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1351 DROP-TOP DRIVE • TWO TUNER 335IS • V8 M3 RACER

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A KNIGHTLY

quest

It took a Lancelot to vanquish the Dragon of Decay and save a 2002 Turbo.

STORY AND PHOTOGRAPHS BY AMANDA MARIJANOVIC



It might sound like something from an old legend or fairy tale, a quest for a precious relic so coveted yet so rare, it's almost as if it never really existed. A treasure map, you say? A priceless gem? No: This story is about BMW's 2002 Turbo.

The Turbo made its debut at the 1973 Frankfurt Auto Show. Since then, it has made a lasting impression on BMW afi-

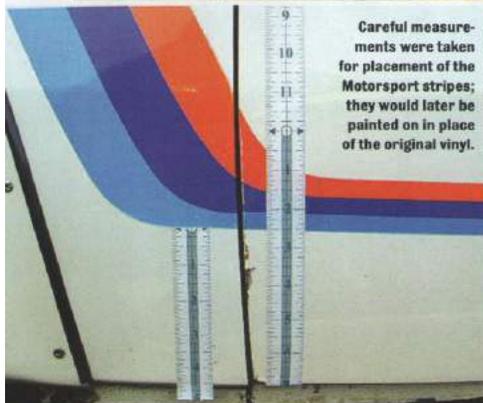
cionados—perhaps because so few 2002 Turbos ever made it to the streets during its brief two-year production run. Or maybe it's the bold design accents of the Motorsport stripes that cascade down each flank, the aggressive front spoiler with reverse script (just in case you couldn't tell from its unique exterior that a 2002 Turbo had quickly raced up behind you). According to

owner Bryan Lancelot, it's the undeniable aggressive good looks that made the car irresistible to him.

So few well-kept Turbo examples exist today that this rare car is highly coveted by enthusiasts. But Lancelot didn't set out to become a collector of rare BMWs. His interest in the marque started when, as a teenager, he first started noticing some



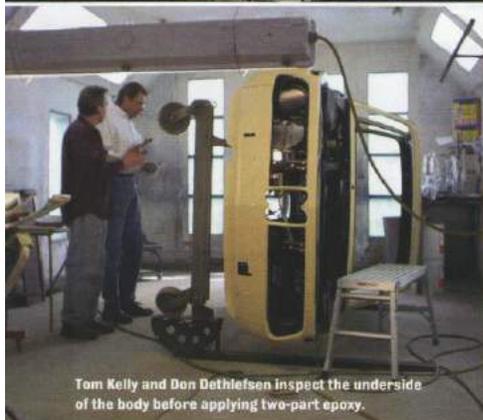
Though it was in reasonable condition when it arrived from England, the 2002 Turbo was not exactly rust-free.



Careful measurements were taken for placement of the Motorsport stripes; they would later be painted on in place of the original vinyl.



Preparation for paint included dipping the entire body and all body panels in a vat of epoxy primer, which was then oven-cured at 400°F.



Tom Kelly and Don Dethlefsen inspect the underside of the body before applying two-part epoxy.



2002s being driven around his Atlanta neighborhood. Coming from a family that drove a succession of Chevy Caprice Classics, Lancelot found the 2002 a unique and exotic departure. It was love at first sight—and Lancelot vowed he'd own "a car like that" one day... when he was actually old enough to drive and had some money.

He was true to his word: On the day he graduated from college, he went out and bought the first 2002 in reasonable shape he could afford. He drove that 2002 for eight years as a daily driver and loved every minute of it. It was then that Lancelot made

another promise: that one day he would buy the best example of a 2002 he could find. Not like his cobbled-together daily driver, but something as beautiful to look at as it would be to drive—a perfect car in all respects.

