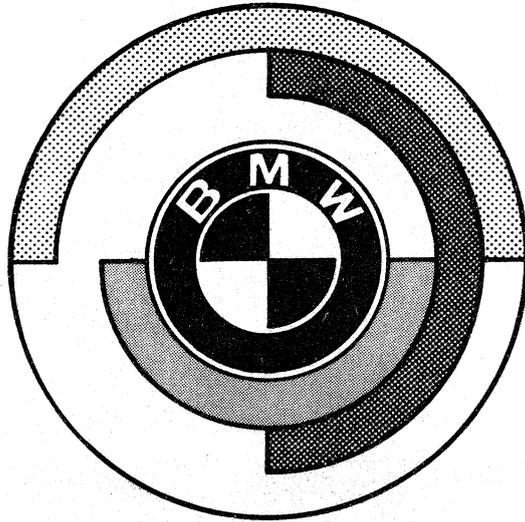


CSL

NEWS



SEPTEMBER

1971

CSL NEWS

ISSUE NO. 11

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2285001 Tony Westhall (Australia)
002
003
004 B. Mills
005 Tim hope Frost
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007 W. T. Oxtoby
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009 Sold Owner?
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014 Ken Rae
015 Mr. Mitchell
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021 Michael Thompson
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023 John Safe
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025 For sale
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028 Ben Bidstrup
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030 Phil D. Pimlott
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032 Roman Lelic
033 Known for sale
034 David Morrell (For Sale)
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037 Sold recently
038 A. J. Seaton
039 G. W. Grundy
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041 Ian Crane (Australia)
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051 Mr. Jenkins
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053 Alan Cowland
054 Norton Hill
055 Anthony Fowler (For Sale)
056 A. Russell
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058 Exported (New Zealand)
059 M. Xenofontos
060 For sale
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063 Car now broken
064 Stephen B. Nau (USA)
065
066 Mr. Norman
067
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069 Car now broken

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072 B. Whittet
073 G. M. Herbert
074 Terry Halliday
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076 D. Stokes
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091 Philip Smith
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094 R. A. McGilvray
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097 C. A. Baldwin
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115 Paul Thomas
116 John Cutler
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123 A. P. Sargent
124 Mark D. Thomson
125 Jack Vaughan (Australia)
126 Adrian Cole (For Sale)
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135 Mr. Hoare
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329	Mr. Gillespie	399	
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332		402	D. Weston
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334		404	Known by member
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336	G. Dobson	406	Patrick Crowley
337	K. Lysaght	407	
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339		409	T. Holmes (For Sale)
340		410	
341	Ben Bidstrup	411	
342	Thornhills Builders	412	
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344	Robert Carr	414	
345		415	
346		416	S. Dobinson
347		417	
348	Michael Outhwaite	418	D. B. Hodson
349	Arthur Hodges	419	
350		420	J. Stolper

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430	Dave W. Humphris	470	
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435	Kevin jones (Alpina)	475	
436	Charles Pinder	476	
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440		480	James Chinaloy
441		481	Barry Hales
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443	For Sale	483	
444	P. Arnold	484	J. R. Lank
445		485	
446	J. Morley	486	
447		487	Chris Marchant-Lane
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452	A. R. Reeves	492	For sale
453		493	W. B. Palmer
454	G. Bean	494	John Appleby
455		495	Mark Metcalf
456	N. Brown	496	
457		497	
458	T. R. Cox	498	
459		499	
460		500	

LEFT HAND DRIVE

2275011	Richard Convey (USA)	2275362	J M Hermann (Belgium)
2275157	Frank Barodi (USA)	2275457	Tim Hagnett (Batmobile)
2275350	Thomas Fawcett (USA)	2275487	J M Hermann (Batmobile) (Belgium)

SPECIAL RUN (39) BATMOBILES

2275501	Bak Balvier (Grand Canaria)	2275521	
2275502		2275522	
2275503		2275523	
2275504		2275524	
2275505		2275525	
2275506		2275526	
2275507		2275527	
2275508		2275528	
2275509		2275529	
2275510	Michel Blom (Holland)	2275530	
2275511		2275531	
2275512		2275532	
2275513	J Hunt (For Sale)	2275533	
2275514	Stocks of Ipswich	2275534	
2275515		2275535	
2275516	Jonathan Hooker	2275536	
2275517		2275537	
2275518	Per Franck (Sweden)	2275538	Brian Bradley
2275519		2275539	
2275520			

SPECIAL ORDER CSL (57) LHD

4355008 Pradip Pattni (Alpina)

Another four months have passed and here is another CSL News, thank you to all the contributors in this issue. Articles for the January issue gratefully received. Colour photo on the front this time is gratefully received from Robert Carr who with Tim Hope-Frost and Chris Marchant-Lane has been competing in the BM Sport Sprint Championships.

I am now in need of a colour photo for the next issue - anyone interested either send me 200 colour photos with sticky backs or one negative and a cheque for £14.00. First come first served.

You will note that for this issue I have divided up the Chassis Numbers into the four basic categories of CSL, 1. Right Hand Drive numbers 2285001 to 2285500, the 500 RHD spec cars, all built in 1972. 2. Left Hand Drive numbers 2275001 to 2275500, the 500 LHD spec cars again all built in 1972. 3. 'Batmobiles' the special run of 39 cars built between 1st January 1974 and November 1975 and finally, 4. The Special Order LHD cars of 1974-75 with chassis numbers 4355001 to 435057, 57 in all.

