

**BMW ACA
Puget Sound Region**

Zündfolge



April 1991

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Marcus**

**Victoria Tour
Reservation Time**

**Weird
M-formation**



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Cover: Linder BMWs racing in Germany. Note that the BMW Bank cars are leading the Microsoft car.

Inhalt

Vol. 21, No. 3
April 1991

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Stalls

Calendar 2

Stalls *by Thomas B. Nast* 4

More Clean Car Tips *by Marcus Schack* 6



M-formation *from the Editors* 8

Letter to the Editor 10

Classified Marketplace 11

Backfire *by Joshua Weinstein* 12

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.

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

Activities

Victoria Tour

The time is now to make plans for this year's Victoria Tour. The dates are May 31st, June 1st and 2nd, the weekend after Memorial Day. We'll be staying at the Olde England Inn in Esquimalt. You must make your reservation directly, so call now. Rates range from \$66 to \$116 per night. Call the Olde England Inn at 604-388-4353.

Victoria, on an island in the Pacific, is one of North America's most beautiful cities. The harbor front is dominated by the Empress Hotel and the Parliament Buildings; both grand. Victoria is a little bit of England transported to within four hours of Seattle. Victoria boasts excellent shopping and several good museums. There is plenty to do between meals.

Ah, the meals. We'll start Friday night at Gail Davidson's home for the Welcome Party. Finger foods, drink and good conversation are what to expect. Saturday you're on your own to explore Victoria as you like. If you get hungry, high tea at the Empress is always a good bet. Saturday night we have our traditional German feast at the Ratskeller Restaurant. Expect fabulous German food, schnapps of every variety and accordion music.

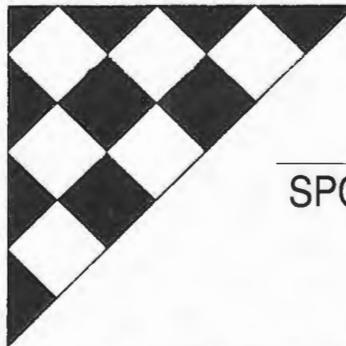
Sunday morning we may sleep in a little and then pack. Car clean up time on the beautiful grounds of the Olde England Inn will probably also be the order of the day. Once our appetites have been restored, we'll have brunch at the Olde England Inn's restaurant.

Then it's see more of Victoria or head back home. Travel to and from Vancouver Island is usually by the B.C. ferry that runs from Tswassen to Schwartz Bay. It's a beautiful one and a half hour trip. Ferries are also available from Vancouver and Port Angeles.

If you have any questions, call Gail Davidson at 604-652-1025. Also, Gail will need to include you in any meal reservations she makes, so call her if you plan to attend. Coordinator from the American side is Lucetta Lightfoot at 282-2641.

Calendar

- May 23** **General Meeting** tentatively scheduled for BMW Northwest in Tacoma. See the May magazine for details.
- May 31, June 1, 2** **Victoria Tour.** Make your reservations now for our 1991 installment of our best tour. Good company, great food, a beautiful city and friendly Canadian hosts. Info inside on this particulars of the tour.
- June 5** **Alfa Club Track Night** at SIR. Fee is \$55 in advance, \$70 the day of the event. Call Gary Parr at 1-472-4505 for more info.
- June 27** **General Meeting** at BMW Seattle. The friendly staff will host the club for the introduction of the new, third generation 3-series. This is a very important car for BMW and it should be interesting. Learn more about it.
- July 20** **Concours d'Elegance** at our traditional site the Chateau Ste. Michelle Winery in Woodinville. Start cleaning now, Marcus is coming back.
- October 19** **Driving School at SIR.** Drive your BMW the way it was meant to be driven without fear of police, drunk drivers or other road hazards. And have the time of your life.



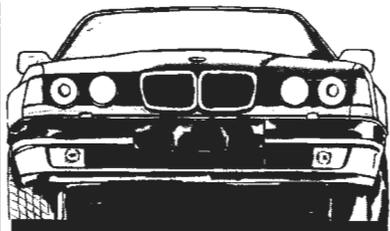
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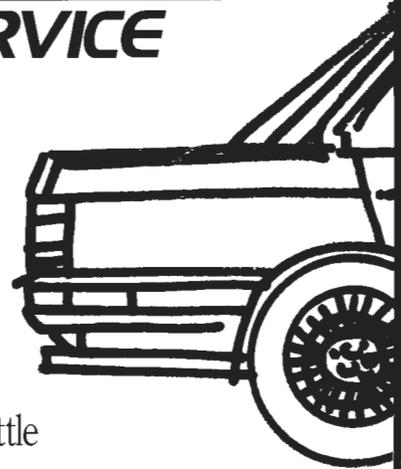
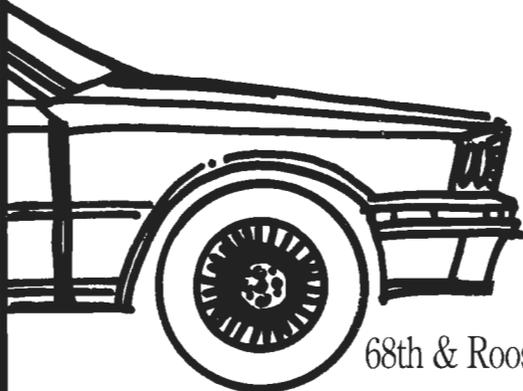
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Stalls

