

**BMW ACA
Puget Sound Region**

Zündfolge

March 1992



**Meeting at
Details, Details**

**New V8 and
M5 Debut**

**April Meeting at
Bellevue BMW**



**FOR THOSE WHO
REMEMBER
HOW MUCH FUN
DRIVING CAN BE.
FROM A
COMPANY THAT
NEVER FORGOT.**

Rest assured that in re-inventing the 3-Series, we have kept BMW's heritage very much in mind.

The end result is an automobile that handles so remarkably well, it can bring back that feeling of joy you used to get when setting out on the roadways.

Indeed, the editors of *AutoWeek* have already gone on record with their assessment that the new BMW 325i is "again

the standard against which all small sports sedans are judged."

GOOD, CLEAN, RESPONSIBLE FUN.

To *Car Magazine*, on the other hand, the 325i is simply "one of the most thoroughly thought-out BMWs yet." A fairly accurate assessment, given the facts:

It produces 13% more horsepower than the previous model, yet it is more fuel efficient.* It reduces emissions below what is required by law, but without any sacrifice in performance. And it's been designed so many parts can be recycled when the car is retired far in the future.

BMW  **SEATTLE**

Authorized Sales & Service

714 East Pike Street, Seattle, Washington 98122

328-8787

Toll Free 1-800-782-8780

Cover: The beautiful new 325i coupe.

Inhalt

Vol. 22, No. 2
March 1992

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
Bill Muse
Steve Worthington

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.

	Calendar	2
	Meeting at Details, Details	3
Stalls	Stalls <i>by Thomas B. Nast</i>	4
	Skip Barber '92 Schedule	5
	3 - 2 = 1 Fine Coupe <i>by Jim Tulk</i>	6
	New V8 Debuts <i>by David Lightfoot</i>	8
	New M5 Blasts Off	9
	Board of Directors	10
	Classified Marketplace	11
	M-formation <i>from the Editors</i>	12

1
March 1992

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

Activities

Calendar

Autocross Is Back

What is an autocross? An autocross is a timed event in which one negotiates a course defined by orange highway cones. Because the emphasis is placed on car control, speeds rarely reach above 45 mph. This is a great way to improve your driving skills in a controlled environment.

The schedule for this year is as follows:

- May 16 – Driving School
- May 17 – Autocross (practice what was taught on the 16th)
- June 14
- July 12
- Aug. 16
- Sept. 27

All events will be held at the Boeing Space Center's northwest parking lot. If you find yourself hooked, and would like to participate in more events than listed above, there is an autocross held almost every weekend. The Western Washington Sports Car Council provides a 24 hour hot line to keep people in the area informed of events being held. The number is 255-8658. So come out and see what autocross is all about. More on the May school in next month's issue.

General Meeting at Bellevue BMW

Our April general meeting will be hosted by Bellevue BMW. The date is April 22nd, *Wednesday*, at 7:30 p.m. Yes, that's a Wednesday, not our traditional Thursday. The Board says Thursday is a hot TV night, so we're adjusting to try and lure more of you to the meeting.

Bellevue hasn't hosted a meeting for quite a while. This will be the club's first meeting in their new building, even though they moved several years ago. Also, this will be an opportunity to meet the new management team. Long time general manager David Wilson is no longer there.

March 28

General Meeting at Details, Details. See how to get that bimmer to shine. More details within.

April 2

Board Meeting hosted by Michael and Mary Lee Helton. All members welcome.

April 22

General Meeting at Bellevue BMW. Don't miss our first meeting at Bellevue in years.

June 7

Autocross at Kent Space Center. This marks our return to WWSCC.

June 13

Wine Tour of Western Washington.

July 1

Wednesday Nighter at SIR.

July 12

Concours d'Elegance.

July 18

Track Day at PIR.

August 17

Track Day at SIR. This is a Monday, all day. Prior experience required. Lots of track time! Plan now!

October 18

High Performance Driving School. The club's annual. Don't miss it!

The topic for the meeting is European Delivery. BMW has an excellent program for taking delivery of a new BMW at the factory. With all the great stuff BMW is offering, this presentation should be of interest to many club members. The presentation is a multimedia, slide show.

The parts department will remain open during the meeting and will be offering special pricing. More next month but mark your calendars now.

Phantom Restorations

We tried having a general meeting on a Saturday, to avoid the winter dark and drizzle, and it worked. About 40 people attended at Phantom Restorations.

Greg Soter, owner, told us about his shop, some of the restorations underway, and especially about the BMW Veritas we all came to see. The owner of the rare Veritas, Gordon Hoenig, also was there to tell us about the car. Gordon and his wife arrived stylishly in their Bentley Turbo R.

Club members were treated to beverages, a buffet lunch and cheesecake. Thanks to Greg Soter for allowing us to visit. It's just too bad the Dusenbergs (originally owned by Bo Jangles) that was in the shop a couple of weeks before our meeting, was gone!

–David Lightfoot

Meeting at Details, Details

The club's March general meeting will be hosted by Details, Details. Details, Details is a detailing shop located at 13500 Bel-Red Road in Bellevue. The meeting will be Saturday, March 28th, at 12:00 noon.

The meeting agenda will begin with an introduction of the Details, Details staff. Then there will be a demonstration of the proper tools and techniques required to keep your BMW looking great between annual professional detailings. Some lucky BMW club member will get their car used as a demonstration vehicle.

