

**BMW ACA  
Puget Sound Region**

# Zündfolge



---

**World According  
To Meguair's**

---

---

**Driving The  
Evil Empire**

---

---

**Road  
Dancing**

---

# Twice As Smart.

These two men stand for something special. *Friendship*. An often rare commodity in today's business world. The knowledge that if you have a special question, or a requirement, the Smarts are right there to help.

Knowledge we feel is particularly important when you are investing in a world class automobile.

And it's why since 1959 over 15,000 Mercedes-Benz and BMW owners have placed their trust in Phil Smart Sr. and Phil Smart Jr. And the company they've built.

Friendship. It's what this father and son team is all about.

Twice as caring. Twice as professional. Twice as, Smart.



CELEBRATING 30 YEARS  
OF CUSTOMER SERVICE  
EXCELLENCE.



## Phil Smart, Inc.

30th ANNIVERSARY

Mercedes-Benz: 600 East Pike • (206) 324-5959  
BMW: 714 East Pike • (206) 328-8787

Mercedes-Benz  
another  
SMART  
INVESTMENT.  
PHIL SMART SEATTLE

Cover: Old and new. See page 2 for more information.

# Inhalt

Vol. 20, No. 1  
January 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
The World According to Meguair's <i>by Thomas B. Nast</i>	4
 M-formation <i>from the Editors</i>	9
Driving the Evil Empire <i>by Tom Williams</i>	10
Driving the Fast Track to Beemerville <i>by Bob Welch</i>	12
Board of Directors	14
Classified Marketplace	15
Road Dancing <i>by Andy Barcheck</i>	16

# Activities

## Calendar

### About the Cover

Each year BMW publishes a vintage car calendar. The actual sponsor the last couple of years has been the BMW Veterans Club of Germany, but make no mistake, this is a factory effort.

Our cover photo is taken from the 1990 calendar. This year, each month features a vintage BMW automobile or motorcycle and its rough equivalent from BMW's current line up. Our cover features a BMW 319/1, with lovely accessories, from the 1935-1936 era, along with a current Z1.

It's a beautiful calendar and should be available through any BMW dealer.

### Jump Starting Your BMW

A recent BMW NA Service Information bulletin warned against the dangers of jump starting BMWs. The electrical systems of BMWs can handle voltages up to 15V for brief periods. Some tow trucks use jump starting equipment which operates from 18 to 24 volts. Jump starting a BMW with this type of equipment virtually guarantees damage.

Jump starting a BMW from another vehicle can be done safely if the correct procedure is used. BMWs from 1981 through 1984 must have a fuse removed to protect the On Board Computer during jump starting. It's fuse #5 for the '81 and '82 733i, '83 and '84 533i and '82, '83 and '84 528e. Remove fuse #21 in the '83 and '84 733i. It's fuse #27 in the '83 and '84 633 CSI.

Follow this procedure, as outlined in the owner's manual:

1) Make sure the other vehicle has a 12 volt electrical system with a battery of about the same ampere-hour capacity.

February 1

Board Meeting at Tom Cox' home.

February 24

**General Meeting.** Wayoyl, a name prominent in Europe for its car care products, has branched into the consumer trade. See a demonstration of their products on Saturday morning, February 24th, at a location to be published in the next *Zündfolge*.

March 24

**General Meeting.** A representative of the Bardahl Company will present a slide show and more concerning his company's line of high tech lubricants for your car.

July 14

**Concours d'Elegance** as part of the BMW Fest Northwest.

July 15

**Driving School at SIR.** A Sunday driving school for once. Plan now to attend.

August 29

**Wednesday Nighter at SIR.**

Other events will be added to the calendar during the year. If you have an idea for an event, be it tour, rally, or just an old-fashioned get-together, call Vice Pres. Al Lancaster, 854-4100.

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

- 2) Keep the dead battery connected.
- 3) Don't let the two vehicles touch.
- 4) First connect the positive terminals of the batteries.
- 5) Then connect the negative terminals.

- 6) Run the other car's engine at 2000 rpm while starting your BMW.
- 7) Switch on headlights, blower and rear window defrost before disconnecting the jumper cables. Disconnect the negative terminals first.

# Sprechen Sie Bosch?

3

January 1990

Today's German cars have some of the world's most advanced electronics under the hood. Electronics created by Bosch.

Bosch designed and produced your car's electronic ignition, fuel injection, anti-lock braking systems and other electronic components. So it makes good sense to bring your **BMW** service to a service center trained and equipped by Bosch.

Luckily, it's not hard to decide on where to go. There's only one authorized Bosch service center in Seattle — Hermann's German Auto Service.

And at Hermann's, we not only know Bosch, we also know **Bayerische Motoren Werke**. So call Hermann. When it comes to fine cars, we speak fluent German.

## **HERMANN'S GERMAN AUTO SERVICE**

*6800 Roosevelt Way NE  
Seattle 522-7766*



**Bosch  
Authorized  
Service**

*Thorough, caring service • Downtown shuttle • 12 month unlimited mileage warranty*



# The World According to Meguiar's

*(Editor's Note: This is the first of two installments of Thomas B. Nast's magnum opus on the care of BMW exteriors. We thank Tom for this fine article and photos. This should be a "clip and save" for concours entrants.)*

by Thomas B. Nast  
Photos by the author and Ken Schmidt  
Copyright 1990 by Thomas B. Nast

How to keep new paint looking new has always baffled me. Wash it, and I get scratches. Wax it, I get more scratches. It seems like the cleaner I try to keep it, the more scratched it gets. I'm not talking about gouges, just light scratching. Take the car to a detail shop (at least to judge from cars I've seen), and you can add swirls to the list of horrors. And I know I have a lot of company.

One solution (to which I plead guilty) is to minimize washing and wax only once a year. Assuming the car is garaged, this does minimize paint damage, at the expense of appearance and oxidation. It is not really a solution at all, any more than a hat is a solution to baldness. Fortunately, there is a *real* remedy to the dilemma, and it is Meguiar's.

There are more companies making car care products than there are rust pockets in a Karmann-bodied coupe, and I cannot say that Meguiar's is the best. I have not tried them all (I have tried dozens, however). I have found only one line that seems to consistently work, with emphasis on consistent. In addition, Meguiar's has done more to see that its products are used properly (read, "successfully"), than any other manufacturer I know of (at least through its reps - its printed literature is a bit confusing). The assistance of Mike Phillips, the former Northwest Meguiar's representative, should be acknowledged at this point.