by Thomas B. Nast

The Order of the Lawn

Larry, my kid brother whose adventures with parking meters and Rabbit diesels I chronicle in this space from time to time, recently returned from an extended European stay. His report is hard to improve on, so I reproduce excerpts fairly intact.

"As you probably know I have two 'bagnoles' covered with astroturf (faux gazon). To start with there are many type of turf ranging in color, depth, texture and construction. The Paris model, a Ford Fiasco, has a deep dark green long hair with good sparkle. The Rabbit (now a Golf?) diesel is running strong on maybe its fourth life, living in the N.Y.C. area (thank God for flexible exhaust pipes). Stanley has short, light green sod which glitters but does not sparkle. Both were installed using contact cement (coat front and back, no clamping!) at a total cost of about \$200 each, entailing one sunny weekend's work.

"Pluses: The cars were instantly more beautiful, the carpet covering and smoothing the ugliest gaps, dents and blemishes. It is easy to clean and is waterproof. Don't worry about scratched and chipped paint anymore! The car draws attention, meaning it is easier to cut off other drivers and park in questionable neighborhoods. Free drinks and plenty of conversation. The police and the Douane love it.

"Minuses: Sometimes, especially in Queens, you don't want to talk or smile. Top speed of the longhaired Fiasco dropped ten clicks. They are not fireproof and are susceptible to desheeration should someone feel inclined. But after seven months in Paris, we have only had one small cigarette burn. Other drivers tend to trail in the adjoining lanes, often requiring drastic and immediate lessons in highway etiquette.

"Responses: Most common are gasps, screams and other gases emitted by surprised people. They then smile, point and show it to the closest



person near them. Save the painted wheels and picket fence radiator grille on Stanley, the cars are unadorned, prompting suggestions on how to further embellish: #1 golfballs, #2 flowers, followed by mini-golf courses, cows, flamingos, insects and hashmarks. This is common everywhere, as are questions about maintenance and jokes about mowing. Responses differ when the car is parked, at a stoplight or

driving. While moving, smiles and thumbs up, especially in Europe. The Germans and Scandinavians are the most excuberant. Stoplights are where you get the most comments. These are considerably different in the two continents. In France, 'Bien fait' is most common apart from 'C'est la moquette?'. The French often question my origin, knowing that a Frenchman is unlikely to go to such extremes.

"In the U.S., 'Who did it?', 'What is it?' and 'How did you do it?' and how much it costs are extremely common inquiries. People often think that it is advertising or I'm in Greenpeace.

"So far my favorite comments have been: 'Herb!' (from a Rasta); 'Money!' (by a messenger with gold chains); 'Kermit!', 'Lawnboy' and 'Bercy' (the latter is a Parisian sports complex sided with sod; 'Quel Horror!' (by a Grande Dame) and 'Chia Car'. A little boy came up to me in Brooklyn with a look of disgust and informed me that my car was really wierd; he will no doubt be on the NEA. Cops like them best, followed by professional drivers (vans, buses, trucks and limos)."

Needless to say, I don't let Larry anywhere *near* my cars, though if I still had Thumper, my '75 rabbit, a commission would be tempting. Teresa, who confuses her Volvo with a cafeteria, grows various substances of an





organic nature on the carpets and seats – no substitute for recovering, I tell her – but Larry’s solution has a much better bouquet. Too bad he doesn’t still have his convertible. He could rename it “Turf’s up.”

Amendment 03-02-91

Maybe they do listen back in Munich! BMW is reintroducing a stripped (“non-accessorized”) R100 motorcycle, in “classic” black, for about \$7,000. (“Classic” black has metamorphosized in meaning to “metallic” black, and it has silver pin stripes instead of white. So while they listen, they are a bit hearing impaired.) This is precisely something I have advocated on these pages a few times, or more, although they missed my (and, I understand, their own) price point by about \$1K. With fungible parts selling for outrageous prices (like over \$400 for a seat or a pair of mufflers), there is economic reason in a \$6,000 bike, much less at \$7,000. BMWNA is bringing in 175 of these bikes; drop the price \$800, and they could sell four times that number.