Next will be a discussion of the newest technologies and chemicals used by top detail shops to clean and restore



exterior surfaces. Also, addressed will be the causes of damage to your automobile. These include fallout pollution, dry leather, brake dust, acid rain, the hole in the ozone layer, Saddam Hussein. Well, maybe not the last two.

The Details, Details staff will be available to answer questions. This will be a good opportunity to pick the

brains of professionals a full three months before cleaning the car up for the concours in July.

Finally, Details, Details will host lunch for all of us. Such a deal! Come on out and join us. If you need driving directions call Details, Details at 746-1976.

—David Lightfoot

YOU CAN MAINTAIN YOUR CAR'S WARRANTY HERE

There is a lot of confusion when it comes to new-car warranties. There's an important difference between the repair of defects and the act of service. Service includes such routine maintenance as oil changes, tuneups and brake jobs.

Many car owners are afraid that they'll void their new-car warranty if the car isn't serviced by the car dealership. That's not true. According to the federal Magnuson-Moss Warranty Act, you can have your car serviced by any competent independent service station, shop or garage and still maintain your warranty.

All you have to do to keep your warranty in force is have the car serviced at the intervals specified in your owners manual or warranty booklet, and keep careful records. Read all the fine print about service requirements. Note that the carmaker's definition of "severe service" (which requires more frequent oil and filter changes) may be what you consider normal driving.

747-6044

OUR HOURS: M-F/8-5
Now Open Saturdays/9-4

Our business proposition to our customers is simple and direct: frequent communication coupled with quality and timely service at predetermined prices. Your instructions will be taken carefully, executed accurately and reconfirmed in a timely manner.

- Please use our complimentary shuttle to home, work or even Bellevue Square.
- Your car is washed at every service interval.
- Ask us about servicing your new car here! We strive to make your experience pleasant.

OIL CHANGES AT QUICK LUBE PRICES BY MASTER TECHNICIANS - WHILE YOU WAIT.

All 6 cyl cars	\$29.95
All 4 cyl cars	\$24.95
All 12 cyl cars	\$36.95

Call

**Strictly BMW
Independent Service**

10 years same location.

2111 140th Ave NE • Bellevue, WA

Stalls

by Thomas B. Nast

Ford Astrolabe. Last month saw my temporary removal to San Diego, which has much warmer rain than Seattle this time of year. The local sights included a truck burning to the ground on I-8, a Blackbird at the air museum with about 420 hours and 220 flights (I figure over a million dollars for an hour of flight time on that plane; your tax dollars at work) and an incredibly alive 10 meter band at Point Loma, where with a whip antenna on the rental car and 100 watts we could reach Australia, Japan, Anchorage, Argentina and Atlanta. We missed the Great Sewage Break, but not by much.

I also had the misfortune of renting a car from Hertz. Hertz has a wide selection of cars, so long as you like Fords, and I suppose some people actually get the model they reserve, though I have never had this experience at any rental agency. I also learned that if you bring the car back a day early, the rate goes up 50%. That's right, it costs more to have the car a shorter time. This is the sort of forward thinking which has made America what it is today. I subsequently learned that Ford owns 50% of Hertz, which explains their range of models and, frankly, diminishes the prospect that yr obd svt will ever own a Dearborn product.

Well, Hertz fitted me out with something called an Astro. It had disks on the front, drums with ABS on the rear, and no owner's manual. The engine is sort of shoved under the cowling with hoses and wires piled on top, so its configuration cannot be determined (you can't see the spark plugs or intake or exhaust runners — this would be a real beast to work on); I assume it was a V-6. The engine was pleasingly smooth and rattle-free in the higher RPM ranges, unlike Fords of yore, but it did not have the guts to impressively motorvate a barge of this tonnage. This is an enormous vehicle, with a high wheelhouse, and it has these vast plastic panels inside which will cost a fortune to replace when the hull gets



scraped. The build quality was good, in terms of absence of wind noise, rattles and squeaks. The instruments were deeply cowled, and I found I had to turn on the running lights to illuminate the instruments in the shade, just to be able to see them. The turning radius was excessive, but it felt more like it was steered by tiller and rudder than by turning the front wheels. It is impossible to judge the front or back during maneuvering; I expect a brisk trade in Astro bumper parts.

My most amusing experience with it was when I was making a moderate starboard jibe and the front right window rolled down. I rolled it back up, but later the same thing happened again. Turns out the front seats, which have no grip, and the body roll conspire to push the driver against the driver's door, where his knee activates the window switches. Hmmm. But the Myopia in Design award goes to the radio treatment. The radio can be adjusted not just by the driver, but by the passenger immediately behind the driver, who has another set of controls. Which controls cannot be defeated by the driver. And this is a "family" car, meaning children will sit in the middle row of seats. It did not take my daughter long to discover these controls. Argghhhh.

The Astro is a cargo ship, not a cutter. It does the job, competently but

without inspiration. Re-rig the controls and throw in a couple of longshoremen for docking maneuvers, and I might even be able to recommend it.

Truth is stranger dep't. Retentive readers will recall that in January 1991 we printed the following item, tongue firmly in cheek: "Regie Nationale de Usines Volvo announces it has shipped the tooling for the Renault 19 to Quebec, where it will open an assembly line to recapture a place in America's small car market. Malcolm Bricklin, who has been hired as point man for the venture, states that 'We will combine the economy of Renault with the durability, safety and reputation of Volvo. There is no reason why Renault should not do as well in America as it does in Europe, year in and year out.' By using existing equipment and depleting European shelves of spare parts, the car, bearing a Volvo nameplate, should reach showroom floors in record time."