John Safe discovered a 'new' batmobile in immaculate order whilst out in Sweden bringing us up to 7 of the 39 produced. Please keep looking for CSL's of all sorts, we are still a long way off tracing and keeping up with all movement. If any register member would like the job of following up all advertisements, or liaising with Philip Smith, I'm sure we could provide a small budget to cover costs of phone calls and maybe the posting on of a 'Do We Know' form to the seller so that the new owner can notify us. I'm sorry this really should be my job but time is a problem. It will, however, let another register member become usefully involved. Any volunteers please get in contact with me.

All for this issue, see you all soon, hopefully at SILVERSTONE!

Brian Bradley

CSL REGISTER SILVERSTONE TRACK DAY

MONDAY OCTOBER 14TH 1985

The ultimate day out for The Ultimate Driving Machine - for just £33.00 you get.

- * 1½ hours on the Grand Prix Circuit
- * Lunch
- * Richard Cound Ltd - Parts and M Style
- * Parts Exchanged
- * BM Sport
- * Expert tuning advice
- * Motorsport films
- * A chance to chat to fellow CSL enthusiasts
- * CSL 'T' shirts For Sale

Entry forms from Brian Bradley 'Brendon' 64 Douglas Avenue, Exmouth, Devon
Tel: 039 265000

GERMAN COUPE MEETING

The second German Coupe Meeting is to take place on Saturday/Sunday
28th/29th September at Arnsberg, 45 minutes outside of Cologne. Full
details from Jonathan Hooker on 0233 733414

CHAIRMAN'S COMMENTS

Despite having my name no longer linked with the CSL Register in the Club Magazine, I can assure you that I am still your Chairman and fighting equally as hard for CSL's as I have always done. However, following an urgent request from Brian to 'write up' something for the next issue of CSL News for 'Chairman's comments' page, I again put pen to paper.

It seems only yesterday that I was reading the excellent May edition of the magazine, and now we are already well into the last month of the summer, one of the worst for many years, which has probably kept a lot of CSL's tucked safely up in their dry garages. This prompts me to reflect on my car. I am sure I will find it a temptation not to use it this winter after having it in pieces for so long. I am waiting for the tourists to leave me in peace and enable the task of renovation to re-commence - I have managed a few simple tasks in between busy spells, but basically I have been collecting all the pieces prior to an all out burst to get the car ready for Silverstone.

Silverstone - as Brian will be informing you of all the details elsewhere in this issue, it only remains for me to urge you all to come along and make this day the premier event of the CSL Register's year. Last year was good - this one will be even better!

Whilst I am impatient at the prospect of getting my renovated CSL back on the road, and on the track at Silverstone, I must remember that some members have been driving in anger again all this season. Namely Tim Hope-Frost, Chris Marchant-Lane and Robert Carr, they came 1st, 2nd and 3rd in one sprint I am told, no doubt it will be well documented either in this issue or the next. Perhaps more of us will be persuaded to take part in competitive events - the CSL really is made for it. It would be encouraging to think that the whole Car Club could find the impetus in its ranks to put on a Motor Sport event of some kind - it really does seem incredible to me that with all the BMW's involvement in Grand Prix and other forms of motor sport that the Club cannot match some of the smaller Motor Clubs and organise one sprint a year! Will the Register have to show the way? Let me know what you think, especially all you qualified timekeepers, Marshals, Course Doctors, etc. Spring 1986 - Castle Coombe for instance???

By the time you read this, Trentham Gardens will be hosting the National Concours d'Elegance in Stoke-on-Trent. Lets hope for a good turn-out. I will not be there this year, the first time since 1976 - Longleat was within striking distance for me, but Stoke turns the whole thing into a two/three day event, time I can ill afford this year, Talking of Concours I was pleased to hear that Keith Whitehead achieved 3rd place with his CSL in the Wessex Region's Concours in June - there is always ONE to make

our presence reit!! Anyway Brian will be at Stoke along with others of the Register, and we will have our own section - a CSL Register Stand with photographs and information etc. Rumour has it that there will be a 'T' shirt available this year.

Keep those letters, articles, photos coming, your support is vital to our continued growth, and once my re-build is complete I will attend as many events as possible - the CSL must stay the ULTIMATE DRIVING MACHINE!!!

Happy Motoring

PETER BROWN

Obviously my main message for this issue is to remind everyone that entries for the CSL Register Track Day at Silverstone are now open and entries are coming in. The format will be slightly different this year and I think more attractive. There will be four sessions for each group on the full Grand Prix circuit amounting to one and a half hours in all! Fantastic value for an entry fee of £33.00 including lunch! Please can we have a good turnout of CSL's after all it is your day. There will be lots of other attractions on the day not the least of which is the opportunity to chat with other CSL owners. We hope also to have two or three 'personalities' present.

Longleat, sorry silly me, Trentham Gardens will have passed by by the time you read this but I hope there will be a good CSL turnout. Two Northern Concours in three weeks will be pushing it a little though.

Elsewhere in this issue you will read of the exploits of various CSL's in competition. Tim Hope-Frost, Chris Marchant-Lane and Robert Carr have been successfully competing in the BM Sport Sprint Championship and latterly joined by Mr BMW Sport himself, Jonathan Hooker, all with some tremendous success. Allan Carruthers has also been successful on the track and a separate article appears from him elsewhere in this issue.

I am also receiving from Mike Blom the magazine produced by the BMW Coupe Club Nederland, if anyone fancies reading them please contact me (Good knowledge of Dutch necessary!)

