTEED THE MOST KNOWLEDGEABLE HIGH PERFORMANCE STAFF
FOR TIRES & WHEELS IN THE SEATTLE AREA—NW AUTHORIZED
DISTRIBUTION & INSTALLATION OF WELTMEISTER PRODUCTS

**PUGET SOUND TIRE • 11011 PACIFIC HIGHWAY SOUTH • SEATTLE, WASHINGTON 98116
(206) 763-1273 or 763-2819 • CALL JOE STUBBLEFIELD PERSONALLY**

Classified Marketplace

For Sale: 4 BMW late 3-Series alloy wheels. Call with offer. Greg 872-0085.

For Sale: '79 320i Calloway intercooled turbo system, 4-wheel disc brakes, Bilstein sport suspension, Epsilon 3 piece wheels with 205 50VR-15 RE71Rs. Five speed transmission, Recaro seats, plus much more. Faster than an M3 at SIR. 41,000 miles and in concours condition. \$8500. Paul Touby evenings 752-7549.

Parting Out: '71 2500 and '72 Bavaria -lots of good stuff. If you want to keep your BMWs honest, buy this '71 Challenger. Call John, 821-4531 eves and weekends.

For Sale: From 320i: distributor and Allison XR700 breakerless ignition conversion kit, \$45/ea or \$80 for the pair. 783-8046.

Wanted: Would like to borrow your shop manual for '79 528i. Mine is missing many pages. Promise to return yours promptly and to not lose any pages. Will pay all postage. Steve Hewett day 1-648-2201, ext. 223 eves (collect ok) 1-533-0913.

For Sale: 4 BMW late 3-Series alloy wheels. Call w/offer. Greg 872-0085.

320i Stuff: Rear disk brakes, \$600/set, vented front brakes/strut \$250/set. Diff's 4:10 & 3:64 \$350 exch.

2002 Stuff: Dual 45 DCOE/Manif/-Link/Filt \$500, sport Bilsteins, motors, trans, diff's etc. (16 year collection, try me) fi/glass fenders, \$120 ea.

Bavaria Stuff: 4 barrel manifolds (fits Holley) \$240, Holley \$180, motor 5 speeds (!) diff's, interiors, etc. etc.

2000 c/cs. 1804/2004 Stuff: Eurolights, fenders, doors, trunklids, motors, 5-speed(!) interiors, etc. Bill Proud 824-8242 eves only.

Wanted: BMW Coupe-2800 CS, 3.0CS, or 3.0CSi. Through 1973. Must be a 4 speed, and have a sunroof. I'm not interested in a rust bucket but a car in need of some bodywork and/or paint is acceptable. I am a cash buyer. Contact Tom Carson at 14020 Glacier Highway, Juneau AK 99801. Phone 907-789-0034 (home), 907-586-4447 (work).

For Sale: 1972 European 2002 tii, strong engine, recently rebuilt 4spd. transmission, new clutch stack with M3 disc, full Euro instrumentation, factory sunroof with slipstream deflector, 325 leather steering wheel, dual 320i mirrors, QI lamps, alloy rims with two new and two good tires, AM/FM/Cass, good body and paint. \$6750. (503) 643-6377, Chris.

For Sale: 320i Brake calipers and rotors - Upgrade your 2002, \$125; 4 speed transmission from 320i (79), \$225; 2002 engine complete except bare head (does have cam, valve gear, etc.) \$300; Brake booster unit from 320i, \$25; Bushwacker (grass/weed trimmer plus brush cutter) includes 8" blade. New, never used. 1/2 price at \$95; Volvo 240 series factory trailer hitch, including ball, bolts to frame, fits 78-86, maybe others, \$90; Volvo oil filter (with above), free. Ted Rodgers, 432-2336, evenings.

For Sale: The infamous 320i Rotary Bimmer. Car featured in June 1988 *Zündfolge*. Rock solid pro conversion to 200 hp rotary engine. Includes: limited slip, Recaros, new clutch, new trans., PanaSport wheels w/Fulda 1/2000s, Bilstein shocks, Tokico sways, awesome tunes, built-in escort, alarm, fogs, front spoiler, sunroof. All records and receipts. Great car/great price. \$6000 Michael C. Pitton 362-2720 (eves.)

Wanted: 13x6 ATS or BBS (120 mm offset). The CHICAGO FLYER needs them for the 1990 racing season. Mike or MaryLee, 643-4729.