So one wonders if *Zündfolge* was the source for a New York Times January 30, 1992 article, which follows in its entirety: "Volvo A.B. is considering adding a lower-priced model to its American line that would most likely be built by the French auto maker Renault S.A., a company official said. 'We have a need in that area, and Renault has a tradition for less expensive cars, which at some point could be offered by our U.S. dealers,' said Bob Austin, director of communications for Volvo Cars of North America, which is based here. Any such model would be priced below Volvo's least expensive car, which is the 240 sedan priced at \$21,000, Mr. Austin said, adding that there was no timetable for the plan."

And from *AutoWeek* (02-10-92): "Still in the discussion stage is a plan in which Renault would sell a small car, like the Renault 19 or 21, in Volvo dealerships. A Volvo Cars North America spokesman said Volvo has no cars prices between \$13,000 and \$20,000

and admitted that selling Renaults could fill that void.”

A little short on detail, perhaps, and a year late, but it looks like Volvo owes us a consultant's fee. And Bob Austin better watch out. Malcolm Bricklin is looking for work.

Skip Barber '92 Schedule

The Skip Barber Racing School will be offering three different programs in the Puget Sound area in 1992.

The BMW Advanced Driving School will be given at Cheney Stadium. This is a one day school using the new 3-series. Handling and braking drills are featured. The school also includes timed runs through an autocross course set up in the parking lot. The school will



be offered once, on June 8th. Cost is \$450.

The Introduction to Racing program will be offered at SIR on May 21st and July 16th. This consists of one hour of class, a half hour orientation to the Formula Fords, and one hour of lead-and-follow in Formula Fords. This is the cheapest way to experience a Formula Ford. Cost is \$275.

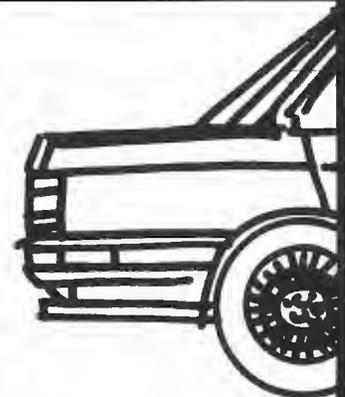
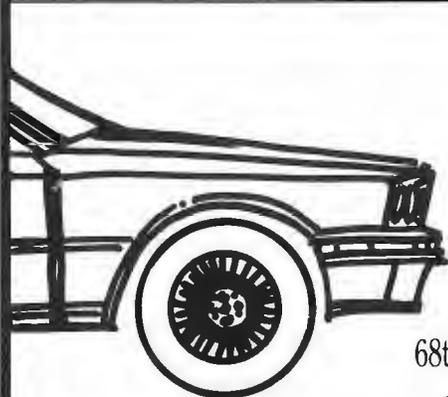
The Three Day Racing School is offered at SIR. Starting dates are May 18th, May 26th, July 13th and July 20th. The school uses Formula Fords exclusively. These are real race cars and a lot of fun. Cost is \$1850.

For information on any of these programs contact the Skip Barber Racing School at 203-824-0771 or 707-939-8000.

Don't Let Just Anyone Touch Your BMW, Mercedes-Benz, or Volvo

Take it to the **BOSCH** Trained Technicians at...

HERMANN'S EUROPEAN AUTO SERVICE, INC.



68th & Roosevelt 522-7766 Customer Shuttle



3 - 2 = 1 Fine Coupe

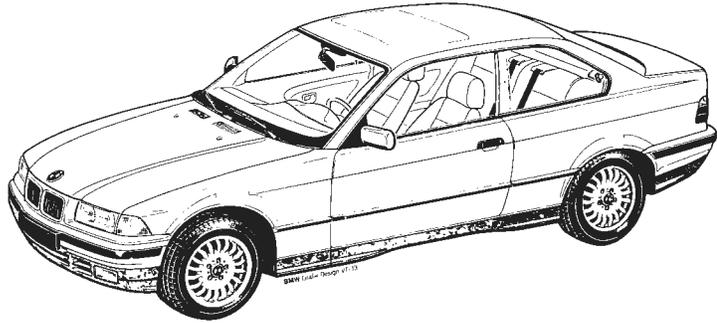
by Jim Tulk

Malaga, Spain sits next to the Mediterranean like a sapphire on pearlescent blue velvet. The gray-green mountains and tile-roofed haciendas are highly reminiscent of Santa Barbara. Even the late January weather is very like Santa Barbara; sunny, comfortable days and cool nights. An excellent locale for BMW to unveil the new 3-series Coupe.

"What took them so long," you ask? How difficult can it be to make a four-door into a two-door? In this case it wasn't that simple. Although the clues are subtle, the Coupe is not merely the now-familiar four-door with two of the doors lopped off. Yes, both cars share the same platform, wheelbase, and overall length, but none of the sheetmetal is common.

As a BMW spokesman admitted, it would've been cheaper and easier to keep the existing 4-door's silhouette and simply revise the door structure. But they felt the potential coupe customer is a sportier soul who wants a car with a sleeker, more aggressive stance. So they rolled up their sleeves, sharpened their styling pencils, and turned to a new page in their sketch pads.