He freely gave of his time and technique so that I could author this article, but the views expressed herein are my own. I am not a Meguiar's salesman, and I feel that if you already have a system which works for you, stick with it. For example, I can suggest no Meguiar's compound which will do a better job on chrome than Simichrome. But if you have had decades of frustration, as I have, with \$6.00 waxes wasting \$3,000.00 paint jobs, read on.

*Mr. Achilles takes a stand.* Unfortunately, Meguiar's has assigned an array of numbers to its products which makes even less sense than BMW's numbering "system", and is further aggravated by the great variety of Meguiar's products. I still have some Meguiar's bottles from the good old days, sans numbers and hype-names, but at present you have no choice but to learn which numbered product does what. Since you are not running a detail shop and are (presumably) concerned with only one or two cars, probably a half-dozen products will do it for you. Don't let the numbers intimidate you, you only need to learn a few.

Another bit of lameness is Meguiar's naming of products - "Professional" this, "Hi-Tech" that, culminating in "No. 11 Professional Hi-Tech Finesse Quick-Step". Such monikers will not be honored by further repetition in these pages, but I do not believe that the fellow who engineered the products was the same telephone sanitizer who named them.

*Theory.* The theory behind Meguiar's products is simple. A system is needed to care for the car's finish, not just one or more 'universal' products. First, take out scratching and don't put any in. Second, put oils back into the paint instead of taking them out. Third, avoid wax buildups or anything which will dull the natural gloss of the paint.

This theory is expressed in Meguiar's products in a number of ways. Solvents and detergents are avoided. Abrasives which will not break down are not used. Nearly every product has feeder oils, which replenish the natural oils in paint. Almost no carnuba wax is included, as solvents are needed to make it flow and it leads to wax buildup. Silicones are avoided in nearly every product except the waxes, where they are used as binders. And the foam pads for machine use are about the best product to come down the pike for polishing without inducing swirling.

*Sanding and blocking.* Sometimes a scratch will need to be sanded out, or touch-up paint will need to be blocked down so it blends with the rest of the paint. (And sometimes whole cars need to be wet-sanded, but this is beyond the scope of this article).

Sanding is done with Meguiar's Nikken sandpaper. This has a very even distribution of grit of closely controlled size. It comes in grades from 80 to 2000 grit - you will mostly be concerned with the 2000. It should be soaked overnight before use, and used with dilute No. 00 as a lubricant. The E-7200 backing pad is an excellent backing. Two sheets of sandpaper and a new backing pad runs about three In sanding, you will simply feather the scratch out.

Sanding blocks are used to work out defects above the paint surface. Meguiar's blocks (which are fairly small) come from 400 to 3000 grade,

and last almost forever. They should also be kept soaking before use.

After any sanding, expect to clean with No. 2 or stronger, followed by polishing.

**Case studies.** Case studies were performed on a black 1979 320i (Jim Castanes) and a black 1985 325e (Brent & Betty Wilde's). Black is the most challenging color to work with. I have executed the routine on an incendiary brown Volvo 245 and a white 2002 and 240D as well.

Brent had polished his trunk lid by hand using terry cloths and Meguiar's No. 4, and had induced some very deep scratching. This could be treated by hand with No. 5 on terry cloths, but we attacked it by machine instead. No. 2 was tried first, and it took out all but the deepest scratching with two or three applications. One very deep scratch was handled with 2000 grit sandpaper, followed by machine application of No. 1. All this was followed by No. 3 polish (machine) and a pure wax (No. 26). A trace of the deep scratch remains (it is practically into the primer), but you won't see it unless you know where to look.

Jim has been waxing his car with Deep Crystal Carnuba, a Meguiar's paste wax which, according to Mr. Phillips, has little carnuba in it and is the better for it. Jim's car, despite being garaged and kept pretty clean, was oxidized and had severe scratching where a bra pounded against the hood. It was washed, cleaned with No. 2, polished with No. 3, sealed with No. 7 and waxed with No. 26. The results were, well, not subtle.

**The impossible.** There are two things which no car care product can do. Totally oxidized paint, checked paint (thousands of tiny cracks), peeling or flaking paint, cannot be restored. (Partially oxidized paint can be saved, however.) Paint this far gone (regardless of its age) should be stripped and new paint applied. No compound or wax can save that which has been destroyed. In addition, deep scratches (i.e.

near or into the primer) cannot be completely removed, as obviously all the paint will be removed with them. They can be minimized, but not eliminated. So don't expect miracles, even if you find waxing cars a religious experience.

**Hand vs. machine application.** We have been taught that the only way to clean and wax a car is by hand. This teaching, however, must be relegated to the same dustbin where the teachings of the Flat Earth Society now repose. Proper use of the right power tools and products will not only yield better results than hand application, but will damage the car less in the process. I was surprised by this too, but I cannot dispute that which I have witnessed.



Hand application is necessary in certain areas that machines can't (or in the exercise of prudence should not be called upon) to reach. Examples would be around wiper blades and radio aerials. And some people may not want to invest in machines. So hand application will be discussed, but it is not generally recommended.

**Type of paint.** You must determine the type of paint you are dealing with, as different types are treated somewhat differently. We divide paints into two categories, conventional and "high tech", which I will call "plastic paints" because I can't stand the hype. Conventional paints are enamels (acrylics

and otherwise) and lacquers (ditto). Plastic paints include the ever-expanding family of urethanes.

Determining which paint you are dealing with can be quite challenging. Manufacturers have been inconsistent in what type of paint they use, and aren't very good about telling you. To make matters worse, a different type of paint may have been used on a repaired area than on the rest of the car. So if in doubt, ask a reputable body shop what type of paint you have. And if your car is repaired or repainted, make a note of the type of paint used.

Generally speaking, solid-color BMW's used to come with conventional paints, but now come with a single-stage urethane. Metallic painted BMW's always have a clear coat. The clear coat was of uncertain parentage (some would say was a son of a bachelor) until about the late seventies, when urethane clear coats appeared). As many of us know, paint failure on metallic BMW's was a certainty until this change was made. Any clear-coated BMW may be treated as having plastic paint. Solid-colored BMW's of other than recent vintage will require some detective work.

**Condition of paint.** The condition of the paint will determine how aggressive you need to be in restoring it. New cars should need very little work (unless butchered when being "prepped"), but a five-year-old car which has been parked outside will probably need two or three additional steps. The differences will be dealt with in the text.