In the future, look for BMW cycles with catalytic converters in the next year or so!; a new twin in about two years (no decision yet on whether it will be oil, water or air cooled), and BMW car recycling plants.

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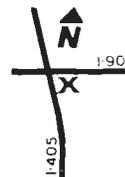
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More Clean Car Tips

by Marcus Schack

Now that you have your supplies, let's get to the task at hand. Like any other large task it is best if you break it down into smaller, more manageable chunks. In the case of cleaning a car, we will deal with the following areas:

- Tools and Supplies (done . . . Main issue)
- Exterior
- Interior
- Engine Compartment
- General Ramblings (hints, tips, etc. . . . Next Month)

Exterior

This area includes anything you can see on the outside of your car. Paint, glass, chrome and rubber parts. To start with, a good car wash is in order. I use the HD-Clear from Zymol, which is so good that it even removes lead and copper concentrate. The washing of the car is very important! Never wash the car in direct sunlight! Preferably only when it is in the shade. I will sometimes wait until the evening when it is still warm out but no sunlight hitting the car. The car should also be cool to the touch. When you wash the car, remember one thing.

USE LOTS OF WATER!

Before you start the wash, hose down the entire car making sure it is totally wet. You do not want to drag your wash glove over dry paint which is covered with dust. Once the car has been hosed down, start the wash at the top. Do the roof first, the whole roof, use lots of soap AND do not grind your wash mitten into the paint. Hose off the roof, again using LOTS OF WATER! You do not want to leave any soap residue behind. Next, the windows, front, sides and rear. Lots of soapy water, making sure you get into all of the little cracks between the windows and the rubbers. Now, more rinsing starting on the roof and then the windows. The hood and trunk lid are next. Same procedure as the roof. Again, rinse with plenty of water, again starting the rinse cycle on the roof. Now the sides. This is where I

change the procedure a bit. I use my good wash mitten for anything on the sides down to the top of the wheel arches. After that, I use an older wash mitten to work around the wheel wells and below the door strips. This is usually a dirtier area and I do not want to contaminate my good wash mitten which I use for the roof, hood and trunk lid. Rinsing procedure is the same. Start on the roof and work your way down. Last but not least you have the grill and tail area. Use your old wash mitten in these areas since they will be the dirtiest. Make sure the area is wet before you lather it so as not to scratch the paint. And again . . . rinse . . . rinse . . . rinse! You must make sure that there is no soap left on the car. The best way to tell is to watch the water spilling from the car. If there are soap bubbles in the water running off your car then you are not done!

The next step is to cleanse the paint and remove any minute scratches. I accomplish this with Zymol's HD-Cleanse. Before I continue I should mention that none of the Zymol products contain any abrasives. How HD-Cleanse does this I am not sure of, but I do know it works and contains only natural ingredients. This product is applied on your car with a soft cloth and you work in areas no bigger than 2 feet square at a time. You apply the HD-Cleanse with a soft cloth and buff it out with another dry cloth. This is the only step that requires real elbow grease because you polish away until the HD-Cleanse is worked into the paint and it starts to squeak when you rub. You do the whole car, top to bottom, front to back. Secret here is to do it early in the day when you are still fresh. It is time consuming but you will start to see your paint start to show a deep lustre and become very, very smooth.

Now that you have cleaned the paint it is time to protect it with an all-natural wax. Zymol's Carbon is made for dark coloured cars. There are a

couple of things to remember.

- only wax a 2 square foot section at a time
- use only old tee-shirts, flannel 'rags' or old cloth baby diapers
- NEVER let the wax dry on the paint

The actual waxing process takes me about 30 minutes and the wax is applied in the 2 square-foot section, count to 5 and then polished off with a clean cloth. It does not matter if you get in on the rubbers, it is actually quite good for that since it leaves a nice black finish on them. Just remember, do a small section at a time and do not let the wax dry on the paint.

Ok, so the paint has been done. Now we will use the Eagle-One Concours Tire Dressing to clean and protect anything that is made of rubber on the car. This includes tires, side bumpers, door bumper strips, window strips, black grill work, rear-view mirror housings and mud flaps. Basically the rule is this. If its made of rubber clean it with this Eagle-One product. Normally I apply it quite liberally and then use another cloth to polish it off. Areas such as tires, mud flaps and grill work are cleaned with a cloth soaked in this product and then left to dry, with a finishing polish applied later on.

Wheels are cleaned using the HD-Clear and water solution and a wheel brush. Different wheels present different problems but if you take your time you can clean them perfectly. The best way is to remove them from the car and clean the back, front and between the spokes while the wheel is on the ground. One note of caution! Be careful to use only a product recommended for your type of wheels. Be especially careful when cleaning anodized and aluminum wheels, making sure that you do not use anything that is corrosive. I prefer to use a solution of water and HD-Clear since it works the best and does not damage the wheels.