See you all at Silverstone.

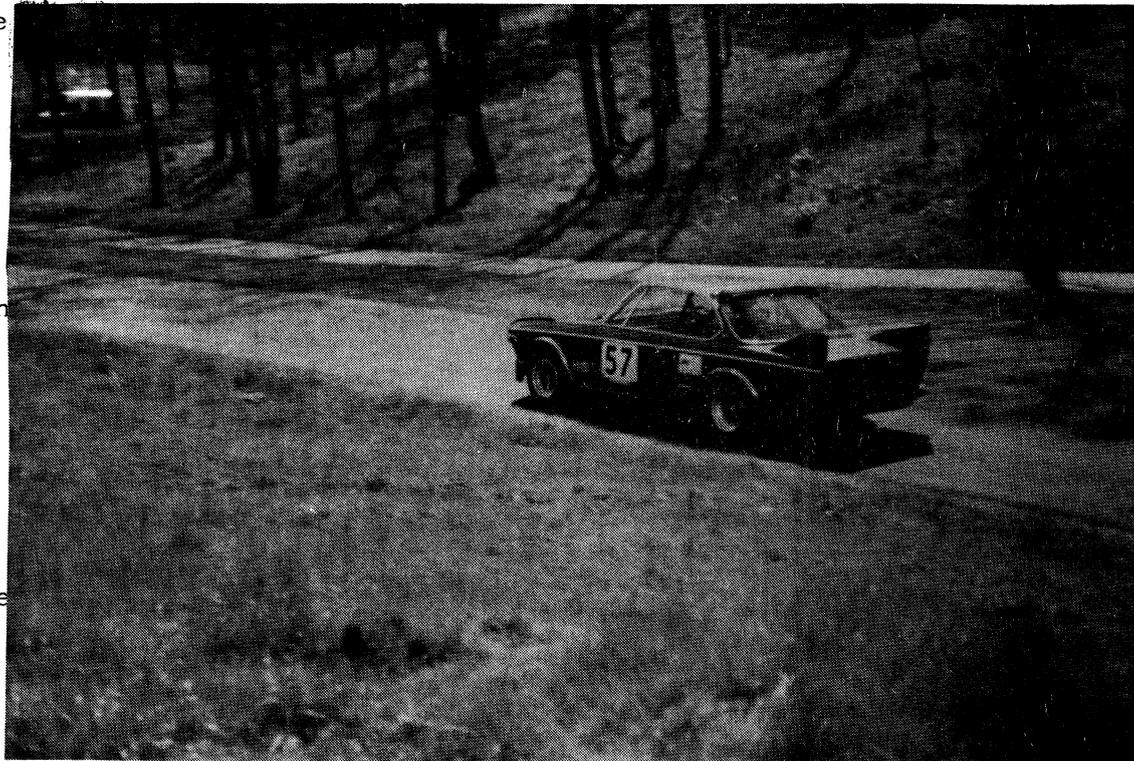
Brian Bradley

4th/5th MAY 1985

<u>ENTRANTS</u>		comp no.
	TIM HOPE FROST	57
	ALAN CARROTHERS	58
	GERRY TYACK	53A
	CHRIS MARCHANT LANE	63
	ADRIAN READ	53

A two day event with practice on the Saturday and timed runs on Sunday. On practice day the weather was dry and some good times were recorded by Tim Hope Frost and Gerry Tyacks co driver despite the course being very tight for these large BMW coupe's.

Adrian Read co-drove Gerry Tyacks car and the youthful lack of fear put us all to shame. On Sunday it poured, and hill climbing in the wet is not recommended in a CSL, I chickened out, valuing my car more than a good result, but the other more rash entrants put up some spirited



performances and managed to keep their cars in tact.

The event was well organised and some of the cars were a delight to see, a real collection of automobiles from Type 35 Bugatti's to Ferrari Daytona's and it was interesting to note that only the more reckless drivers in pure racing cars came to grief on the wet circuit and the hill champion driver was only 1 second slower in the wet than on a dry track!! A lesson for us all.

Timed Runs

<u>Practice</u>				<u>Runs</u>		
	1	2	3	1	2	
53	62.13	57.79	55.57	65.29	62.20	
57	59.36	58.79	58.49	67.76	65.13	
58	63.20	62.72	63.14	70.86	67.44	
63	60.83	62.74	61.75	NO	RUNS	
53A	60.33	59.67	-	67.21	63.43	



18th MAY 1985

Four entrants in our class for this meeting, the only serious competition coming from the CSL's old rival in its modern guise - a 2.8i Capri - which succeeded woe of woes, in pushing me into third place. But as usual Tim easily held the honours of the day giving the CSL another class win. Jonathan provided the course car with his batmobile - I'm sure its his method of learning the circuits next year he will no doubt beat us all after all this unoffical practice.

Lydden Hill is a very tight circuit and allows you no room for error and it took quite a time to "master" its various bends if after 4 laps you can master anything. A fine class win for Tim.



C. Marchant Lane	208	125.09	121.37	119.48
T. Hope Frost	209	117.37	112.95	113.21
Capri	210	126.18	119.38	119.05



SOUTHSEA CAR CLUB SPRINT

9th JUNE 1985

Glorius Goodwood - my home circuit and the one I know the best. The Southsea Motor Club organised an efficient event and there were 5 entrants in our class. At this event we managed the old 1, 2, 3 although it might be classed as a hollow victory against a Lotus Sunbeam and a TR6!! It goes without saying that Tim took 1st, but I received my first trophy by coming home behind him and Robert Carr took third spending most of the time on the grass - remembering his rallying days or does he know a short cut the rest of us have yet to discover!