**Buffer swirls.** Buffer swirls are the result of (1) the fibers which comprise wool pads, (2) compounds which don't break down, and (3) dirt being ground into the paint. Swirls are quite common when wool pads are used (and many detail shops still use wool pads). Swirls are also induced by rubbing with compounds made of silicate, sand or aluminum oxide. These materials are not used in Meguiar's products, which use materials (e.g. diatomaceous clay) which break down as they are

used instead of scratching up the paint. Improper cleaning of the car before waxing, or failing to clean the dirt out of the foam pads, will also result in swirling. Wax conceals buffer swirls, but does not remove them. Swirls will reappear as the wax wears or is washed off. Go to a car wash and take a look at the cars as they emerge – otherwise impeccable cars come out with grotesque swirling in the paint, now visible as a result of the wax being stripped off. Swirls can usually be removed, but it is best not to install them in the first place.

**Equipment.** In an effort to avoid inducing sticker shock, let me warn you that a one-time investment of \$300 or so may be required to properly care for your car's paint. This could be lowered somewhat by a club group purchase, or if the club purchased a buffer and rented it out.

What you need is:



- A variable speed buffer. Makita 9207SPC is recommended. Figure about \$180.00. Some people use a variable speed drill with a \$5 adaptor, but this quickly gets tiring.

- Meguiar's foam application wheels (3). About \$40.00. Do not use wool pads.

- A supply of terry cloth towels (all cotton). The closer they are to velour, the better. Velour terry cloth sells for about \$8.00/yard (45" width).

- Folded and stitched terry cloth pads, about 3" square. Not absolutely necessary, but very nice for hand work.

- A small, stiff nylon brush. Like a toothbrush with a gland condition. Figure a dollar.

- A small wire brush (Snap-On sells a nice one for under three dollars).

- Some dense, closed-cell foam application pads (about 3" square). Cade these.

- Chemicals appropriate to the job. Plan on \$60.00.

- Apron or coveralls, free of any scratch-inducing metal on the front.

To help you accept this, consider that the total cost is less than two trips to a detail shop, and the results should be substantially better. If you share, borrow or rent a buffer, you're probably dollars ahead the first time around.

The foam pads come in large (8") and small (5½") sizes. The large pads cover a lot of area in less time, but the 5.5" pads are good for getting into smaller spaces. My counsel is to start with a set of the 8" pads, and pick up smaller ones when you feel the need.

As to where to get this stuff locally, I bought my Makita at Tool Town on 15th Ave. West. The Meguiar's products are carried by BMW Seattle and Autosport Seattle. I can't tell you where to get the terry cloth towels, but I anticipate that car-specific products will become available in the next six months.

**Technique.** Technique is, of course, more important than size (750iL owners take note). The following practices should be observed, as a general rule.

First, never wash, polish or wax the car in the sun. Do it in the shade, indoors or not at all.

If you are applying materials by hand, squirt the material onto the terry cloth pad, instead of onto the car as you usually would do with machine application. As with buffing wheels, use different pads for cleaners, polishes and waxes, and frequently clean or change the pad, as any dirt trapped in it will scratch the paint. Frequently



refresh the pad with material, using modest quantities. When rubbing, do not use a circular motion. Always use straight strokes. This will avoid swirls and minimize the number of angles at which light is refracted by any scratches you induce. It is recommended that your strokes be back and forth, in the direction which the car travels.

Whether by machine or by hand, use light pressure. If light pressure does not do the job, try a more aggressive product (except on urethanes) and/or a higher machine speed, depending on the experience of the operator (keep the machine under 2000 rpm if working on urethane). Under no circumstances should you be "grinding" on the finish.

Sometimes the buffing wheel will start to oscillate, jittering like an orbital sander. This is usually the result of the pressure not being in the center of the pad (plus the pads are not the best-balanced objects to pass through my shop). The oscillating motion can do your paint no good, and may well harm it. If you feel it building, ease up the pressure and try to center it on the middle of the pad. Otherwise, lift the buffer off the surface and let it settle down before reapplying it.

Resist the temptation to hold the buffer with one hand while stretching to reach those hard-to-get spots, like the center of the roof. This is an invitation to disaster.



When applying liquids with buffing wheels, a number of practices should be observed. The foam pad must be kept clear of dirt and dead foam. Before reusing the pad and periodically thereafter, scrape it (while rotating) with the plastic brush until stuff stops coming off. If there is any suspi-



cion of dirt caught in the foam, you may also apply terry cloth to the rotating pad to clean it. The foam wheel may be trimmed using a wire brush. The wheel should be kept in flat trim, and periodic trimming can greatly extend the life of this fairly expensive product. Application of liquids may be in a column on the painted area being worked on, or to the foam pad directly. Which is appropriate depends on which product you are using (see text below and read the labels), but generally you will be happier applying the liquid to the car, as the wheel slings off quite a bit in all directions as it spins up. If the liquid has been applied directly to the car, approach the liquid with the pad at a slight angle, so the liquid is thrown back onto the pad and not onto everything else. With the Makita, which rotates clockwise (when observed from above), the edge farthest from you will be the contact edge if you are right-handed. Once the liquid has been distributed, keep the pad flat on the panel (with the weight centered on the pad) to avoid swirl marks.



Guide the machine in long, straight, overlapping strokes, letting the machine do the work. Every novice moves the machine in a circular pattern on the panel being worked – don't do it. On the other hand, keep the machine moving; if you rest it in one place, the paint may overheat from friction and be damaged. I have found that the trunk and hood are more easily approached from their ends than from the sides, and that the roof is most easily buffed without the use of a ladder. Avoid using the machine on high points (the body lines), because it will wear through the paint. Do these by hand. And avoid objects which may catch the pad (e.g. the air vents on the hood, antenna, etc.), because the pad is too expensive to rip up and you may have the machine power itself onto the hood (or whatever), ruining your whole day. In the same vein, some system is necessary to

avoid scratching the finish with a power cord. Encasing the cord in socks is one suggestion.

Also, avoid the plastic beading set in the rubber around windshields (2002). I found that the buffer can permanently disfigure these.

All Meguiar's products have an indefinite shelf life, but should be well shaken before use to evenly distribute the solids, which may settle out.

If applying a liquid directly to the car, squirt it in a 15" long bead. After it is worked in, lay down another bead on the feather edge of the area you just worked. Columns will be about 12" apart except the wax, which you need more of, so expect columns 8" on center. This is appropriate for all products discussed except No. 1 cleaner, which is best applied directly to the pad.