Starting at the front, everything has been moved down and back. The hoodline and beltline are lower, and the passenger compartment's been moved rearward over three inches. The windshield is raked back several more degrees and the roof lowered an inch. The back window is also more steeply angled and the rear deck shortened, while the edge of the trunk lid has been extended



and reshaped to make the rear more concave. Even the taillights are shorter and wider. Last, but far from least, the bumpers are now painted to match the body. The end result is the squat, long-hood, short-rear deck look that's implied sportiness ever since it was popularized by the 1964 Mustang. Except for rear quarter panels that look a bit slab-sided from certain angles, it's a very integrated, attractive redesign.

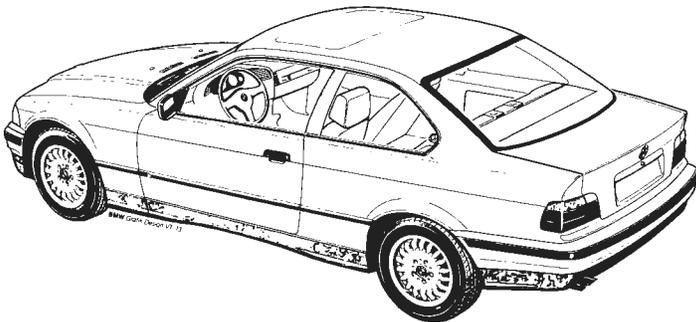
Very little has changed under the skin. Why mess with a good thing? The front MacPherson strut suspension is carried over, as is the multi-link independent rear suspension. Four-wheel disc brakes, with ABS of course, put their stopping power to very attractive 15X7" alloy wheels wearing 205/60 rubber. Two engines are offered: the smooth 2.5-liter six from this car's four-door sibling, and the 1.8-liter multi-valve four seen in last year's 318is. A revamping of the four's induction system has bumped the horsepower from 134 to 138. As before, the four-cylinder only comes with a 5-

speed manual trans while the six can be mated to either the 5-speed manual or a 4-speed automatic trans.

Two things stand out when you approach the Coupe to climb in. First, the rear side window extends forward to the edge of the door window, covering the B pillar. This was done to give the Coupe the pillarless look of the 850i. Then, when you grab the door handle, you'll notice immediately that the door window drops down about half an inch. This is another detail borrowed from the 850i. Like the 850, the Coupe has frameless windows with channels mounted to the roof. To clear the channel, the window retracts when you open the door and shuts when you close it.

Once inside, you'll find comfortable, familiar surroundings. The dashboard, though it sits lower due to the reduced cowl height, is laid out the same as the four-door. The steering wheel angle is now adjustable via a lever under the column. The standard seats are also from the four-door; adjustable for distance, height and rake by four levers. With such a wide variety of adjustments, just about everyone should be able to find a suitable driving position. The only glitch could be headroom; I found it barely adequate with the seat at the bottom of its travel, and a six-foot plus member of our group was relegated to either slouching uncomfortably or driving with his head firmly pressed to the headliner.

Rear seat room is also reduced, but not to the point of it being a penalty





box. Anyone 5'10" or under should be able to ride comfortably for reasonably long stretches. Although BMW claims three can ride in the back, they'd better be very good friends and all belong to Weight Watchers.

A more attractive feature to the typical Coupe owner, I'm sure, is that the rear seat-back folds down. A surprising but welcome addition. The seat-back is split in the middle so the right half, left half, or both halves can be folded forward for direct trunk access. Meaning you can pack two friends with all their luggage and ski paraphernalia inside the car.

Driving the 325is is, as with any BMW, pure pleasure. The cabin is very quiet; the only sound coming through is the throaty, well-oiled hum of six happy cylinders. Wind noise is almost nil. Small bumps are soaked up before they get through to the passenger compartment. You can spend all day behind the wheel chewing up miles at a rapid rate and still want to do more.

In typical BMW fashion, the motor seems to "come on the cam" when the tach needle hits four-grand. But power is still plentiful below that point; there's no need to downshift for passing unless you're really in a hurry to get on down the highway.

The feel of the 5-speed's shifter is also pure BMW. In other words, slightly notchy (nobody can seem to achieve the smoothness of a Honda) with positive, easy-to-find gates. As always, the pedals are placed exactly where they need to be for any maneuver you'd care to try.

BMW's power steering has, in the past, been one of the finest in the industry. The Coupe's steering is fine for everyday driving, making the car feel light and maneuverable. Maybe too light. Very little of what the front end is up to gets through to the driver

when cornering hard. The sound of tires being tortured is the main way of determining that the front end is about to go away. By general standards the power steering is still one of the best; by BMW standards, it's uncharacteristically numb.

Other than that, the Coupe exhibits fine manners when pushed near the limit. It understeers mildly in low-speed cornering, and transitions from neutral to slight oversteer in the higher-speed stuff. The car feels slightly unsettled when cornering hard over bumpy pavement, but it never feels like it's going to come unglued. Possibly a result of shock absorbers that are a bit too stiff. Body roll looks excessive from the outside, but it doesn't come through to the passengers. What does come through is the lack of lateral support in the standard seats. Although they look relatively well-bolstered, spirited cornering quickly plasters driver and passenger against the door panels. If you plan to do any "serious" driving, opt for the sports seats.

The 325is will appear in BMW dealers' showrooms in early April. With a base price of \$29,100, it will come with standard leather upholstery, electric sunroof, A/C, anti-theft stereo, airbag, ABS, and all the other niceties one expects from BMW. The only major options are a limited-slip differential, metallic paint, automatic transmission, and a Sports Package that consists of sports seats and M-Technic suspension.