For Sale: 6 x 13" steel wheels, fit 2002's great for track or autocross use \$75 for all 4; 2-stock 2002 front struts \$35 each; Tii front brake hubs and rotors, a good start for bigger brakes for your 2002 \$80 for the pair. Lightened flywheel for early 6 bolt crank (2002) will throw in almost new 68 style pressure plate \$80 for both, \$40 for flywheel. Call Greg Mierz @ 935-2844 evening for more information or if interested.

Wanted: 3.2-liter 6-cyl crankshaft (3210 cc) for \$ or trade for balanced and polished 3-liter crankshaft with new front sprocket. Gary Hesse, day 878-6649, eve 872-0750.

U L T I M A T E
MOTOR
WORKS

BMW

PARTS
SERVICE

823-1212

Gordon Kortlever
BMW Specialist
Pete Jackson
Service Consultant

Ultimate Service for the
Ultimate Driving Machine
13635 N.E. 126th Place
Kirkland, WA 98034
Telephone (206) 823-1212

Official Secret Codes For The Uninformed

An interesting technical bulletin came across my hands, hands occasionally found tinkering with my 69 Vintage E10 with modified M10 engine backed with a Getrag model 245 transmission from an E21. Translated that means I play with a 2002ti 1969 model with a standard SOHC 2.0 litre engine with

an OD 5speed from an early series 320i. Maybe some day I'll win lots of money and buy my dream ride an E26 (M1) or maybe a S14 engine equipped E30 (M3) or the new E30 with the new M42 engine (318is). Old timers will remember the nicer versions we had of the 118 and 120 models in the club

(1800-2000's) or the 121s in the club (2000CS) or the wonderful E9 (2800CS-3.0CSi) or the T-Bird inspiring E24 (633s etc.)

Following is the official list of abbreviations BMW now uses for the cars and motors.

—Greg Mierz

Body Styles

114	=	2-door sedan
115	=	4-door sedan
116	=	4-door sedan
118	=	4-door sedan
120	=	4-door sedan
121	=	Coupe
E3	=	4-door large sedan
E9	=	Coupe (successor to 121)
E10	=	2-door sedan
E26	=	M1 (Motorsport Coupe)
E21	=	3 Series to model year '83 (successor to E10)
E30	=	3 series from model year '84 on (successor to E21)
E30/16	=	3 Series with all-wheel drive
E12	=	5 Series to model year '81
E28	=	5 Series from model year '82 on (successor to E12)
E34	=	5 Series from model year '89 on (successor to E28)
E24	=	6 Series to model year '89 (successor to E9)
E23	=	7 Series to model year '87
E32	=	7 Series from model year '88 on (successor to E23)
E32/2	=	7 Series, long wheelbase (L) version
E31	=	8 Series from model year '91 on (successor to E24)

Engines

M10	=	4-cylinder engine - 1.8/2.0l
M20	=	6-cylinder engine - 2.5/2.7l
M21	=	6-cylinder turbocharged diesel engine - 2.4L
M30	=	6-cylinder engine - 2.5/2.8/3.0/3.2 incl, turbo/3.4L
M42	=	New 4-cylinder, 16-valve engine - 1.8L
M70	=	12-cylinder, 5.0-litre engine
S14	=	4-cylinder engine - 2.3L, 16 valves
S38	=	6-cylinder engine - 3.5/3.6L, 24 valves (with large bucket tappet diameter)
M88	=	6-cylinder engine - 3.5L, 24 valves
M88/3	=	6-cylinder engine - 3.5L, 24 valves

The following designations were used when the particular engines were in available models. Many of the specific designations have since been grouped together and are generalized in the designations above. No engine listed below is still available on any current model in this country.

M41	=	4-cylinder engine - 1.6L (carburetor)
M42	=	4-cylinder engine - 1.8L (carburetor)
M68	=	6-cylinder engine - 2.5 - 2.8L (carburetor)
M69	=	6-cylinder engine - 3.2L (fuel injection)
M86	=	6-cylinder engine - 2.8L (L-Jetronic fuel injection)
M90	=	3.5L engine
M92	=	4-cylinder engine - 1.8L (K-Jetronic fuel injection)
M102	=	6-cylinder engine - 3.2L (turbocharged)

Typical Models

1600, 2002
1500
1600
1800, 1800ti
2000, 2000ti
2000 C, 2000 CS
2500, 2800, 3.0Si, Bavaria
2800CS - 3.0 CSi
2002, 2002 tii

320i
318i, 325e, 325is
325iX
530i, 528i
528e, 524td, 525is, M5
525i, 535i, M5
633CSi, 635CSi, L6, M6
733i, 735i, L7
735i
735iL, 750iL
850i

Used in Typical Models

1800, 2002, 320i, 318i (E30)
325, 325e, 325is, 528e
524td
2500, 2800CS; 533, 535i; 630, 633,
635CSi; 733, 735i
318is, 1991 model yr.
750iL; 850i
M3
M5 (E28), M6, M5 (E34)
M1
M635CSi, Euro.