Although you can continue buffing until the liquid is mostly dry, this is not

a good idea on dark or clear coated finishes. In general, you should stop buffing after the product begins to break down but before it becomes dry (you can tell when it is dry because it will leave a glossy finish without further wiping). At this point you can (and should) remove the film with terry cloths, rather than more buffing.

Discrete foam pads should be used with cleaners, polishers and waxes. This is because their chemical and abrasive compositions differ, and mixing them up undoes what you are trying to do. So plan on having three pads, and identify the use of each with an indelible marker. Use your best pads for polishing and waxing; when they become tatty, demote them to permanent cleaning duty.



Be somewhat stingy with liquids. Most people use way more than is necessary, at least while they are learning.

Use the softest terry cloths you can. They often get softer with repeated washings, by the way. Remember, cloth is an abrasive! Any dirt caught in the cloth will undo your work, so clean the cloth frequently with a brush or another cloth, and don't be bashful about chucking it into the laundry and grabbing another, clean cloth. Fabric stores carry terry cloth by the yard, but it will generate lots of lint before it is washed. Also, when you cut it the unbound edges will chuck off yet more fabric.

It is not unusual for the horizontal surfaces of a car to need more aggressive treatment than the vertical surfaces, for obvious reasons. Do not feel that they all must be treated the same.

Finally, it is much easier on you and the car to maintain the paint (with regular washing and waxing) than it is to be restore it and wax it, say, annually. (This is true of every aspect of any mechanical object, just in case you hadn't contemplated the subj. It is also true that if it ain't broke, don't fix it. Such is the yin and yang of automobiles.) The idea of an annual wax (as with Meguiar's No. 20, a polymer) will not work out if the car is used outdoors. If you just drive it around your garage, though, it's probably ok.

*(Next months Zündfolge will include the second and final installment on the Meguiar's system. This article may not be reproduced without the written permission of the author.)*

MIKE PHILLIPS

**PROFESSIONALINE**

PROFESSIONAL MEGUIAR'S SERVICES

13620 NE 16TH ST., SUITE A  
BELLEVUE, WA 98005

☐ PRODUCTS
☐ DETAILING

☐ INFORMATION

**MIKE PHILLIPS**  
former trainer for the Meguiar's Mirror Glaze Company

**(206) 644-8441    1-(800) 866-8453**

Lotus Cars USA, Inc. is now offering collision insurance to buyers of their cars. Although many automakers have their own finance subsidiaries, Lotus has formed an insurance company to facilitate sales. This is in response to absurdly high quotes from American insurance companies. How about it BMWNA, M-Insurance? (*Autoweek*)

BMW motorsports boss Karl-Heinz Kalbfell said his company will concentrate on touring car competition, but added that "if we were to have involvement beyond touring car racing, it would be in F1". (*Autoweek*)

Music Television is giving one lucky viewer the opportunity to win its "Foreclose on a Yuppie" contest. It's easy to enter, so it won't eat into your quality time - just call or send your name in to MTV. The grand prize winner gets a 1990 BMW, a state-of-the-art stereo system, a 32-inch color television, an Akita puppy, \$50,000 cash to start a personal stock portfolio, and \$100,000 to use toward an apartment, or the purchase of a co-op or condo. (*The Seattle Times*)

BMW has developed a very interesting recycling plan in response to increasing environmentalist sentiment. However, according to Georg Kacher of Britain's *Car* magazine, the idea won't be put into practice unless the government or a rival forces BMW's hand. Kacher adds that the former is a distinct possibility.

The plan would work as follows: Each BMW dealer will "pay" a fixed amount (thought to be around \$2500) for a used BMW. This will be taken off the price of a new car. The cars to be scrapped would be shipped to the recycling facility. Not only will steel and aluminum be recovered, but also up to 600 types of synthetics. (*Car*)

# formation

## ...from the editors

The 535i's greatest performance strength lies in its crisp and communicative steering. With it, BMW's agility is a joy. And it's nice to know that if you ever overcook the short-coupled 5-Series into a corner, its steering is so effective a redeemer.

*(Road & Track)*

Gunter Kramer, chairman and president of BMW North America has relinquished his position as chief executive officer. He will continue on as chairman. Karl Gerlinger is the new president and CEO. *(Autoweek)*

Mercedes-Benz of North America's marketing chief has Jordan insists the drop in S-Class sales in 1989 isn't due to competition from BMW. In '88, Jordan admits, "some 560SEL buyers went to the 750iL. There are always some customers in the marketplace who will buy these expensive products that have some novelty value (i.e. the BMW's V-12). But (in the case of the 750iL, also in a sales decline) this has passed. File that for the '92 arrival of M-B's own 6.0-liter V-12. *(Autoweek)*

The National Highway Traffic Safety Administration has begun engineering studies to determine if BMW braking systems are defective. NHTSA has reported that BMW owners have complained of their cars not being able to be driven because the brakes seize up and then not release. Of 185,000 1985-87 BMWs on the road equipped with the braking system, 182 owners have complained, though NHTSA also said the problem seems to affect all the ABS-equipped models. *(Automotive News)*

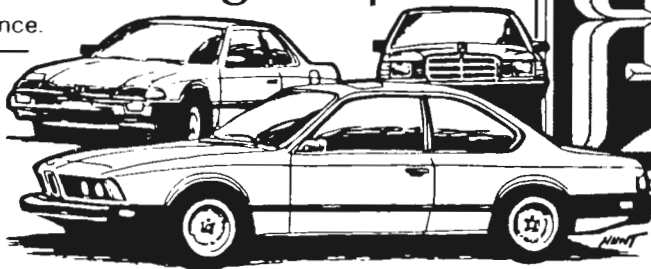
BMW has developed a new multi-link rear axle which debuts in the 850i. Its center-piece is a compact subframe which accommodates the differential, the separately mounted shock absorbers and coil springs, the anti-roll bar as well as no fewer than five suspension elements, namely three wishbones, one longitudinal control arm, and the so-called integral arm which links the lower trailing arm to the upper wishbone. Among the key advantages of this complex but space-saving layout are said to be above-average anti-squat and anti-dive properties, well balanced suspension dynamics which soften the reaction to sudden front-to-rear weight transfers by counteracting the car's tendency to oversteer, a near-perfect insulation from road and driveline noise, adaptive camber changes which reduce high-speed tire strain, and a new type of flexible fore-aft trailing arm mount which ensures any interference (braking/accelerating/cornering) does not affect the opposite wheel. *(Car & Driver)*

## RNR Automotive Refinishing, Incorporated

Where Quality is the Difference.