The 318is will appear a couple of weeks later, at a base price of \$23,600. It also comes well-equipped, including A/C, stereo, and power sunroof; but it loses the adjustable steering wheel of its more expensive brethren. Interior choices are cloth or vinyl. The options list is essentially the same as the 325is, with the addition of a leather-covered steering wheel to the Sports Package.

BMW has put a lot of work into creating a balanced, satisfying driving machine. Obviously much more than the existing 3-series with two doors subtracted, this is One Fine Coupe.

	318is	325is
Weight (lbs.)		
5-spd	2866	3020
Automatic	N/A	3097
Horsepower @ rpm	138 @ 6000	189 @ 5900
Torque @ rpm	129 lb-ft @ 4500	181 lb-ft @ 4700
0-60 mph (sec)		
5-spd	9.9	7.8
Automatic	N/A	9.3
Top speed	128 mph	128 mph
	(electronically-limited)	
Fuel economy (city/highway)		
5-spd	22/30	18/26
Automatic	N/A	18/25
Base Price	\$23,600	\$29,100

BMW's New V8 Makes Its Debut in Geneva

by David Lightfoot

The long rumored new BMW V8 finally made its official debut at the Geneva Motor Show, running from March 5-15, 1992. The new V8 is a 32-valve unit made of cast aluminum and will be available in 3.0 and 4.0 liter displacements, at least in Europe. The new engine debuts in the 7-series. Thus, the 730i and 740i.

This is not the first BMW V8. From 1954 through 1965 BMW offered a V8 in the 502, 503, 507 and 3200CS. This V8 was also of aluminum. BMW's engine line up now consists of two, three and four cylinder motorcycle engines and automobile engines of four, six, eight and twelve cylinders.

In Europe a multitude of 7-series models will be available. The "entry-level" 7 will be the 730i with the old, big six. Next up will be another 730i, this one with the V8. Then comes the 740i with V8 and the 750i with V12. The long wheelbase versions will be the 740iL and 750iL. In the North American market it is probable that the offerings will be the 740i, 740iL and 750iL. Expect the 735i to go away.

In Europe the autobahn pecking order is important. Therefore, BMW has made it easy to determine what type of 7 is blasting up behind you. The 730i with the six retains the narrow kidney up front. The V8 models get the wide kidney currently worn only on the 750. So how does one know a V12 7-series is coming up? The 750's kidney will now have chrome plated bars within the kidney. Subtle.

The new V8 should be a marvel, like other recently introduced BMW engines. Displacements are 2997cc and 3982cc. The "V" is 90 degrees. Both the crankcase and cylinder heads are made of cast aluminum. In design, attention was paid to rigidity, compact dimen-

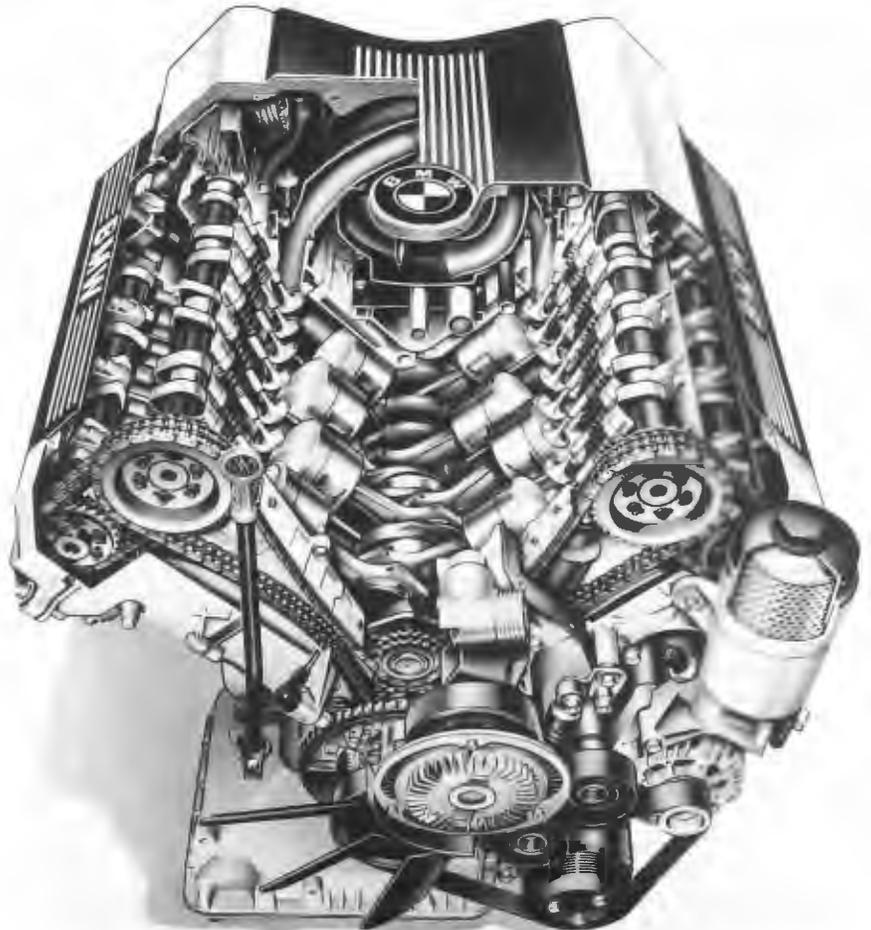
sions and low weight. The four overhead camshafts are driven by dual chains. Ancillary units are driven by finned V-belts. Push tappets feature integrated hydraulic compensation of valve clearance.