When the time came look for that perfect 2002, and finances were on hand for its acquisition, however, Lancelot could not find a car that had been restored in a manner that met his expectations; he concluded that to attain the standards he'd set, he'd have to restore one himself. So ten years after pledging to own a perfect 2002,

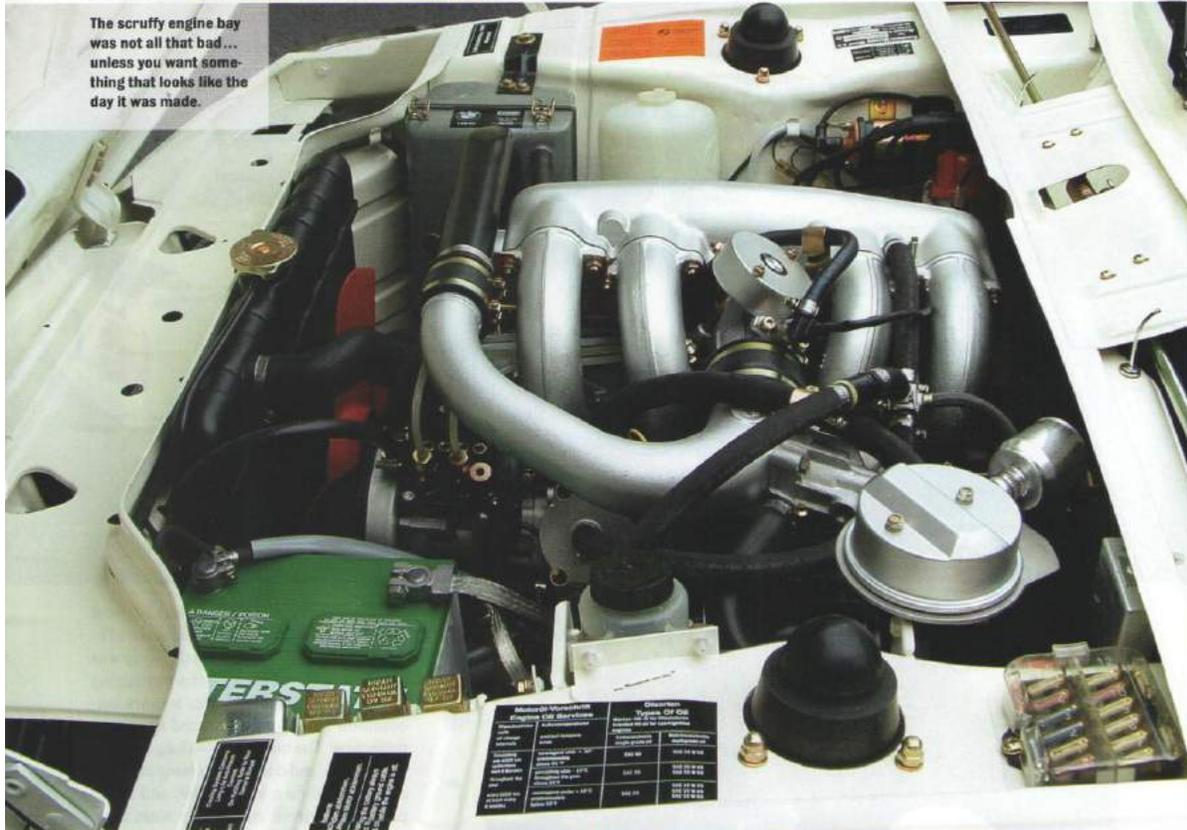
Lancelot commissioned the WerkShop to restore two nearly identical 2002ti's—one as a pristine show car, the other as a spirited racer (see *Roundel* July 2002).

For some, the fairy tale might have ended there. But in January 2001, Lancelot was surfing on eBay when he came across a 2002 Turbo listed in the United Kingdom, a car in good condition at a fair price. He won the auction and had the car shipped to the U.S., where the WerkShop picked it up at an East Coast port and hauled it back to the shop, where under the care of restoration specialist Tom Kelly, the meticulous



One of today's advantages to restoring a 1970s-era car is the presence of 21st-century technology. Modern marvels came into play on this project in the areas of body and paint work.

The scruffy engine bay was not all that bad... unless you want something that looks like the day it was made.



restoration began. The goal was clear, if not an easy task: to transform the vehicle from its shabby state—a slightly rusted car that had seen seven previous owners—into a strictly original beauty that could have given the Turbo on display at the 1973 Frankfurt Auto Show a run for its money.