**NIicator**  
systems

Unibody/Frame Repair  
LASER ACCURACY



Evans Industrial Park

DISCOUNTS AVAILABLE

IMPORT SPECIALISTS

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

**453-2898**

Richard Scott

COLOR MATCH GUARANTEE

INSURANCE WORK

## Driving the Evil Empire

by Tom Williams

Despite the title, this isn't about the trip from Lake Baikal to Leningrad in a Lada. We get along with godless communists now. In fact, they probably always were more trusted than those fiendish denizens to the south of us. You know the ones – they are the nemesis of the Northwest psyche. They brought us gang violence, drugs, congestion, and skyrocketing real estate prices. Need I go on? We're talking the "C word" here – *California!*

Well, you might say, Californians are responsible for a lot of these things. I might even agree with you on some of them: playing New Age Music in public constitutes auditory murder and should be treated with the sort of respect generally accorded convicted war criminals.

On the other hand, there have been more and more complaints in the local press lately about California transplants' driving habits – how *they* drive too fast, how *they* are too aggressive, how *they* are in general disrupting the standard somnambulistic Northwest driving style. This may well be true. But maybe we need to be woken up. For there is little doubt that in the northern two-thirds of the state at least, California is a better place to drive than Washington or even Oregon.

What makes driving in California better won't be shown by a comparison of practical considerations. If anything, California comes up more than a bit short there. Congestion is as bad or worse, insurance and maintenance are frightfully expensive (mechanics and insurance agents pay rent too) and more restrictive air pollution laws mean that some things you can do in Washington won't pass muster in California. On the plus side, a buyer there will find a greater variety of desirable cars to choose from, as a glance through the classified section of the *San Francisco Chronicle* will reveal.

But we haven't really been talking about driving. We've been talking about owning, maintaining, and insuring a car, not about driving one. And here is where California beats the Northwest handily.

How can this be? For one thing, the drivers are simply better. Why? Because they know the rules and assess the traffic conditions better than people do here. This definitely leads to more predictable driving.

A more predictable driving environment doesn't mean that you can *always* count on other drivers doing the right thing; common sense says that would be foolish. However, the relative higher predictability in California spawns other benefits. For example, people actually go when they are supposed to at four-way stops! The ridiculous charade which passes for right-of-way behavior here is laughable in contrast. I don't know about you, but it really is pointless to be engaging in semaphore exercises when one could actually be going someplace, which I assume is the point of driving in the first place.

Let's examine in detail just one instance where an active role in driving produces better traffic flow. In California, people are much better at using the left lane only to pass. If they get out there to pass a truck and slow you down, they will generally move back over into the right lane after completing the pass. Why? Drivers use their mirrors and a far greater percentage don't take being passed as a personal affront.

In Washington, it's 50-50 that the passer will stay glued in the left lane, forcing everyone behind them to use the right lane to pass. Since the right lane is for slower cars, and some actually use it for this purpose, traffic gets disrupted as the faster cars use the starboard lane to pass the sleeping

pilot. Invariably, Rip Van Winkle awakes and gets mad because everyone is passing him. This leads to "The Race", in which the luckless soul who was passing Rip when awoke engages Rip in a contest to see if he can get around and in front of Rip without wrecking anyone's car. This in turn results in somewhat closer tolerances when lane changing, which may be entertaining but isn't exactly safe.

Californians will generally yield the left lane even when they are at or over the limit themselves. This is a real departure from Washington practice. In this state, many seem to think that "I'm doing the speed limit, I have a right to be here", even if the air flow from cars passing on the right is enough to suck off their mirrors. These types remain where they were, staring straight ahead, oblivious to the world around them.

This is but one of several examples of Washington drivers' inattentiveness or lack of concern causing problems. How about a few others? Driving down the middle of a three lane city street and then stopping at the intersection to make either a right or left (What, me worry? – my time is more important than yours). Let's not forget the classic Stop At The End Of The On-ramp Routine, or our appalling ineptitude in wet weather driving. To those who say, that happens in California too, I'll agree but the offenders don't stay there long. For one, they tend to gravitate up here where they meet like minds. For another, driving that way in California will get you killed sooner rather than later.

I have found traffic enforcement fairer as well. On California freeways police are forbidden to use radar. What's fairer about that? It means that if you're done in by the California Highway Patrol, you most likely



deserve it. CHP does a better job of monitoring traffic flow so they can spot the true maniacs, of which there are plenty. Within reason, speed alone is less likely to get you stopped. In Washington, speed alone is enough. And it isn't just the wild ones who get stopped: 5-7 over will do the trick nicely. Condoning breaking the speed limit risks the wrath of the self-appointed guardians of traffic safety. But anyone who travels the interstates will have to admit that most people do break the limit, especially in the 55 zones. And it's not done for some juvenile lust for speed or because the driver has a death wish. Drivers tend to proceed at a speed at which they feel comfortable. Adhering to this means not driving too fast for the conditions and generally not being a danger to oneself or others. In California, the CHP seems to have a handle on that. In Washington, the WSP don't.

Not only are the drivers more alert and the state police more reasonable but also California has the proverbial mother lode of scenic and fun driving roads. Except for holiday weekends, these are far less crowded than you might think. People actually use the turnouts to let others by.

Well, what about those freeways, you'll say? Well, what about them? Sure, the commute is slow, but it is here too. According to the Feds, we have the 6th worst traffic congestion in the nation. The Bay Area commute is longer, not because traffic moves more slowly (it doesn't) but because the distances are longer.

There is a lot about driving in California not to like: the congestion, the long commutes, the high cost of owning a decent car. There are plenty of fools on the road – one could hardly expect otherwise in a state with 28 million people. People are often too aggressive; if you leave a gnat's eyebrow of space between you and the car ahead, rest assured it will be filled. (Although even *that* is predictable!)

California is hardly driver's heaven. But on balance it's better than Washington. They have adapted their driving to a more congested environment, which is precisely what we need to do, given our growth. The relative predictability of driver behavior there is most likely the result of developing survival skills – if you don't act in a way others expect, you will either get 1) nowhere or 2) killed.