The weather was alternately wet and dry which provided us all with some adrenalin producing moments.

Jonathan again provided the course car - really Jonathan why can't you pay your dues and enter like everyone else!

T. Hope Frost	27			
C. Marchant Lane	28	125.63	122.22	112.80
R. Carr	26			





BARC MAUGURAL SPRINT

30th JUNE 1985

At last Jonathan felt he had had enough practice and actually entered this event. My leg pulling is good natured Jonathan. I am sure everyone is aware that you sponsor the BARC Sprint Championship.

Four entrants for this event which was marred only by a temperamental time keeper who departed, nearly for another life, half way through the event. Thus depriving us of any hope of championship points, we continued however, using stop watches.

Bruntingthorpe is an old motor testing ground and is consequently very fast. It was also covered in loose mud and shingle thus making our hold on the surface a little tenuous. I think the track and facilities will improve during the next few years and this venue should become very popular.

J. Hooker	21	112.58	112.0	-
T. Hope Frost	22	114.56	110.2	121.28
Mar nant Lane	23	117.17	114.2	122.20



MG CAR CLUB SPRINT

4th JULY 1985

Tim and I (or do I mean I) had our stiffest opposition at this sprint. There were six entrants in our class, 2 Morgans, an XR4i - capris in disguise? - an old Jag and of course 2 CSL's. We both thought the Morgan would be the car to beat but in the end it was the XR4i and I determined that having been beaten by a capri at Lydden I could not suffer the ignominy of a defeat by another ford. I managed it in the end but only after opposite locking my way round and leaving the best part of 2 Pirellis on the track. Tim, of course romped home in his usual inimitable style to take the class honours.

115	Morgan	81.44	75.06	71.59	70.93
117	T Hope Frost	65.47	64.82	63.54	63.84
118	C Marchant Lane	70.12	69.80	69.55	66.94
121	XR4i	69.62	68.21	67.73	67.20
122	Jaguar	88.93	89.43	86.78	89.75
123	Morgan	74.50	72.01	71.07	70.30
		P1	P2	T1	T2

Unfortunately there are no pictures of this event.

CHRIS MARCHANT-LANE

Dear Brian

Many thanks for the May issue of CSL News and my appreciation to you and your staff who work hard.

May I please answer one of the points raised in your Secretary Column. You asked for half a reason why Longleat should be moved to Trentham Gardens after many years at Longleat. May I offer you many reasons. 50% of total club membership is within a 3 hour drive of Trentham which is 3 miles from Junction 15 on the M6. The facilities are better for bigger attendance from our members in Great Britain and Europe. An exhibition hall which if the weather is as bad as 1984 could contain all of the entrants, a ballroom or dining room which seats 850 people, a far greater capacity of local hotels, guest houses to provide reasonably priced accommodation for club people. Camping facilities including shops, laundry etc., which are non-existent at Longleat. The area around Trentham is extremely well situated for organised visits to places of interest which one can include if we enlarge the meeting to a full 2 day event and caters much more for the whole family with interest for everyone. The Concours is a very important part of the weekend but we have now included many other activities which will interest a far greater number of members as well as attract new ones. I think that the comment that the move will help our Northern members is unfair and has not been offered as an excuse as an excuse is not necessary. We are trying to encourage a greater response from all club members and trying to encourage more participation in a greater variety of events for everyone. I appreciate your strong feelings on this subject but as I have been involved for the last 6 months in this weekend I feel strongly that the Club should look to the future as well as our past successes and try to organise more varied events. I hope to see you at Trentham Gardens and then after you have spent the weekend there and you have some comments to make I promise to reply in the News.

Best wishes

JOHN SAFE

(Dictated over the 'phone late one night to BB!)

John - Many thanks for the 'letter', I do of course accept all you say in it and as I hardly do anything for the Club it shouldn't be for me to criticise. I accept that a lot of people are putting a great deal of effort into the Trentham Concours and I hope it is a tremendous success - Ed.

Martin Buckley
58 Anson Road
Dene Bank
Denton
Manchester
M34 2HQ

6th June 1985

Dear Mr Bradley

Enclosed is a picture for your "perfect pairs" spot in CSL News depicting my father's 72 3.0CSL (number 158) and my recently bought 1970 200 C automatic. You may be surprised to hear that it cost me just £175. The sills on both sides are rotted badly and (inevitably) the inner wings are rough but apart from a few odds and ends the car is basically quite sound. The CSL, bought in January 84, suffers in much the same way at the moment but we will begin restoring it in the Autumn.

I hope the photos are of some interest to you. Keep up the good work with the magazine.

Yours sincerely

MARTIN BUCKLEY



Walton Cardiff Manor
Nr Tewkesbury
Glos. GL20 7BL

17.7.85

Dear Mr Fairey

Thank you for your letter re my BMW CSL (No. 401), I have had the car some five years, in which time it was little used as I had a 735 BMW for my long journeys and other transport for local work.