Engine management is by the latest generation Digital Motor Electronics (DME 3.3). Features include fully electronic ignition, cylinder-selective knock control, solid-state distributor, a feedback signal for ignition power and electronically controlled fuel injectors

incorporating hot-film air mass meters for measuring fuel required. The result in the 740i is a 0-62 mph time of 7.4 seconds.

As a reminder of the high tech goodies available in the big bimmers, here's a list: ASC (Automatic Stability Control) or ASC+T (plus Traction), Automatic Soft Close (a motor to close the trunk), EDC (Electronic Damper Control), PDC (Park Distance Control), dual glazing on side and rear windows, driver and passenger airbags, automatic air recirculation with micro-filter, etc.

The new V8 will later be available in the 5 and 8-series. The V8 powered 7-series will be available in North America this fall as a 1993 model.





New M5 Blasts Off

BMW AG has announced a new version of the take-no-prisoners M5. The aim was to improve upon what has been widely recognized as the best four-door enthusiasts' automobile in the world. BMW Motorsports' aim was to increase torque at all speeds.

The new M5 will retain the old, in-line six with 24 valves, with a street car heritage going back to the M1. The added power is available courtesy of an increase in displacement. European M5s will get a 3.8 liter engine boasting 340hp. Acceleration for the 3638 pound car is claimed to be 5.9 seconds from 0 to 62 mph. Torque is up to 295 lb. ft.

The new M5 will be the first BMW to use Motorsport developed automatic electronic suspension control. The suspension system has three settings. The current M5 has been criticized for its ugly wheels, which look like the car is wearing whitewall tires. BMW has listened. The new M5 comes with five-spoke wheels which are quite handsome.

The new M5 will be available in Europe starting next month. North American production begins in June with sales to start in the fall as 1993

models. Unfortunately, we will not get the 3.8 liter motor. North American M5s will retain the 3.6 liter six with 310hp. However, the new suspension and wheels will be on the North American cars.

The lucky Europeans can also order a special Nurburgring handling package. This includes an extra large rear anti-roll bar, 9x17" rear wheels with 255/40 ZR 17 tires, sports Servomatic power steering and a modified (read stiffer) sports damper setting. The latter is driver actuated.

-David Lightfoot



U L T I M A T E
MOTORS

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*

Since 1968

Auburn Foreign Car

COMPLETE IMPORT REPAIR SPECIALIZING IN



Parts & Service For

V.W. • MERCEDES • TOYOTA • BMW
NISSAN • PORSCHE • HONDA • VOLVO • AUDI
and other Foreign Cars

• FACTORY TRAINED MECHANICS
• STATE CERTIFIED EMISSION SPECIALIST

HRS MON-FRI 7-5

833-8161 or 872-0085

725 Auburn Way N.-Auburn

AAA Approved

ASE

BMWACA Puget Sound Region

Board of Directors 1992

President	Paul Touby 3517 S. 8th Tacoma, WA 98405 752-7549	Zündfolge Editors	Lucetta and David Lightfoot 2641 - 39th Ave. West Seattle, WA 98199 282-2641
Vice President	Andy Kubelbeck 18411 S. Tapps Dr. E. Sumner, WA 98390 863-2771	Technical	Chuck Christensen 3212 N.W. 59th St. Seattle, WA 98107 784-4496
Secretary	Joan Rodgers 22526 - 241st Ave. S.E. Maple Valley, WA 98038 432-2336	Track Events	Gary Parr 3573 E. "L" St. Tacoma, WA 98404 472-4505
Treasurer	Tom Cox 11682 Holmes Pt. Dr. N.E. Kirkland, WA 98034 823-5683	Auto Cross	Michael Thompson 10821 S.E. 172nd St., #4-A Renton, WA 98055 228-0848
Membership	Mary Lee Helton 4700 Somerset Ave. S.E. Bellevue, WA 98006 643-4729	Past President	Bill Muse 12437 N.E. 146th Pl. Kirkland, WA 98034 488-6873
Roster Manager	Greg Mierz 6010 California Ave. S.W. Seattle, WA 98136 935-2844		

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

BMW Quality

Reports from Europe have indicated plenty of problems with the new 3-series. *Car* magazine writes that the new 3s are averaging warranty costs of 800 pounds per car. Most of the problems are related to the build quality of the interior.

The most common faults include: leaking/rattling/noisy sunroof, wind noise from the mirrors, poor door sealing, dash squeaks, poor directional stability, oil losses, faulty seats, non-functional wipers, inoperative instruments, poor body fit, faulty seatbelts, etc.

Many of these problems have been fixed; most before cars were shipped to North America. At least if BMW is doing their beta testing in the field, they're doing it in Europe.

To BMW's credit, fixes have been forthcoming and the problems have been covered under warranty.

Maybe it just takes BMW a while to get it right. The 7-series, when introduced, had no end of minor, niggling problems, mostly electrical or electronic. But the latest Power survey showed 7-series owners as the most satisfied owners of European cars after three years.

M POWER SOUNDS CASSETTE

special BMW audio cassette & booklet
documenting the history of BMW
Motorsport's racing \$28

ALL PARTS ARE GENUINE BMW

- M3 frnt A-arm bushings \$149 pr
- tii linkage kit with tools \$100
- 1602-2002 lock set \$132
- 3.0 CSL alloy wheels \$148 ea.