1600
1800
2500, Bavaria, 2800CS
633CSi, 733i
528i
635CSi, 535is
320i (E21)
745i



CAMPBELL/NELSON

Auto-Wrecking

Everything for the BMW
Also Porsche, Audi, Volkswagen
Large selection of rebuildables
Monday-Friday 8:30-5
Saturday 9-1

205th & Aurora
P.O. Box 220
Edmonds, WA 98020
(206) 778-1131



Tires PLUS Discounters of HIGH PERFORMANCE TIRES & WHEELS

PRICE:

Low Discount Prices.

SELECTION:

Over **4,000**
tires in stock — Pirelli,
Goodyear, Yokohama,
Bridgestone, Michelin,
B.F. Goodrich, and Cooper.

SERVICE: Friendly, informed sales people;
FREE tire mounting using European Tire
Machines for Touchless Mag Wheel Mounting.
All wheels are hand torqued to manufacturer's
specs.



12540 N.E. 124th Street
Kirkland (Totem Lake)

821-9200

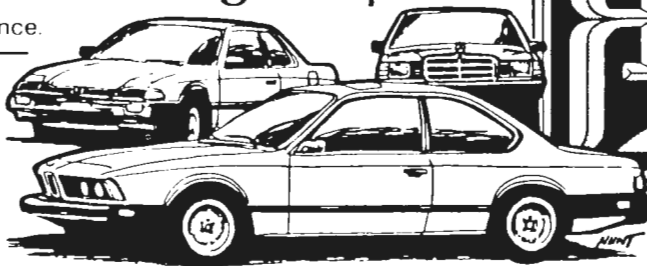
\$1,000 instant credit plan O.A.C. with no money down.

RNR Automotive Refinishing, Incorporated

Where Quality is the Difference.

NIKATOR
systems

Unibody/Frame Repair
LASER ACCURACY



Evans Industrial Park

DISCOUNTS AVAILABLE

IMPORT SPECIALISTS

COLOR MATCH GUARANTEE

Richard Scott

INSURANCE WORK

1508-128th Pl. N.E.
Bellevue, WA 98005

453-2898

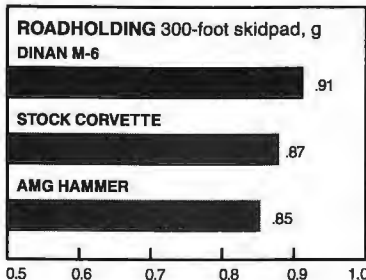
OWN THE BEST HANDLING BMW IN THE WORLD WITH A



DINAN SUSPENSION

Car & Driver on the Dinan M-6:

"The needle races past 60 mph. The on-ramp ahead curves tightly away, but your foot stays flat to the floor, the turbo-charged engine screaming with the hard-edged bass of a highly tuned six-cylinder in full cry. As the sign suggesting a ramp speed of 25 mph flashes past, you bend into the turn, and your passenger audibly pleads for divine protection. You feel the immense lateral loadings build as your speed rises, but the car clings to the road with no dramatics. As you merge onto the highway at more than 80 mph, you look over at the disbelieving face in the right seat. Welcome to the world of the Dinan Turbo BMW M-6."



Source: *Car & Driver*

Dinan can deliver this kind of performance because we have the most sophisticated BMW street suspensions in the world. Dinan has suspension and turbo systems for most BMW's.



DINAN ENGINEERING HEADQUARTERS

81 Pioneer Way
Mountain View, CA 94041
(415) 962-9417
FAX (415) 962-0133

DISTRIBUTORS

BAVARIAN IMPORTS
1505 Howell Mill Rd.
Atlanta, GA 30318
(404) 351-2002

LENY'S GARAGE LTD.
2431 St. Clair Ave. West
Toronto, Ontario, Canada
M6N1K9 (416) 769-6243

MIDWEST MOTORSPORT
3054 N. Lake Terrace
Glenview, IL 60025
(708) 998-9150

EUROPEAN PERFORMANCE
100 South Lincoln St.
Wilmington, DE 19805
(302) 575-0717

SUPERFORMANCE
1629 12th Street
Santa Monica, CA 90404
(213) 452-8072

Not legal for sale or use in California on pollution controlled vehicles.

BMW ACA
Puget Sound Region
P.O. Box 1259
Bellevue, WA 98009

SECOND CLASS
POSTAGE
PAID
Seattle, WA