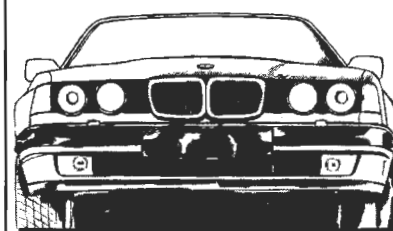
Some would say that a more passive approach is better: slow down, don't get "stressed out". A live and let live approach would certainly improve everyone's life behind the wheel. But it's all one way now: in the name of obtaining the perfect state of mellowness those of us who take driving seriously are supposed to endure the stupidity, arrogance and indifference of others who don't, while at the same time being chastised when we have the temerity to pass someone. Passively, Northwest style, is far too often nothing more than an excuse to ignore the needs of other drivers. The effect on traffic flow is readily apparent. One reason that California traffic flows better is that the enforced alertness translates into generally more predictable driving behavior. This, plus a rudimentary grasp of such salient concepts as right-of-way rules, foreign to so many here.

Most of the examples I've cited where Washington comes up short in the driving area are situations which disrupt predictability and hence, traffic flow. Change doesn't need to mean adoption of a hell-bent for leather approach, either. It does mean being aware of the driving conditions adapting oneself to them. Traffic going by on the right should be a signal to the one being passed to move to the right lane, even if he or she is doing the speed limit. Drivers should let the police handle the speeders and drive in a manner that disrupts others as little as possible, thus ensuring a smoother (and safer) flow of traffic. There is no

Fourteenth Commandment stating "Thou shalt occupy the fast lane at all times". Really there isn't.

Rather than merely whining about Californians, there are some things we can learn from them as we undergo the same dramatic growth that affected them 20 years ago. Driving habits and traffic enforcement practices are but two. Our curious combination of crowded traffic conditions combined with driving habits more suited to a bygone era leave us precious little room to criticize Californians' driving. As it stands now, give me the Californians' "aggressive", yet more predictable driving over our Somnec brigade any day.

As for Californians themselves, they're OK by me. They're welcome here anytime, as long as their Windham Hill CDs don't get north of Yreka.



## BMW Catalog

- EXTENSIVE INVENTORY
- DISCOUNT PRICES
- QUALITY BMW PARTS AND ACCESSORIES
- FAST RELIABLE SERVICE
- EASY-TO-READ 100 pp \$3<sup>00</sup>
- 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

## Driving the fast track to Beemerville

by Bob Welch

I was rounding a corner in my BMW Friday when I lost control and started sliding sideways on the wet pavement.

Admit it: Upon reading that sentence, you weren't even concerned that I might have been in grave danger, were you? You were too busy thinking, "Welch has a *BMW*? Seems more like the station wagon type. Or the '76 Rabbit-with-peeling-paint type."

OK, so it was on loan. So it wasn't really mine. So I was only the pauper invited to dine in the king's court, the caddy allowed to play a round at Augusta National.

But after a day of driving a BMW M3 and 325i at Seattle International Raceway in Kent, I am, if not a BMW owner, a Beemer Believer. Until Friday, I thought a car was just something you poured gas into and took to the shop every other month for repairs you never understood. Now I know better.

The occasion was the BMW/Skip Barber Advanced Driving School. Each month, some 10 such schools, taught by race car drivers, are put on at various locations in the country to teach safe driving techniques and — let's be honest — let ordinary folks go legally wild in hot cars. The 13 folks in my class anted up \$450 apiece for the one-day course.

They ranged from age 17 to 59; three women, the rest men. They were folks such as Mark Mahan, a partner in a Redmond computer firm; Pam Clapp, a Bellevue grandmother; Timothy Firnstahl, a Mercer Island restaurateur; and a Kirkland doctor who didn't want his name used because people might think he was playing hooky.

In a sense, though, we were all playing hooky. Hooky from Real Life, where there are speed limits, cops and oncoming traffic.

We gathered in the observation tower at SIR, greeted with doughnuts, juice and a waiver form that focused on death and bodily injury. We were asked to introduce ourselves and tell what cars we drove.

"Jaguar XKE."

"Toyota Supra Turbo on weekdays and 308 Ferrari on weekends."

My eyes darted around the room. One man was wearing a Mercedes jacket. Two people were wearing black car-racing shoes. Two others were wearing "Team Bellevue" racing jackets. "BMW 325i."

"Dodge Chrysler 440 Six-Pack."

My heart started pounding. I was totally out of place, a street-sweeper in the fast lane of life.

"300 E."

"Toyota MR 2."

My upper lip started perspiring. Alas, it was my turn. "I drive an '81 Subaru station wagon with a broken bike-rack on the back," I said. "That's when I'm not driving a '76 Rabbit with the paint peeling off."

Nobody said much but I could feel it. *Who is this low life?*

The class was quickly split into three groups; two headed for the track and mine stayed in the tower to talk about contact patches, slip angles, oversteering, understeering, threshold braking and a bunch of other stuff that had my brain's radiator overheating.

It's hard concentrating on such topics when, outside on the track, visible

# 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**

behind your instructor, BMWs are doing 360-degree spins on the track. And you're next.

Gulp. "The only way a car can flip," instructor Kris Wilson was saying, "is if it gets tripped, hits something. You can get those cars out there going 100 mph and crank the steering and they won't flip."

Half an hour later, out on the track, I watched a car slide off the banked track into the infield, go up on two wheels teeter precariously, then land on all fours.

Big Gulp. "That," said instructor Ken Thwaits, "was close."

The next thing he said was for me to go 35 miles per hour, crank the steering wheel and get the car sliding sideways. Why not also tell me to stick my finger in an electrical socket? Re-roof my house wearing thongs? Tell my fellow 747 passengers that I'm the captain of the Exxon Valdez?

It took me three tries, and Thwaits yanking up on the emergency brake, but I finally got the 325i sliding. I slid right. I slid left. I turned a 360. I even recovered from a few slides, once while simultaneously turning on the windshield wipers and honking the horn.

"Fun, huh?" said a fellow pupil. "Nauseating" was the word I was thinking. My stomach was churning like a paint-stir machine.

But no time for hesitation; it was on to the braking portion. We spent an hour taking the cars up to 40 mph, then making sudden stops. The cars stopped great – but my stomach kept going.

Lunch time. I sat at a table with two men who were talking about automotive character, sports cars with soul and a particular car that had "a beautiful exhaust note."