About two years ago I became keen on motor events having bought an immaculate Alfa Montreal (now being expensively rebuilt) and a very low mileage BMW 3.0 CSA. These obviously proved of no use for competition work, so out came the CSL for my first hill climb. It handled well but disappointed on power. I lightened it by removal of front bumper assembly and fitted a 300° cam shaft. There was an improvement but still I thought the engine could offer more power, with the possibility of having two settings a) for track events and b) for hill climb sports. With this in mind I've removed all the fuel injection system and replaced with 3 x DCOE Webers with 38 choker for track and 36 choker for sprints. The BHP is now 220 against a quoted 200 at 5600 RPM. We've now got to see how the latest change works out in competition.

In the meantime I've acquired a further CSL (No. 343) in beautiful condition to have a service original model - this has replaced my BMW 2.0 litre left hand drive Tii Touring, which proved a super touring car for France and easy to negotiate through the Paris rush.

I enclose 2 photographs herewith taken at Prescott, with another I'll be sending shortly (photocopy enclosed) showing the car in stripped down attire.

Yours sincerely

ALAN CARRUTHERS





Dear Brian

As you referred in the CSL News (January 1985) there remains some 350 CSL's unaccounted for, however, I am pleased to advise that the following cars have been located.

025 - For Sale 0695 21849
037 - Sold 0268 699561
060 - For Sale 021 550 7630
079 - For Sale 0934 29340
127 - For Sale 01 864 9333

By chance on a recent visit to Langthorpe Blasting Services Boroughbridge, Yorks it was learned that the director of this company owns a 1973 CSL, Golf Yellow No 2285386 and was not a member of the register (another find in the depths of Yorkshire).

Mr R F Mann would appreciate details of the register, his address is shown

The Old Stable
Brewery Yard
Langthorpe
Boroughbridge
Yorks

For those involved in restoration, Langthorpe Blasting Services offer many services to the car restorer, he can be contacted by telephoning (09012 3154). The service and price is most competitive.

Please find the enclosed BMW Parts Issue sheet for the CSL (kindly provided by Curfew Carague).

With the Concour season well into the swing it has been disappointing to see so few CSL entered at regional meetings, however, it is pleasing to note that Mr K Whitehead's CSL took an award at the Wessex Region Concours meeting in June at the Wellington Country Park, Reading, Derek Waller's team found a super venue and found a warm and sunny day, Tim Hignett was represented at this event with his immaculate "Batmobile".

The next event the "London and South East Region again was dissapointing only 3 CSL entering, though Tim Hignett and Jonathan Hooker's Batmobiles were present.

Members of the register and those in the car club who did not attend this meeting certainly missed one memorable day. The venue "Leeds Castle" is second to none and again Jonathan and his team chose one of the best days for weather this year. I was pleased to win an award with my 2002 Cabriolet.

My CSL and 2002 next event will be the North East Regional meeting in August followed by the National event at Trentham Gardens.

I look forward to seeing you and let's hope that Trentham is invaded by the register members.

Best regards

Philip Smith

BMW 3.0 CSL - APRIL - JULY

BMW 3.0 CSL 1974 model - Henna red - Black leather, recardo seats, alloys, £2,795

Tel: 01 514 1592

BMW 3.0 CSL 'L' Reg, very rare, damaged body, mechanically sound, ideal for rebuild or spares. Offers

Tel: Maidstone 890330

BMW 3.0 CSL 1972 white, 70,000 miles, new carpets, exhaust and petrol tank, excellent condition. £4.250.

Tel: Ashford (030 381) 3744

BMW 3.0 CSL 1973, immaculate condition. £6,000 serious offers only.

Tel: 01 607 2394

BMW 3.0 CSL 1972 Chassis No 25, poor body, good mechanics and trim. MOT £1,575.

Tel: 0695 21849

BMW 3.0 CSL 1973 V.G.C., all original. MOT. Chassis No 253 £4,300

Tel: Harrogate (0423) 770077

BMW 3.0 CSL 6 months MOT, car drives well but needs tidying - Offers

Tel: 0268 699528 or 0702 77559

BMW 3.0 CSL Immaculate condition £4,000 recently spent on Blue Printed engine, fuel injection, gear box, etc. Offers around £6,200

Tel: 01 698 5608

BMW 3.0 CSL 1974, one owner, silver, blue leather trim. Collectors car, good condition. Offers £4,000

Tel: 021 454 2089

BMW 3.0 CSL - Black £3,950

Tel: 01 731 5763 or 01 736 8621

BMW 3.0 CSL 1973, good condition, tax MOT, new parts fitted, 4 new
tyres. £3,500 Chassis No 54

Tel: 0664 62833

BMW 3.0 CSL 'L' Reg, Alpina Engine, good mechanics, very expensive magnesium
wheels, has slight rear damage, rusty wings, floor pan sills etc, very good.
£1,600 plus £150 for all parts required Chasis No. 127

tel: 01 864 9333

BMW 3.0 CSL red, superb looking - needs minor mechanical attention £2,650

Tel: 0268 699561 Chassis No. 37 CAR NOW SOLD

BMW 3.0 CSL 1974 'M'. Henna red, black leather Recardo seats, alloy
wheels. £1,995

Tel: 01 514 1592

BMW 3.0 CSL 1973, collectors car, 46000 miles, excellent condition in every
respect, MOT £3,550 Chassis No. 94

Tel: 0555 - 71695

BMW 3.0 CSL 174 Silver, excellent. Chassis No. 130 £4,995.