Windows, those hard to clean areas which at times never get clean and

smudge free. I thought the same until I tried the Eagle-One Window Polish. This product can be used both inside and out and is easy to apply. Wipe it on, then polish it off. Nothing could be simpler. Remember to roll your windows down a bit so you can clean right to the edge and make sure you get into all of the corners.

Well we're almost finished with the exterior, all we have left to do now are the door frames and door post areas. I don't like this job at all and will only do it first thing when I start my cleaning process. It is a very time consuming process and very difficult to clean since you have to be a contortionist to get into all of the nooks and crannies. Personally I like using a fairly stiff round paint brush dipped into a solution of water and HD-Clear and then literally painting the door hinges with the soapy solution. Rinsing is very important here, you must be sure to get all of the soap out of these areas without wetting down the inside of your car. Once clean, HD-Cleanse and wax it just like the rest of the car.

Interior
The interior is really quite easy to clean, the most important thing to remember here is that everything that you can see must be wiped clean. Lexol for the leather seats seems to work great for cleaning and nourishing the leather. I prefer to put Lexol on my leather after the car has been sitting in the sun for a while and the seats are warm to touch. This seems to help the leather soak in the Lexol.

Carpeting is best cleaned by removing the front seats and using a portable steam cleaner with the small carpet attachment. This is the same steam cleaner you rent to do the carpets in your house. Remember that you want to clean your carpets not load them up with soap. I use relatively little soap but very hot water on the first pass and then only hot water on the final pass. Once they have been cleaned use a large bristle brush to brush the carpets

so the nap goes all the same way. You will be surprised how much dirt comes out using just plain old hot water.

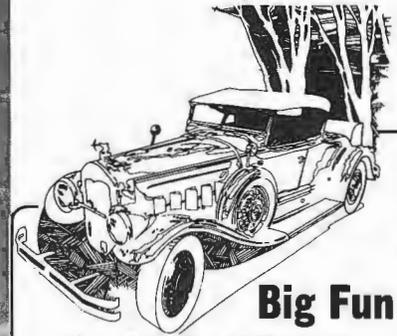
The dash is the easiest thing to clean in the interior of the car. Just remember that if you can see it, clean it! Various products work in the vinyl but I prefer Meguiars #27. Some of those jobs that if done right can take hours and only you can judge how much detailing is enough. I also use the Meguiars to clean the roof lines, door panels and door handles.

The trunk is handled the same way as the interior. Use the steam cleaner to clean any of your trunk mats and then brush them with the large bristle brush. Then wipe down the rest of the trunk with the HD-Clear and water. Do not forget to remove the spare tire and clean the spare tire well and also clean the spare tire and wheel. And while you are at it do not forget the car jack and tool kit if you have one. If you have some surface rust on your tool kit, try using superfine steel wool to remove the rust. This also works on any of your chrome on the car.

Engine Compartment

Now this is an area where you could spend months and still not get everything totally clean and shiny. Just as in the rest of the car the same rule applies. If you can see it, clean it! This is not as easy as it sounds. There are many places in the engine compartment where you can see dirt but not get at it. For cleaning I use a solution of water and Simple Green. This has proven quite effective in cleaning the 'gungies' from the engine. But you must hand wash it! Just spraying it on and hosing it off does not work. This is where you use the toothbrushes, make-up applicators and wheel spoke brushes. You can make the job much easier by removing things such as the washer fluid tanks, cruise control boxes and fuse boxes. Basically, anything that can be easily removed should be taken out to make cleaning easier.

After cleaning the engine compart-



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ment, use the tire dressing to wipe down the hoses and anything that is made of rubber. When you do this, be sure to clean all of the rubber since dirty rubber will really stand out. Use the same rag soaked in tire dressing that you used before, as long as it is not too dirty. More than one application is usually required to give it that deep black lustre. If you have a fan shroud, remove it before you try to clean it. This will make it a lot easier to clean and also save your knuckles a few abrasions.

This has been a very general description of what is involved in preparing a car. There have been some areas I have not covered yet because I feel that most people would not be as fanatic as I am. So for those who want more, stay tuned for the next issue where I will provide a little more insight into cleaning a car to a 'fanatics' level. Continued next month . . . General Ramblings (Hints, Tips, etc. . .)

Of Turgut Ozal, President of Turkey, a *Los Angeles Times* writer wrote: "Since 1983, first as prime minister and then as president, he has overseen epochal modernization at the same break-neck speed with which he likes to drive the presidential BMW, his wife feeding the Turkish equivalent of country-western music into the cassette deck."