One of today's advantages to restoring a 1970s-era car is the presence of 21st-century technology. Modern marvels came into play on this project in the areas of body and paint work. Like most complete restorations, the car was first sent to the dip-stripper for a quick 80% paint removal.

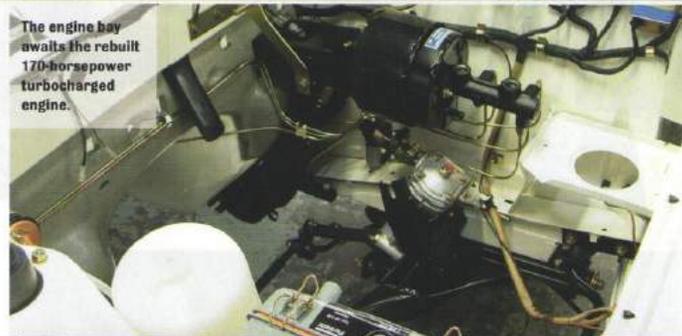




Even the reverse-lettered graphics on the front spoiler were carefully duplicated in paint, not vinyl.



The Turbo wears Chamonix two-stage epoxy paint; the Motorsport trim is paint, not vinyl.



The engine bay awaits the rebuilt 170-horsepower turbocharged engine.

All of the rusted metal areas were then cut out and new metal formed and welded in place—after which a second dip-strip was performed to remove all the remaining paint. In the final process, a more uncommon technique was used to ensure perfection: The body shell—along with the trunk, hood, and doors—was hung in a steel cage, loaded on a semi-trailer, and transported to Detroit, where they went to an industrial coating plant that dipped the cage—parts and all—into a giant epoxy primer tank. The seven-hour process includes a stint in a 400°F oven for final curing. This process is the ultimate for lifetime protection of a steel shell.

From there, Lancelot's Turbo received beautiful Chamonix two-stage epoxy paint. In a deviation from stock standards, the restoration team unanimously agreed to paint on the famous tri-color Turbo stripes for a long-term solution instead of applying decals which would fade and peel with age. The end result was not only stunning, but truly one of a kind.

Any Color You Like, As Long As It's . . .

While the majority of 2002 Turbos were produced in two colors—Chamonix (white) (1,049) and Polaris (silver) (615)—cars were painted in other colors. Despite popular misconception, factory records indicate one car each produced in special colors: Taiga (green metallic), Pastellblau (blue), Schwarz (black), Jadegrun (green), Tampico (beige), Verona (red), and Inka (orange). There was also one Turbo produced in an unknown color; its registration has disappeared. —*Amanda Marijanovic*

Of the 1,672 2002 Turbo models built, the majority were sold in Germany. Only one was officially sold in the United States.

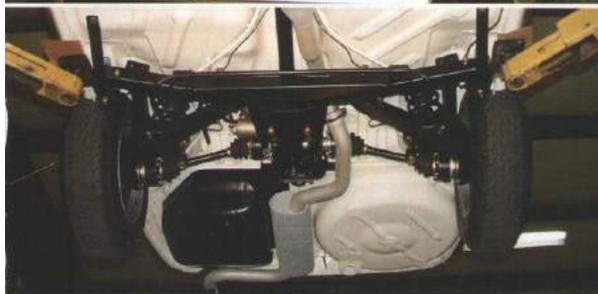
Germany: 624	Panama: 1	Andorra: 2
Iran: 9	Switzerland: 110	Austria: 29
Luxembourg: 2	Angola: 4	Finland: 2
Italy: 356	Poland: 1	Company cars: 5
Gran Canaria: 6	England: 68	The Netherlands: 18
Guatemala: 1	Columbia: 3	Yugoslavia: 2
France: 180	Hungary: 1	Experimental/test cars: 7
Denmark: 5	Sweden: 63	Car pool, press department, and sales to BMW employees: 9
Morocco: 1	Spain: 3	Missing registrations: 8
Japan: 117	USA: 1	
Norway: 5	Belgium: 29	



The Turbo was accurately restored, right down to the sound-deadening felt.



Every piece of the 2002 Turbo was replaced, rebuilt, or refurbished.



Interior restoration is a special, expensive art—but the results are worth it.