Tel: 0865 CAR NOW SOLD

FOR SALE: CSL No. 385

This is a "middle state" CSL, being neither in Concours condition nor in any
way a crummy old heap. Mileage under 68,000 of which 14,000 have been by
present owner since 1978. Colour is Golf yellow and car is standard
throughout except for the front air-dam. The front wings (original) are
rusty within and behind the wheel arches but the rust level is very
moderate elsewhere and negligible under the bonnet (see photos, Jan 85
CSL News). replaced items include all wheels, all discs, rear calipers,
clutch, water pump and complete exhaust. Fuel injection control unit
replaced by previous owner. Car is in regular use and has no tuning or
performance problems. Tax/MOT to end of November, £4,000 - no offers
but might add some valuable spares e.g. wheel-arch trims.

San Diego, CA 92131
July 11, 1985

Mr. Brian Bradley
CSL Register
Brendon
64 Douglas Avenue
Exmouth, Devon
England

Dear Mr Bradley:

Charlie Richardson suggested that I write to you with brief details of my recently-purchased CSL. I am by carbon copy of this letter communicating this information to Charlie and to Bill Hulse of BMWCCA for his sales price library. You will also find enclosed my tabulation of prices asked in periodicals I have perused during my three-year quest for a CSL. I hope you, Charlie and Bill find this useful, not only as a contribution to the general fund of CSL knowledge, but in advising others who may be contemplating a purchase or sale.

Vehicle description.

1974 CSL, VIN 2275451, metallic silver, injected, 67,000 km, Scheel seats, am/fm, cassette, equalizer, roll cage, glass power windows, hood and right door aluminum, trunk and left door steel, vehicle weight 3045 lbs. No air conditioning. Vehicle had the metal inscription "Bavaria" and a taped "3,3 CSLI" on rear below trunk. Apparently repainted inside and out. Some rust revealed by superficial inspection.

Purchase information.

Car was purchased in Germany through the efforts of a broker, Mr. Sepp Grinbold, European Automart, 222 N. Sepulveda Blvd., Manhattan Beach, CA. Purchase date was mid-May, 1984; arrival in the U.S. was late July, 1984. The last owner on the Fahrzeugbrief was Elfriede Schalast. I purchased the car from Helena Holubovsky. After my repeated requests, Mr. Grinbold produced a document purporting to be a bill of sale, dated January 9, 1984, conveying the car from Schalast to Holubovsky for a consideration of 30,000 DM. My costs to date are as follows:

\$ 15,600	purchase price
1,700	shipping
165	bond
1,670	DOT compliance
<u>2,993</u>	EPA compliance
\$ 22,128	Total cost to date

DOT/EPA/California problems

I had extreme difficulty in getting Mr. Grinbold to do the DOT work within the 120 days permitted by the customs bond. His excuse was that he wished to engineer the front air dam to act as the bumper required for 1974 and thereby preserve the car's original appearance. I finally threatened him with suit and located a 1973 front bumper offered in The Roundel by a Mr. Gailey, mentioned in a recent edition of the CS Register as a possible source of coupe parts. Mr. Gailey did not ship the bumper for several weeks after receiving a check therefor, and, Mr. Grinbold asserts, the promised pristine bumper was in fact badly bent and had to be straightened. I did not see the bumper when it arrived, but can attest that it indeed has what I believe approximates the appearance of a pretzel marinated in Kinky Straight. In the event, the DOT package was submitted in late January, 1985, six months after the car entered the shop for modifications. DOT approval occurred in mid-April.

Mr. Grinbold told me that the EPA would automatically issue an "over-five-years-old personal exemption" and that I need do nothing but wait for that glacial bureaucracy to act. I heard nothing for approximately 90 days after posting bond for the car, and so wrote EPA and politely requested the described exemption. In the fullness of time they replied, informing me that I did not qualify for the exemption because a broker had been involved.

It was now mid-February. Feeling Time's winged charriot drawing ever nearer my back, I arranged with Dietel Enterprises, Mission Viejo, CA to do the EPA. I informed Steve Wilson of that establishment that, as time was of the essence, I was willing to pay the demanded \$3,000 to have a first class job done so as to prevent customs from seizing my nonconforming car and converting it into an automotive black hole. Dietel subcontracted the laboratory work to North American Compliance, Santa Ana, CA. An effort to meet EPA standards sans catalytic converter fell just short and the car now is equipped with that loathsome device.

In mid-March, Dietel informed me that the car had passed. Mr. Wilson promised me a copy of North American Compliance's notarized submission to the EPA regarding the laboratory results. After a month, I began what turned out to be a Quixotic quest for evidence that North American had actually submitted the results to the EPA. For weeks I got the run around from both Dietel and North American. Finally, in mid-June, I got a photocopy of the submission indicating that the test results had just been mailed: North American Compliance had not submitted the test results until my repeated calls to them and to Dietel. The take home lesson is to get a "time is of the essence" provision included in any agreement for DOT or EPA work. I might add that the experience with Dietel was particularly disappointing: if you can't trust such a well-known BMW service facility to act responsibly, who can you trust?

I now await the EPA release so I can get the car registered in California. I won a small victory in obtaining a California smog certificate on the evidence of the lab results submitted to the EPA. California BMWCCA members should be aware that DMV policy is to require a smog certificate as a condition of extending a "posted fees" operating permit beyond 90 days. Said smog certificate can be based on the lab's submission to EPA, the nearly universal belief by smog station operators that only an EPA release will do notwithstanding.

I understand that California now requires original bills of sale linking the U.S. owner to the last person on the Fahrzeugbrief, an obstacle rumored to be courtesy of Mercedes Benz of North America. The registration process promises to be consistent with my other importation experiences.