*A beautiful exhaust note?* These guys were talking about cars as if they were Mozartian symphonies or fine wines, not gas-guzzling means of transportation.

"The car represents a legitimate excuse to fantasize," explained fellow

pupil Timothy Firnstahl, whose Satisfaction Guaranteed company operates such restaurants as the Kirkland Roaster & Ale House and Jake O'Shaughnessys. "First, there's the aesthetic value. Plus, they're about the most complex machine available to the common man."

The guy sitting next to me, Michael J. Malone of Seattle, who runs the Sorrento Hotel and AEI Music, has a collection of 17 cars. "If I'm going to some black-tie affair, I might take the Rolls limo. If I'm picking up a hot shot from the airport, I might take the Mercedes 600."

A car is just a car, I reminded myself. But to the others, it was much, much more. It was freedom, control, risk. "People play it too safe," said Clapp, a 47-year-old mother of two and grandmother of one.

Last year, she went to Arizona to learn the game of golf. "It was the most boring thing I'd ever done," she said. So she went to a four-day race-car driving school and is now hooked on the sport. "If I wind up in an old-age home I want to make sure I haven't missed anything along the way."

But, hey, I didn't think I'd missed anything either – until the instructors turned us loose on the autocross course. Whoa. We're talking fun. "Accelerate, accelerate, harder, harder" barked my instructor. "Brake. Now squeeze on the gas. Now, hit it hard. Brake. Squeeze . . ."

Flooring a 200-horsepower M3 injected me with so much adrenalin that I forgot about the upset stomach. Originally, I had planned to leave soon after lunch. Instead I stayed until the class ended at 4:30, after we had had qualifying heats and team races, after an instructor had gotten behind the wheel and shown me how to really race a car.

"I love this," said Thwaits, with a fiendish look on his face. He fishtailed through the S curves, tires squealing, a plume of burnt rubber left behind.

(Tires last only three days at these schools.)

And I thought I'd driven fast and furious. Half pumped and half petrified, I clung to my safety handle as if on Disneyland's Space Mountain ride.

Swerve right. Swerve left. Accelerate. Brake. It was five laps of riding the edge of a feeling you'd never experienced before – and probably never will again. "How'd you like that, Bob?" Thwaits asked when we came to a stop.

"Uh, Bob?"

I just smiled.

– *Bellevue Journal American*



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

## BMW ACA Puget Sound Region

### Board of Directors 1989

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

**Vice President** Al Lancaster  
4505 Hampton Ct.  
Kent, WA 98032  
hm 854-4100

**Treasurer** Terry Jeppesen  
2827 24th Ave. West  
Seattle, WA 98199  
hm 285-4928

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

**Secretary** Beatrice Lancaster  
4505 Hampton Ct.  
Kent, WA 98032  
hm 854-4100

**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

**Track Events** Paul Touby  
9613 S. 240th St.  
Kent, WA 98031  
hm 854-1986

**Technical** Greg Mierz  
6010 Calif. Ave. S.W.  
Seattle, WA 98136  
hm 935-2844

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

**YOKOHAMA**

**ASE** AUTOMOTIVE  
SERVICE  
EXCELLENCE

**BRIDGESTONE**

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:** 1970 BMW 2002 Blue w/re-built engine/trans (slips to prove it). Everything OK, but owner customized front end with imprint of pick-up step bumper. Still driveable, but needs work (radiator, etc.) Priced to move (need money to fix second car). First above \$700 gets it all. 742-3690.

**Wanted:** Information leading to the purchase of a new or used, 320i"S", air dam (stock). I would also like information and "PICTURES" of 1980-83 320i"S", to increase performance and enhance looks. Keith 935-3892.

**Wanted:** Two or four factory TRX alloy wheels for 1983 533i; will consider if with tires; price dependent on condition. Call Mike at 546-9468.

**FOR SALE:** Studded snow tires, 2 sets, used 1 year. 320 series - Riken 185/70/13 and 633/635 - Riken 225/60/14. 584-7752 (eves. only).

**FOR SALE:** From my 2002: 1) Four 4.5 x 13 steel wheels—perfect for your 4-wheel snow tires. \$25 each or \$85 for the set. Wheel covers included. 2) 19mm Miller and Norburn front sway bar — make me an offer. Call David Heard at 525-0965 evenings.

**For Sale:** 3-series (84 & up), 3.91 viscous type differential from ix, \$900, used once. Alpina rear spoiler, \$85. Ansa exhaust for Eta engine, \$135. 14\*6 stock BMW wheel, 4 for \$325. Front and Rear strut (3000-mi), for \$80. All prices are negotiable. Contact 454-4878 or leave message. Kohi Lin.

**For Sale:** White '72 2002tii, strong engine good condition. Extras include two extra stock wheels with all weather tires, extra gas cap and more. Will SELL to BEST OFFER. Call Bruce Moses at 488-7862.

**FOR SALE:** Goodies for a 320i. Four 185/70 13 Goodyear Vector all weather tires mounted on 13 x 5.5 stock steel wheels. Included are never used cable chains. \$120. Voltage regulator - \$40. Four oil filters - \$2.50 per filter. Three fuel filters - \$10 per filter. One air filter - \$8. Call Mike at 234-2246(w) 228-0848(h).

**FOR SALE:** 1971 3.0 CSi European model, silver with navy cloth interior, new clutch, new tires, full tool kit, 80,000 original miles, front and rear damage, \$4,000 (over \$13,000 invested). I will also consider parting the car out. 282-4269.

**FOR SALE:** '79 323i, Eurospec. 4 speed, new trans, \$6800 OBO. Call Pete or Gordon, 823-1212.

**FOR SALE:** 1964 BMW 1800. It runs. \$600 or best offer. For more information call or write to Finn Livingston/Neve Barry. P.O. Box 31731, Seattle, WA 98103, 206-632-3927.

**FOR SALE:** '88 M5 Factory Wheels (16' x 7½" BBS) and Tires (Pirelli 225x50VR P700's). 14,000 Miles on Both. Flawless Condition. Replaced with Dinan Suspension and Larger Wheels at Strictly BMW, Bellevue. \$1,200. Call Les at 881-6193 Days or Evenings.

**FOR SALE:** '72 2002tii, 16k on rebuilt, sunroof, AM-FM, Ungo, new brakes, muffler, manifold & battery, metallic green, \$3,900. 789-6306.