Seven of ten U.S. car owners do not allow smoking in their vehicle, with European car owners the most strict, reports J.D. Power and Associates. Eighty-four percent of BMW owners don't allow smoking. (*Automobile*)

BMW successfully sued the managing editor of Germany's second largest general interest magazine, *Bunte*, for paying for inside information. The celebrity magazine had published a photo of the coupe successor to the Z1. Two BMW employees were fired. (*Automobile*)

Washington recently came close to losing some \$6 million in federal road improvement money. According to the state Department of Transportation as quoted in the *Tacoma News Tribune*, some 48.6% of all drivers exceeded the 55 mph limit on urban interstates; if more than 50% exceed the limit, the state could lose the funds. Similar compliance with 65 (rural interstates) is not required. (*Ed. note: who's kidding whom? Only the terminally innocent would believe that only 48% of drivers exceed the 55. It wouldn't be that the people doing the measuring (State DOT) have a vested interest in keeping the compliance rate high so as to keep the federal largess flowing, now would it?*) (*Tacoma News Tribune*)

formation

...from the editors

We've heard of unusual dealership deals, but it could be tough to top Erhard BMW, which shares its building with a Chinese restaurant. Seems the dealer likes his new location in one of Detroit's ritzy suburbs, except the building already was occupied by the restaurant, which doesn't have to move until later this year. (*Autoweek*)

In a video promoting the safety of BMW cars, a 5-series is shown test-crashing into a new 3-series, with the appropriate flying glass and flailing dummies, as engineers expected. But then, mysteriously, the 3-series drives around in a circle on its own and smacks into the 5. BMW senior engineer Josef Hagel explains that the 3 had been idling and the crash knocked the shifter into gear, which is why it moved forward. As the film rolled, Hagel explained why it aimed where it did, "Look what the 3-series does now - it takes revenge." (*Autoweek*)

The station wagon will disappear from the 3-Series program next summer and be replaced by a larger 5-Series wagon. (*Road & Track*)

An arsonist in Bolonga, Italy has set fire to 352 old cars over the last year. Next to each burned out hulk is left a gold card reading, "I shall clear the roads of the working classes' cheap and disgusting vehicles." (*Roundel*)

Highly placed sources at BMW and Mercedes-Benz admit they are actively considering joining forces to create small cars that would slot below today's entry level models.

Porsche, too, may play a role in such an all-German answer to the segment now dominated by the Japanese. That company has already done preliminary consulting work for a small BMW, a so-called 2-Series with a base engine of 1.4 liters. Porsche is frequently employed by Mercedes, as well. (*Automobile*)

BMW is set to unveil its new 5-Series Touring (station wagon) at September's Frankfurt Auto Show. Expect a 5-Series coupe within two years. (*Roundel*)



Although the 3-series station wagon is selling well in Europe, BMW feels it is too small to compete with the Mercedes wagon. Munich is readying a 5-series Touring to be introduced in Europe next fall. No word on whether the car will be available in North America. (*Autoweek*)

A mildly restyled 7-Series will be introduced to compete with the new S-Class Mercedes. The Mercedes will be out this Spring, the new 7 later. The 750 will have a redesigned nose, rectangular headlights and a flared kidney grill. The idea is to make the 750iL look sporty when compared to the V-12 powered 600 SEL. Two V-8 models will be introduced, the 730i (three liter, 230 hp) and 740i (four liter, 265 hp). (*Roundel*)

Curtis McDade, a truck driver, now has a slightly smaller vehicle for his home use, a new BMW. McDade purchased one \$5 raffle ticket sold through the Juvenile Diabetes Association and won the car. (*The Seattle Times*)

Premier BMW tuner, Alpina, has released its version of the 5-Series. The Alpina B10 Biturbo produces 360 horsepower and 382 lb-ft of torque. This is sufficient to push the car from 0-60 mph in 5.6 seconds and to a top speed of 180 mph. Price in Germany is about \$110,000. (*Exotic Cars Quarterly*)

BMW recently opened a new body assembly plant in Wackersdorf, northeast of Munich. The new facility produces cabriolet body shells which are then shipped to the Regensburg factory. Wackersdorf is also the site of BMW's pilot auto recycling plant. (*Roundel*)

BMW has two secret 5-Series coupes that are already cruising public thoroughfares (in Germany). One is simply a two door version of the current 5-Series sedan, but with aero-style flush headlights. The other has all new sheetmetal with styling resembling the 850i in many ways. Another 5-Series variation is almost production ready. It's a station wagon. (*Car & Driver*)



The new BMW 7-series.

Big, Bad BMWs

Although BMW would appear to be focusing its attention on the lower end of its product line – note the 2-series study, the brand new 3-series, and the lower-priced 5-series – its engineers and product planners are in fact hard at work on their high performers and luxury cruisers as well.