Questions you may perhaps be able to answer, please.

Is there an available list of stolen or wrecked CSLs? I am concerned by the fact that the car was purchased from someone whose name is not on the Fahrzeugbrief and may, therefore, be hot in the pejorative sense of the word.

What is the significance of the metal doors and trunk, weight which is apparently about 400 pounds heavier than other CSLs, and the "Bavaria" and "3,3 CSLI" inscriptions? Mr. Grinbold claims that steel parts were substituted for unavailable aluminum panels near the end of the homologation run. Is this accurate? Could the car be a doctored CSI despite such CSL indicia as the VIN, thin roof, goose-neck interior light and direct steering?

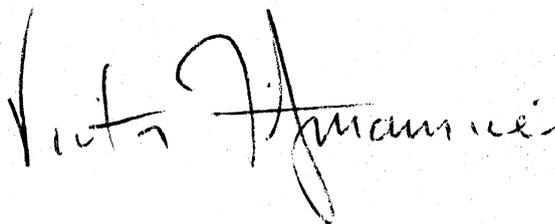
The engine block has the cast inscription, "3.3/3.0". Is there any way to determine engine displacement without pulling the head, or if the engine is original?

Can you suggest a source for a shop manual (perhaps CSI is the closest)?

I would welcome comments concerning the possibility of strengthening the air dam so as to legally eliminate the front bumper.

Finally, I would appreciate any suggestions for sources of an aluminum left door and trunk.

This hasn't been brief, but when I get started on BMWs, it's hard to stop, and I beg your indulgence. With all best wishes, I remain,



encs.

cc: Charlie Richardson
Bill Hulse

Brian Bradley Esq.,
Brendon,
64 Douglas Avenue,
Exmouth,
Devon.

Our reference
Your reference
Your date
Department
telephone no./extension
Date
Subject

GVT/BAH

2nd July 1985

Dear Brian,

I came across the attached specification sheets of the 'GB' Imported CSL's, a short time ago, and thought it might put the records straight in the many varied reports which have appeared concerning the CSL specification from time to time. The only exception were a number of cars without electric windows.

You may have heard of my pending retirement from the Motor Trade, and maybe CSL owners would be interested in the attached list of new and used spares, which include 'Five Speed Close Ratio Gear Box', 'Limited Slip Diffs', Racing wheels and Tyres etc. New parts listed available less 40% plus VAT.

Yours sincerely,

Address
High Street
Moreton-in-Marsh
Gloucestershire
GL56 0LE
Telephone
(0608) 50323

Directors:
J.K.M. Hicks
J.P. Mills
E.V. Tyack

Executive Board
G.V. Tyack - Managing
S.A.C.S. Rickards - Finance

VAT Number 274-6741-33

Registered Office
High Street
Moreton-in-Marsh
Gloucestershire
GL56 0LE

Registered in England
711646

Consumer Licence
Number 060939



PRESS INFORMATION

Specification - BMW 3.0CSL

Engine:	6-cylinder, 4-stroke inline with triple hemispherical swirl-action combustion chambers.
Capacity/Stroke/ Bore:	3,003 cc/ 80 mm/ 89.25 mm.
Output:	200 bhp (DIN) at 5,500 rpm.
Torque:	200 lb/ft. at 4,300 rpm.
Compression ratio:	9.5 : 1
Fuel-injection system:	Bosch unit with electronic regulator.
Gearbox:	4 speed all synchromesh: 1st 3.85 : 1; 2nd 2.2 : 1; 3rd 1.4 : 1; 4th 1.0 : 1; Reverse 4.3 : 1.
Final drive:	3.25 : 1 with hypoid toothing. Limited slip differential with 25% locking action.
Electrical system:	12-volt 630-watt alternator, 55 amp/hr battery. 4 halogen head lamps; rear fog light, 2 reversing lights; warning flasher system; heated rear window.
Suspension:	Front: independent with wishbones, traction struts and spring struts inclined to rear, rubber mounted, high mounted coil springs and rubber auxiliary springs, double action telescopic dampers, torsion bar stabiliser. Rear: independent on splayed trailing arms rubber mounted with spring struts and torsion bar stabiliser.
Steering:	ZF-Gemmer power-assisted. Steering column with 2-universal joints.
Tyres:	7J x 14 H2.
Dimensions:	Length: 15'3½" Width: 5'7" Height: 4'5" Wheelbase: 8'7" Turning circle: 34'5" Weight empty:

Information not included was not available at time of printing.

RP/db 300373
ALL ENQUIRIES TO: BMW CONCESSIONAIRES GB LIMITED
Telephone: 01-995 4651

361-365 CHISWICK HIGH ROAD, W.4
Telex 934140



BMW CONCESSIONAIRES G.B. LIMITED

London, W.4
Tel. 01-995 4651

Please reply to

Services, Parts & Car Allocations:
P.O. Box 5,
Poulton Close, Dover, Kent
Tel. Dover 205023
Telex 96479 & 96267

London — Tourist, Forces,
Diplomatic - Sales Office
and Showroom:
56/59 Park Lane,
London W.1
Tel. 01-499 6881

BMW 3.0 "CS Lightweight"

Recommended retail price £6,399 including purchase tax.