☎ 1-301-744-2697 ☎

FAX us your needs list: 1-301-744-5678

Maximillian Importing Co.

606 Maiden Choice, Balt. MD 21228

Classified Marketplace

For Sale: Old Iron-oxide has too much stuff! Five speeds, motors, diffs, distributors, some sheet metal, 320i spoilers, carbs, manifolds, right hand mirrors, wiper motors, wheels/tires to fit everything. Contacts in Germany will find *anything* (legal!). Bill Proud. 206-824-8242 eves.

For Sale: Four factory steel wheels, size 6Jx14, and 1 new factory original 4-spoke steering wheel, fits 5, 6 and 7-series. New set Bosch foglamps. Price . . . any reasonable offer. Call 778-6514, eves or message.

For Sale: 1972 2002, AT, sunroof, 200,000+ miles, body 99% straight. 206-833-5055 after 8 p.m.

For Sale: 318i Getrag 5-speed transmission. All new parts. \$800 OBO. Installation available. Call Greg at 833-8161/872-0085.

For Sale: Four silver BBS wheels with serviceable 195 70VR14 Continental tires - fits 5, 6, 7-series - track or snow tire wheels. \$300. 323i coil springs - \$35. 323i steering wheel - \$25. Dusty 627-7639.

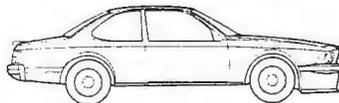
Wanted: Owner's manual for 1983 320i. Call collect 509-246-0744 Marion.

For Sale: 4 - 16" wheels for 5 or 6-series BMW, DP5 five spoke pattern, excellent condition. New cost over \$800, buy these at \$450, Denny Organ. 228-2539.

For Sale: 1984 Dodge GLH Omni, low mileage, only driven on Sundays. O.K., so it was a former showroom stock race car. This would make a fun car for the high school student that wants something with a little zip and Omni insurance rates, \$1,200 or best offer. Call for details, Denny Organ. 228-2539.

For Sale: 1972 2002 Touring. Very rare fastback. Dual Webers, 318i wheels, Fittipaldi steering wheel, factory sunroof. Mechanically strong, needs paint. \$5000. David or Lucetta 282-2641.

For Sale: 1987 BMW 325is, Delphin/Black, orig. owner, 5 spd, LSD, A/C, sunroof w/dflctr, remote digital alarm (user adj.), Repcos, ABS, Susp. Tech w/Bilsteins, front and rear stress bars, 15" Motorsport (MD-11) wheels w/205/50 VR15 A008RS, 23.5k freeway, no commute miles. \$18,000. Bob, day 619-560-8534.



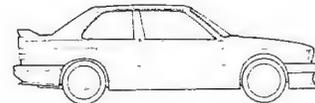
- EXTENSIVE INVENTORY
- DISCOUNT PRICES
- QUALITY BMW PARTS AND ACCESSORIES
- FAST RELIABLE SERVICE
- EASY-TO-READ 100 pp \$3⁰⁰
- NOW TOLL-FREE ORDERING

800-535-2002

Announcing all new BMW Parts and Accessories Showroom



44 Exeter Street, Newmarket, NH 03857



Classified Advertising Policy: Classified ads are free to members in good standing (paid up dues). There is a \$5 fee to non-members. Photo classifieds are \$15 to members, \$20 to non-members. Ads will be run for two consecutive months, space permitting. *Zündfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to BMW ACA; P.O. Box 1259; Bellevue, WA 98009; Attn: Classified ads. Make checks payable to BMW ACA.



"The Finest in Automotive Care Products"

zymöl P21s QUARTOR BLACK AGAIN

Sea Sponges, 100% Cotton Towels & Wash Mitts, Grade A Chamois, Detail Brushes & Much More

"Professional Interior & Exterior Products for the Enthusiast"
Call or Write for our Brochure

MARU WEST ENTERPRISES

3825 River Rd. N. **800-843-3568** Club & Quantity
Salem, OR 97303 503-393-3709 Discounts Available

Our friends at Auto Gear have moved their store to Old Bellevue. It's a much smaller location but with the same amount of inventory. Their address is 10020 Main St., Bellevue, WA 98004. Phone is 635-9400.

If you want a little extra something out of your 535i, try a Dinan Stage 3 turbo installation. Power is boosted to 405 hp and claimed 0-60 mph time is 5.2 seconds. (*European Car*)

An M-8 version of the 850i, previously dropped, is under consideration again. (*European Car*)

BMW is working on hot stuff. One will be a 330i – a 3-series with a 3.0 liter V8. A future M5 will have a 375 hp, 4.0 liter version of the V8. (*Roundel*)

The Porsche board recently tried, but failed, to lure Wolfgang Reitzle, BMW star engineer, to Porsche to take the place of Arno Bohn. Bohn is chairman of Porsche but the controlling Porsche and Piech families have decided to not renew his contract. Reitzle is heir apparent to the top spot at BMW AG. (*Autoweek*)

BMW wants to race the upcoming coupe version of the new 3-series in the German Touring Car championships, and to do so must build 25,000 copies for the road. Thus the forthcoming 250 hp M3 and the race version, which gets more than 400 hp from its 2.5 liter six and reportedly can reach 190 mph. BMW is also testing prototypes of the 850i-based M8 that produce more than 350 hp. (*Autoweek*)