Engines first: In March 1992, BMW will launch two new eight-cylinder engines that will supersede the 3.0- and 3.5-liter sixes. The 3.0-liter V-8 should develop 255 bhp, and the 4.0-liter version should turn at least 265 bhp. Meanwhile, the V-12's displacement will remain at 5.0 liters, but its output may climb slightly as a result of modifications like adjustable camshafts and dual-ram intake manifolds.

By mid-1992, all 7-series models will be available with five-speed automatics; waiting in the wings is a 192-bhp 725i, which is being referred to by insiders as the Gulf Crisis Special.

The current plan calls for sales of the 8-series convertible to begin in the spring of 1992, but the exact introduction date depends above all on the sales performance of the coupe, which isn't doing nearly as well as the Mercedes-Benz SLs in Europe. Six months after the convertible bows, a more affordable version, powered by the 3.0-liter V-8, will be introduced.

The BMW Motorsport division is taking the 8-series in exactly the opposite direction: toward more power. Its M8 will feature an uprated chassis,

wider seventeen-inch BBS wheels (soon to be made of carbon fiber and to weigh less than five pounds apiece), and a lower, as well as stiffer, suspension. It will also benefit from the four-wheel steering that will be offered this fall on the 850i. The M8 reportedly will be powered by a 5.7-liter V-12 with five valves per cylinder. The engine has already been bench-tested at 500 bhp; a 400-bhp, 48-valve 5.4-liter unit is a possible alternative.

The M5 also is in for a performance treatment when it arrives in the 1992 model year. It is expected to be equipped with an even more muscular engine – a big-bore 3.9-liter, 24-valve six capable of 350 bhp. A new electronic throttle will allow it to be mated to BMW's sophisticated traction control system. Also in the cards are wider wheels, computerized shock absorbers, and alloy sheetmetal that could virtually halve the weight of the body.

The next 7-series is scheduled to hit the road in August 1993. The new model will be wider and longer than the current one, and the long-wheelbase version will offer substantially more head and leg room for back-seat passengers. Under the skin, we will find a more comfort-oriented front suspension complemented by the integral rear suspension of the 8-series. Options will include four-wheel steering, traction control, ride-height adjustment, a radar-based bad-weather driving aid, and a navigation system. –*Automobile*

Letter to Editor and All Club Members,

As Bill Muse, our new club President starts his term I feel that it is the perfect opportunity for credit to be given to Tom Williams, our outgoing President.

I have been involved with the Club for approximately 12 years and have seen quite a few changes. Changes are inevitable and mostly welcome . . . new faces bring new ideas and enthusiasm. This club is so unlike any I have ever been involved with. It has a very deep rooted "personal" nature with the people making it very special.

Tom Williams has worked especially hard over these last few years and I truly believe he deserves our heartfelt thanks for a job well done. As somewhat of an outside observer (due to the fact that I live in Canada) I feel that

this club might have been in very serious jeopardy of breaking apart if it hadn't been for the diligent work of Tom and his wife Trish. Although Trish's name is not on the "directors list", being the wife of the club president automatically means active involvement. In most cases I think that can be said of most of our past presidents - their wives have been extremely active members.

Through the club I have come to know Tom and Trish on a personal level. I have observed some of the obstacles that they have had to overcome in order to see the responsibilities of a board position fulfilled. This club has been run for quite some time now by a select few because there is a definite lack of people willing to invest some of their time to assist with club activities. And then there are the "complainers" within our midst. There have been a lot of "comments" made over the past few years by old and new members alike. I say "How dare you?" You have the right to be vocal only if you have the courage to get involved yourself.

We have seen a lot of changes in this club and most, I truly believe, are for the better. We need to stand behind those people who have given so much for so long and kept the club together. Without them we would have lost not only the club but the respect of a lot of wonderful people.

I believe that I can say this not only on behalf of myself, but also on behalf of two other out-of-towners, Marcus and Lois Schack: Tom, we thank you for everything you have done. You have put in so many hours, so much effort and we want you to know that it is appreciated. We want you to be able to leave your position as President proud and satisfied that you gave your all. It hasn't gone unnoticed.

To Bill Muse, I say "Welcome". I have, as did Andy, wished that we lived closer so that we could have become

more involved. I hope that there will be others that will be there to help you and to see the Club into another year of good times, good events and good friends.

To the Board of Directors for the past years we say Thanks as well.

Now let's not just sit back and watch these people work for *our* club . . . LET'S HELP!