P.A.S. £139 " " "

U.K. specification includes:-

- Fuel injection
- Tinted glass
- Heated rear window
- Limited slip differential (25%)
- 7" road wheels
- Lightweight chassis
- Aluminium doors, bonnet, luggage boot lid
- "Boges" shock absorbers as fitted to CSi
- Electric windows
- Bumpers as per standard CS
- Body flash and fine lines as per photograph attached
- Black head lining and sun visors
- Under section of body painted black
- Tool kit as per standard CS
- Carpet as per standard CS including boot
- Michelin tyres
- Normal CS-type bonnet locking
- Interior light
- Special sports-type steering wheel
- Bright wheelarch finishers
- Special sports seats in black non-slip cloth

* Paint colours available:-

Ceylon	Polaris
Inka	Golf
Verona	Taiga
Fjord	Chamonix

** For 'Drive Away' - sold out of Fjord, Ceylon, Verona.



Directors: D. C. BLACKBURN (Chairman & Chief Executive) J. SIEFF (Deputy Chairman) H. WINKLER (German)
A. L. JONES A. J. HILLE (Joint Managing Directors) C. BURNAGE P. REYNOLDS J. R. MORRIS-MARSHAM
N. B. FARBRIDGE Secretary: D. C. WARD

SPARES AT CURFEW

Gerry Tyzack has written to me informing me of his retirement from the Motor Trade and letting me know of a host of spares that he has for CSL's and other BMW's. Many of the second hand spares are for sale at reduced prices and all new parts are heavily discounted. Any one interested either contact me or contact Gerry direct at Curfew, telephone 0608 50323.

The parts are too numerous to print but here are a few CSL examples.

CSL cylinder head (new)	319.58 + VAT
Close Ratio 5 Speed Gearbox (Used)	500.00
Various wheels	
Group 5 spoiler and wing	
Front Ventilated Brake Discs	41.70
Rear Ventilated Brake Discs	46.47
Clutch Plate	80.50
Exhausts	
Rear Differential	174.08
Front Wing	356.86
Boot lid	427.49
Front Spoiler	344.99
Stripes (black)	
Stripes (blue)	
300 ⁰ Camshaft	460.14
Injectors	41.22
Distributor	204.41

I also have a long list of spares from First Front Garages, again too long to print but if anyone is interested, please contact me.

Brain Bradley

"Stoneleigh"
Thornhill Road
South Marston
Swindon
Wiltshire
SN3 4RY

16th July 1985

Dear Brian

In the second edition of CSL News a request for information about CSL models was published on page 4.

Although details regarding two small die-cast models was published in the third edition of CSL News, page 15, further information about larger construction bits was requested in CSL News No. 4, page 9.

The OTAKI MODEL TOY MANUFACTURING COMPANY of Japan produce a 1/12 assembly bit of a 3.5 CSL with batmobile spoilers, wide wings and Dunlop tyres. Price £36.50 such bits seem to be readily available from most model shops.

Yours sincerely

JULIAN SIMS (423)

CSL REGISTER ITEMS FOR SALE

PULLOVERS

CSL Pullovers are available from Christine Levan ordering through Peter Brown, price £17.00 each.

Please give the following information:

1. Chest size (32-44)
2. Length required (from underarms to bottom of jumper)
3. Arm length required (from underarm to wrist)
4. Number required.
5. Your name, address and postcode
6. Colour required (white or blue)

CSL REGISTER STICKERS

A tough colour sticker for the windscreen of your CSL, price £1.25 inc. postage and packing from Peter Brown.

CSL 'T' Shirts * NEW *

Good quality American 'T' shirts, white, with logo '3.0 CSL' as on the front of CSL News and the rear badge of a CSL. Available in sizes small, medium, large and extra large (Go for a size UP on your normal fitting). These are lovely shirts. Price £3.50p plus postage and packing (50p)

ALSO

CSL Sweatshirts * NEW *

Blue, with the same logo, good quality, same sizes as above. Price £7.50 plus postage and packing (£1.00)

BMW Car Club (Great Britain) Limited

CSL REGISTER



SILVERSTONE DRIVING COURSE, MONDAY 14th OCTOBER 1985

ENTRY FORM

Please send this form completed to:

B.J.W. Bradley, "Brendon", 64 Douglas Avenue, Exmouth, Devon

Block Capitals Please: I wish to enter the following car in the above event.

ENTRANT'S NAME MEMBERSHIP NO

ADDRESS

.....

.....

CAR MAKE & MODEL REGISTRATION NO.....

I enclose a cheque payable to the BMW CAR CLUB (GREAT BRITAIN) LTD. made up as follows:

- | | | |
|-----|--------------------------------------|---------|
| 1. | Entry Fee - £33.00 (including lunch) | £ |
| 2.* | Spectator Fee - £2.00 | £ |
| 3.* | Spectator Lunch - £3.00 | £ |

* Delete if not required

IMPORTANT Please sign this declaration:

In consideration of the acceptance of this entry, I agree to save harmless and keep indemnified the organising Committee of the BMW Car Club (Great Britain) Ltd. and its officials, servants, agents and representatives from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself and/or passengers, howsoever caused, arising out of or in connection with this entry or my taking part in this event and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said body, its officials, servants, agents or representatives.

I also understand that before I am allowed to drive on the circuit I must present my vehicle for scrutineering, produce a current driving licence and a valid Club Membership Card.

Should my car fail the scrutineering, I confirm that I will only be entitled to claim back 50% of all monies paid.

SIGNED DATE 1984

CLOSING DATE FOR ENTRIES: 29th September 1985

SCRUTINEERING BETWEEN 8.00 and 9.00 am
TRACK OPEN 10.00am on October 14th 1985