While the paintwork was in process, every mechanical component on the car was being rebuilt and refinished to the finest condition possible. The engine rebuild included replacing all reciprocating parts, balancing, blueprinting, and careful reassembly. The interior was totally redone by the shop's master upholsterer in original materials. The entire process took just less than a year to diligently source parts from individuals in Europe, carefully evaluate and refinish old parts used when new options weren't available, and complete the reassembly.

When the car was back in mint condition, Kelly put on almost 500 street miles to break in the engine and make any necessary adjustments before the shop turned it over to the owner—who found the engine ran superbly, possibly better than new.

But the owner wasn't the only one impressed by the shiny white Turbo; it had its effect on the WerkShop crew as well. "Among all the cars I've restored, this one is my favorite," says Kelly. "There's some-

Is there any part of the 2002 Turbo restoration that went overlooked? Nope—not even the trunk mat.



thing about that pristine white paint and Motorsport stripes that pleases the eye." Indeed, Kelly says he found himself staring at it often as the car was nearing completion. "It's like a magnet for the eyes!"

Now that it's in the Lancelot stable, how does the new 2002 Turbo compare to the tii, its closest relative? Lancelot says it's a very different ride. "The power curves of both the stock tii and modified one are relatively smooth and predicable," he says, "so they are easier to drive around town and on the track. The Turbo, on the other

hand, is a completely different story; once the turbo kicks in, the power increase is enormous—the car feels like it's being propelled by a nitrous-oxide boost." This on-off characteristic of 1970s turbocharged cars—the Porsche 930 is a famous example—is precisely why the car is often described as "Jekyll and Hyde," an apt description of the Turbo's famously unpredictable turbo lag. With the large power increase that occurs once the turbo kicks in, it takes a master to keep the Turbo's engine in the proper rev range at all times

to get the most of the 170-bhp engine. Lancelot admits he's still finessing the skill required for a smooth ride.

With its aggressive good looks and rare status (only 1,672 were built between July 1973 and July 1975), it's no wonder the Turbo is considered the pinnacle of the 2002 model series. Lancelot thoroughly enjoys owning his—and definitely feels lucky to be one of the few people around the world to possess a model of this quality. "The Turbo means a lot to me, since my overarching goal of restoring it was to make it the best example of a Turbo in the world," he says. "And I think I can make a fair argument that this one is just that."

Few who have seen the car would disagree. At the 2005 BMW CCA Oktoberfest Concours, the Turbo won first place in its class—and also received the coveted BMW North America Concours Trophy, a replica of a huge silver cup that sits in a glass case in the lobby of BMW NA's home office. Lancelot is keeping his fingers crossed, hoping the car will be invited to participate in the Pebble Beach Concours when BMW is again the featured marque at the Monterey Historics. Now, that would be storybook ending! ♦

The Turbo's engine was completely rebuilt, balanced, and blueprinted before reassembly.



Who Are Those Guys—And What Are They Doing To My Car?!

Windy City Chapter's Don Dethlefsen is no stranger to Club members all over the country. After careers in the printing industry and trucking, the passionate BMW collector, who had overseen the restoration of his own cars, from 501 Baroque Angels to the rare Bertone 3200 to the lively 1800 TISA, the not-yet-retired Dethlefsen opened

the WerkShop in Lake Bluff, Illinois, in 1999. Operated by Dethlefsen and Mike Marijanovic, the WerkShop has now completed three restorations for Bryan Lancelot—who says he would never have any other shop restore his BMWs. "Don has a passion for—and knowledge of—vintage BMWs that is not equaled or bettered by anyone

else I have met before," says Lancelot. "He is also honest, completely trustworthy, and fair in his business dealings, and can be counted on to always do the right thing for his customers."

Lancelot also gives tremendous credit to Tom Kelly, who he says "is like no one I have ever met before in regards to his mechanical knowledge of BMWs,

his attention to detail, and how meticulous his work is."

Of the seven different cars that have won BMW North America Concours Trophy at BMW CCA's Oktoberfest, three of them have been restored by the WerkShop. For additional information, see www.thewerkshop.com.—Amanda Marijanovic