**FOR SALE:** 1967 BMW Coupe. This is an opportunity to purchase a very rare 2000 CS that is in good original shape. It has power windows, leather seats, wood dash, 4-speed and a new clutch. Only 8883 of these coupes were produced worldwide (*Zündfolge 5/87*). It can only appreciate. \$4450, all offers considered. 328-7936.

**FOR SALE:** White '72 2002tii, strong engine good condition. Extras include two extra stock wheels with all weather tires, extra gas cap and more. Will SELL to BEST OFFER. Call Bruce Moses at 488-7862.

**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.

**PIRELLI MICHELIN**

**BRIDGESTONE GOODYEAR**

**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"



**823-1511**



**BRAKE &  
ALIGNMENT, INC.**

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

# The Parting Shot

## Road Dancing

By Andy Barcheck

I ran my first road race more than eighteen years ago. There are few things in this world that give me more satisfaction than delicately balancing a multi-ton machine on the Laws of Physics and extracting the most from whatever combination of variables I am dealt in any given instant. But one of my best races wasn't a race at all. It wasn't a hell bent 10 and a half tenths first overall triumph in the old 280Z. It wasn't even in front of a cheering crowd of spectators. In fact, the only other people there were a stranger I never met or saw again and two people who slept through it!

About three years ago, my wife, Sandi, and I had just finished a crash reassembly of a BMW 2800 CS that I had spent three years doing a rustectomy on. We got it done in time to take off to Monterey to the BMW CCA's Oktoberfest. The car got a close fourth in class in the concours with the ratty interior so the years of effort had paid off. But now with the clean car stuff out of the way it was time to drive.

The drive North on 101 through San Francisco early in the morning, up through the Redwoods by midday and into Northern California by midafternoon, was beautiful but relatively uneventful. The BMW coupe was in it's element. They designed it for grand touring and it surely was. After a much needed late lunch I turned the spinning propeller east from Crescent City on Highway 199 to Grants Pass. Sandi and my daughter, Lindsey, soon fell asleep on a warm afternoon and a full stomach, leaving me to cruise alone with my thoughts.

My thoughts, as they often do, turned to the rearview mirror. A gold 280ZX hustled up behind me in one of the straight parts and then passed on the next. They grey haired gentleman seemed to be road dancing alone and I

knew that every dance contest needs at least two contestants.

I knew this dance would be different than any I had done before. To keep from awakening my passengers I would have to dance a waltz at a foxtrot tempo. The other dancers were not afraid to boot it down the straightaways but I was always happiest when finesse triumphed over brute force. The CS and I decided to go down the straight parts at a reasonable clip and try to catch up with the other couple in the twisty bits. But this turned out to be more of a challenge than we intended for the pace of our braking, cornering and accelerating was not limited by the capabilities of the BMW or the available traction but the bobbing of the two sleeping heads in my car. My two onboard g-Analysts could only be seen out of the corner of my eye while my concentration was fixed on the road ahead. I have always prided myself on being a smooth and consistent driver and some of my most cherished triumphs were on a wet track where smoothness is the prerequisite for success. This would be no different.

My passengers subconscious minds must have been enjoying this too because I found that the neck muscles attached to the sleeping heads would compensate for gradual and steady changes in g-loading in all directions. Actually quite high steady state g-forces would be tolerated if they were arrived at the right rate. Too much and you'd see the dreaded head snap we are all familiar with.

Highway 199 is one of those great roads that follows a meandering river through the Siskiyou Mountains. The BMW coupe is one of those great cars that was designed by engineers that are also enthusiasts. I couldn't have asked for a better combination of dance floor and partner. Rolling off the throttle from high speed, gently applying the brakes with an increasing then decreasing pressure as cornering force builds to tighten another set of neck muscles,

all the while imperceptibly downshifting the butter smooth ZF gearbox, sliding the foot over to the throttle pedal at that precise instant when braking force is spent and cornering force is gaining, squeezing down the throttle as cornering force reluctantly relinquishes its influence to the smooth torque of the six cylinder engine, feathering the throttle while releasing the clutch for upshifts, matching the revs perfectly, engaging the clutch, squeezing the throttle back on to thrill the chipmunks with the sound that only a high revving six can deliver, roll off the throttle to start the whole wonderful process over again. For nearly two hours my partner and I danced this road, each getting something different out of it. As we left what we both knew was the last real corner on the road we knew the dance was over but the contest was not. We opened the secondaries of the Zeniths for the first time, planted our CS right up his ZX and waited for him to lift. When his bumper got bigger, a flick to the left put us in front for good. We ran together in the high double digits until we slowed for civilization. Soon a flash of a turn signal, the wave of a hand and they were gone.

Ironically, it was the complete stop at a signal in Grants Pass that awakened my passengers. I told them of the fun we had just had but I don't think they really understood, because a few months later my wife commented, as wives do, that she couldn't remember the last time we had been dancing. I grinned and told her that she would if she hadn't slept through it! I then realized that racing or road dancing is a very personal thing that cannot be fully shared with anyone but the partner in your arms. The black coupe and I are dancing with new partners now, but I now know it is the only one who can appreciate that two hours on the dance floor in the Siskiyou as much as I do.

**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  
(312) 998-9150

**LONDON LTD.**

79 Park St.  
Pittsfield, MA 01201  
(413) 442-5399

**EURO-TECH**

901 N. Andrews Ave.  
Fort Lauderdale, FL 33321  
(305) 523-2996

**SUPERFORMANCE**

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

# WHY WAIT FOR THE NEW M5

## THE NEW DINAN 5 IS AVAILABLE NOW



The Dinan 535i turbo handles better (.95 LG) and accelerates faster (0-60 5.5s) (ss ¼ mile 13.8s) than the soon to be released M5. Just bring your new 1989 535i to Dinan Engineering Headquarters or one of Dinan's distributors for the ultimate experience in BMWs.

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

**DINAN ENGINEERING  
HEADQUARTERS**

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



### 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.



## 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



**EDMONDS**

**ALAN**



*FACTORY AUTHORIZED*

- Sales
- Leasing
- Service
- Parts
- European Delivery



**ALAN**



**ALAN BMW SAAB, INC. 21420 Highway 99, Edmonds, WA 98020**

**(206) 771-7100 or 625-9282**

**Parts 1-800-243-2002 (WA) and 1-800-426-3066 (U.S.)**

*Same day parts shipment on orders received by 1:00 p.m.*

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

**SECOND CLASS  
POSTAGE  
PAID  
Seattle, WA**