Koenig, the German tuner, introduced the KS 8 at the Geneva show. Based on the 850i, the KS 8 is claimed to produce 420 hp and 5.4 second 0-62 mph times. (*Autoweek*)

formation

...from the editors

The 30th annual Nurburgring Driving School will be July 16-19, 1992. If you're interested contact Leo Newland, 3728 Hulen Park, Ft. Worth, TX 76109. (*Roundel*)

BMW executives have been looking at Anderson County, South Carolina as a site for a U.S. assembly plant. BMW is said to be very interested in a site in Mexico. The concern is whether consumers would accept a non-German BMW. (*Autoweek*)

BMW Japan Corp. recently opened its new headquarters. The \$50 million, 14-story building is located in east Tokyo. (*Roundel*)

The new cabriolet based on the new 3 will be introduced in Europe this fall and will arrive in the States as a '94 model, in the summer of '93. The 318i will have a manual folding top, the 325i will be powered. (*Automobile*)



A BMW 503 sold in October in London for \$23,512. (*Automobile*)

Baseball star Jose Canseco, involved in a divorce with his wife, had a verbal altercation with said wife. When she left in her BMW, he gave chase in his Porsche and rammed her vehicle twice, running her off the road. There is no truth to the rumor that Canseco will be doing endorsements for the National Auto Body Association. (*New York Times*)

The high idle speed portion of California's emission test has caused some BMW automatic transmissions to fail. A BMW NA service bulletin addresses the problem with an alternative test procedure. BMW NA recommends that the tests be done at BMW dealers because of the new procedure. Unfortunately, in Washington that isn't a choice, and the high speed idle portion of the test is similar to the one used in California. (*Roundel*)

Invigorated by the warm response to the pricing of the new 3-series, BMW will launch a full court press on its German and Japanese rivals. The 5-series will get the new V8 and more competitive pricing.

The new 32-valve V8 will be introduced this fall in the 7-series. Variable valve timing will be used in the 2.5 liter inline six found in the 525i and 325i. (*Autoweek*)

BMW dropped Linder as a factory backed racing team, leaving only Schnitzer and Bigazzi to contest the German Touring Car Championship. (*Roundel*)

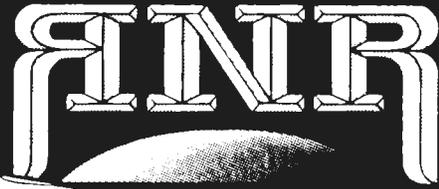
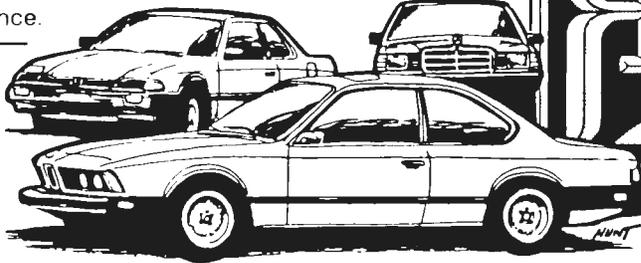
(*Editor's note: William Linder of BMW ACA is as mad as hell and is not going to take it anymore.*)

RNR Automotive Refinishing, Incorporated

Where Quality is the Difference.



Unibody/Frame Repair
LASER ACCURACY



Evans Industrial Park

DISCOUNTS AVAILABLE

IMPORT SPECIALISTS

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

COLOR MATCH GUARANTEE

453-2898

Richard Scott

INSURANCE WORK



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

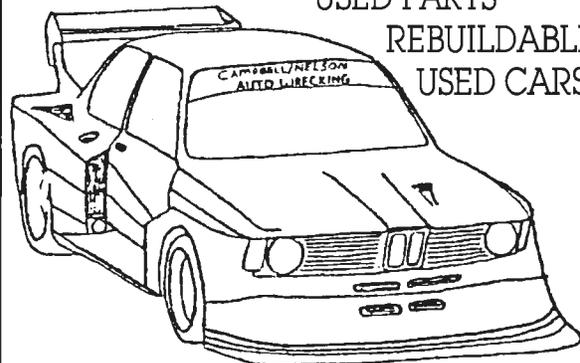
13310 Bel-Red Road
Bellevue (Next to Olympic Boats, behind JB Factory Carpets)

641-7300

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

CAMPBELL/NELSON Auto-Wrecking

USED PARTS
REBUILDABLES
USED CARS



The Northwest's largest selection for BMW

Quotes Gladly!
(206) 771-4931

SAAB
PORSCHE
VW
AUDI



Quality

USED PARTS

OPEN
8:30 to 5:00
SAT. 9:00 to 4:00

205th & Aurora

Across from Aurora Village

BMW IS OUR BUSINESS.

- 15% Discount for Members
- We use only genuine OEM parts
- Factory trained service technicians
- Complete & accurate phone estimates
- 32 Years Combined Experience with BMW
- Free shuttle to work or home



644-7770

EST. 1979

German Car Specialists INC

12408 S.E. 38th, Bellevue (Behind Factoria Cinemas)

VINES

*Specializing in
BMW Parts*

**NEW
&
USED**

- Sheetmetal & Interiors
- Engine & Transmissions
- Maintenance Items
& Accessories
- Exhaust & Brake Parts
-

2460 Morgan Road, S.E.
Bessemer, Alabama 35020

(205) 426-2697

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

**SECOND CLASS
POSTAGE
PAID
Seattle, WA**