-Gail Davidson



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For Sale: 320i brake calipers and rotors - upgrade your 2002 - \$125; 4 speed trans from 320i ('79) - \$225; brake booster unit from 320i - \$25; 2002 engine parts, everything except bare head - call; Recaro adapters for VW Rabbit, Golf or Jetta - fit 8/78 - 88 - steal at \$60; Recaro adapters for Volvo, no instructions, but if you can make them work they're yours for \$25; Cibie 95 fog lights (4" x 7") with 2 covers - \$50. Ted Rodgers 432-2336 evenings.

For Sale: Four BFG Comp/TA tires, 205/55VR -/6 with 15K miles plus one drivers' school-free. For 5-series: OEM foglights in fair conditon - \$20; foglight guards - \$15; sunroof wind deflector - \$20. For four lug wheels: one set of new lug nuts, black - \$15. Bruce Romero 631-6780.

For Sale: Hypertech power chip for '85 - '88 5, 6 or 7-series. Improved performance with simple plug-in installation. First \$100 takes it. Shocks, struts and springs from my 5-series E28, less than 14,000 miles on them. \$25 Curt 363-9200 wk, 283-3754 hm.

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For Sale: Lots of 2002 parts: engines, trans, misc. interior and body parts. One tii engine, one 3.0 liter engine and misc. 6-cylinder parts. Ron Ager 734-4755.

For Sale: 1980 320i, Cashmere (Gold), Dependable car with all servicing performed at Strictly BMW. Lots of extra equipment. Great body and paint, no rust. Asking \$5000, please call for details. Lance Richert 747-8915 (home), 232-1700 (work).

For Sale: 1972 2002 Touring Blue with dark grey interior. Very rare hatch-back 2002. Very strong engine with dual Webers, aftermarket suspension, sunroof, 318 wheels, Fittipaldi wheel, body solid. \$6,500. David or Lucetta: 206-282-2641

HELP! Just purchased a 1977 630CSi. Need Shop Service Manuals and an Owner's Manual. I'll purchase or xerox. Any other info/advice about the car would also be appreciated. Call Lee 746-1493 (hm) or 393-1693 (wk).

For Sale: Mazda RX-7. 1989 model only GTUS. Red/black, turbo wheels/suspension, sport seats, A/C, sunroof, alarm, 5 speed, extended warranty, 14,000 miles. \$15,000. Bill or Chris, 439-8523 (eves).

BMWACA Puget Sound Region

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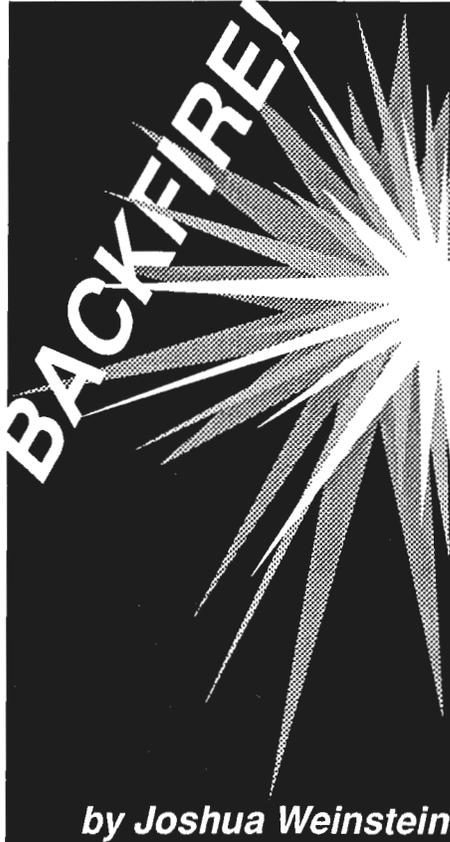
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It's happened to most of us, if not all, at one time or another. At a party, at work, or maybe just at a gas station. But sooner or later someone comes to the conclusion that you're either a "yuppie" or rich because you drive a BMW. The way they look at you changes. It even happened to me when I owned a ratty looking tii and happens more now that I own a BMW designed in this half century. (Tii owners save your hate mail, I loved that car. I would still own it if it had a ventilation system and you could hear the radio over the wind noise while at speed.)

What I find interesting about this phenomenon is that it is not true of BMW per se, only of BMW in the United States (or North America). My wife and I took our (3 year belated) honeymoon to the British Isles this summer and, being a car nut, I noticed little other than the vehicles on the street. They have BMWs of all shapes, size and engine size there. We all knew that. But what did not occur to me before actually seeing hundreds of 316s and 518s buzzing around town was what those cars mean to the consumer and, more importantly, to the image of the car maker.

In England a 5-series is a damn big car, and a 535i or even 530i (a variety of new 5-series available there) is very rare. This is because their roads are much much smaller and gas is extremely expensive; therefore, people do not want big cars with big motors. Those cars are status symbols. However, a 316 or 518 is a Buick. Ok, a very good Buick, but you get the point. They're everywhere. My completely unscientific survey reveals that about 8 or 9 out of 10 BMWs in England are of the four cylinder variety (and not those nifty 2.3 liter 16 valved buzz bombs). 6 and 7 series are almost never seen. In Ireland I saw 2 six cylindered 3 series (one was a very sorry E-21 323i), however, between 50 to 100 316s and 318s crossed my path. Those are pretty pedestrian vehicles compared to our M-cars, 535i's and "bottom of the



by Joshua Weinstein

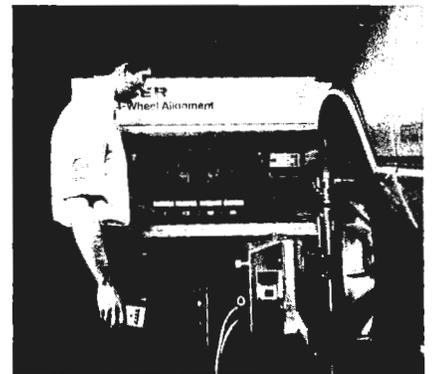
line/entry level" 318is. The end result is that one who owns a BMW isn't necessarily rich or a yuppie. Their car isn't a statement.

The reason our cars are statements and BMWs in Europe are not, of course, is that BMW NA believes that it will reap a larger profit if they keep BMWs "exclusive" here. Typical of this situation is the new entry level "stripper" 318is. As you probably read in these pages months ago, the new 318is comes standard with sport seats, alloy wheels, electric windows and door locks, an expensive stereo and many more luxury items, but a mushie suspension (excuse me, BMW NA, a detuned, US spec suspension). In his review of the car our editor asked rhetorically whether we'd order these items on our new 318is anyway; of course we would he concluded. The problem BMW NA has, I think, is that this entry level BMW, the "rebirth" of the 2002 as they call it, comes weighted down with luxury, which, of course, eats up performance. No, I do not want power windows, door locks and BMW's idea of a good stereo at the price they extract for those items. I can crank the windows myself and have my favorite stereo shop put in a better one for half the cost. Moreover, the 2002 didn't have half this stuff. At least the five I've owned sure didn't. A good

2002, to the enthusiast who made the 2002 the legend it is today, has a sport Bilstein suspension, Recaro seats, dual webbers (if not a tii) and beefed up brakes. Improve on the mold. Do you want to put a new Bilstein suspension in the 318is because BMW NA decided to "detune" it for "us"?

What is interesting to me is that the "good" or even "great" performance cars that are affordable either come from Japan or have huge V8s and no suspension. BMW NA rests on its' laurels and gives us "yuppified performance" cars. I wonder if that is in our best interest of BMW NA's? Certainly in the early 1980s when we got the power wagons like the 320i and the 528e and no true performance cars, it was not in our best interest. But just in terms of image, how does that affect BMW owners? Well, to me it means that at the office when your co-worker hears you own a BMW, they're going to ask the boss why they get paid on a lower scale than you. Since my boss drives an Acura, I've got a lot of explaining to do.

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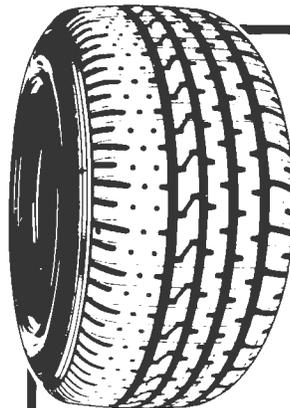


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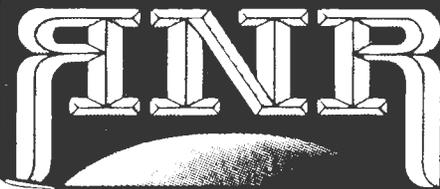
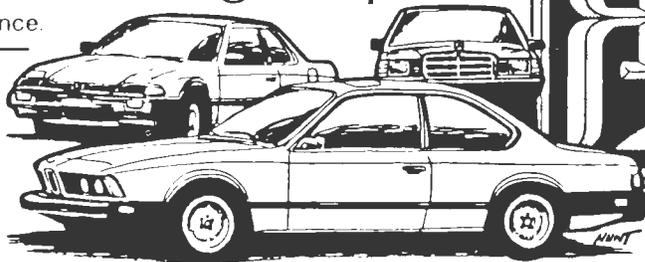
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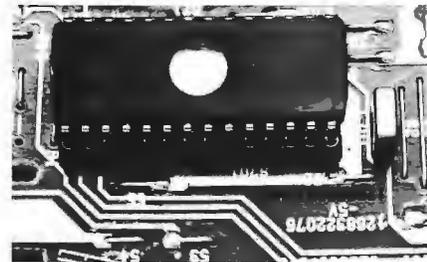
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