

Parts Department



Pair of new callipers for a 2002 Tii Sir? No problem. Let me just walk around these new E23 7-Series bodyshells, past a rack of new Alpina E21 spoilers and... here they are.

All sounds a bit far fetched? Dreaming of going back to a BMW parts department in 1981? Well, yes and no because the company we've driven for an age to feature is definitely in the here and now, but with a surreal twist. Quite simply, if you need any brand new original 2002 parts, made by BMW, at proper prices, then make this your first stop.

Walloth and Nesch is a company that operates in the small town of Arnsberg, about 20 miles South East of Dortmund and its roots are familiar ones. Alexander Nesch is tall, bespectacled and speaks excellent English in that educated German fashion and before he and business partner Albrecht Walloth set up in business, he studied business economics. Albrecht (who also speaks pretty good English) studied motor engineering to a high enough level to add a Dipl. Ing before his name — *Diplomingenieur*, or academically qualified engineer — clever guys then.

"For us, old BMWs were a hobby that turned into a business. We began trading in 1994, just as the 2002-series cars became really popular," Alex says. "The idea was to buy and sell nothing but brand-new unused BMW parts but we were shocked at how quickly it took off. Even now we're still buying redundant stock from BMW dealers all over the world and you would be surprised at what turns up here."

Bloody right I would. How about five shiny E21 3-Series bodyshells, in original pale grey primer and just right for rebuilding that rotten old 323i or dead Alpina? Okay, at £2700 each they aren't cheap and you're not going to reshell your Gazelle Beige 1982 316 but in Germany the E21 is rapidly going up in value and an immaculate 323i in a new shell with the right bits is going to be some car. And if an E23 7-Series is your motor, a new shell will cost you just over £1100. >>





Right. Alex Nesch (left) and Albrecht Walloth try to ignore *TBMW* journalist Everett's sinister smile as he fondles a new 2002 Tii caliper.



Below. Brand new engines for E28 525e (left) and a Motronic-injected 3.5 unit.



Walk past the enormous stock of new BMW panels for the 2002-Series and you come to as many new body parts for the E21. Doors, bonnets, bootlids, rear quarters, everything is available and it's not too dear. For example, a new 2002 door is about £195 and a bonnet about £150. Again, not cheap, but for the purist restorer it's less than BMW charges and the best route to perfection.

Lots of companies stock panels, but how many have a number of new KKK turbochargers for a 2002 Turbo on the shelf? Yours for 800 notes.

"We now occupy three large buildings to house all these parts and everything is carefully labelled and racked so we know where it is," Alex says. "We buy large amounts of parts but it's inevitable that

some E30 parts creep in and we sell these off cheaply as we don't do anything for cars after 1982, unless it's a 6 or 7-Series. We also get stuck with parts for the Baroque Angel and 700 cars — these get sold off too as we don't do parts for cars before 1963. Our speciality is cars designed after 1962 and before 1982," he adds. I noticed that there were lots of new bits for the old E12 5-Series. "Will these ever be a classic?" I asked Albrecht. "Not really a classic but maybe an interesting old car. There are so few left now that a restorable one is worth doing and a good one is worth keeping good for years to come. People restore and keep '70s Mercedes saloons so why not these?"

Like all good businesses, Walloth and Nesch has an internet site in German and

English which is www.wallothnesch.com. It's worth checking this out as every month it has special offers for original BMW parts and also those it is having to remanufacture. "At the moment we are having some parts such as E21 floors, rubber parts, window seals and engine gaskets remade," says Albrecht as he shows me one of their new heavy-duty head gaskets for M10, M20 and M30 engines. "We supply these to competition users and they have a much thicker fire ring around the cylinders. It's a special shape too."

The 2002 cars remain the core business and it's amazing how much the company has. A new LSD? That'll be £380 for the internals to fit into your casing or £1050 for the complete diff ready to fit, and that's a new one not a dodgy recon. New 2002 dog leg, close ratio, five-speed gearboxes are hard to find but they do turn up. Expect to pay £1250 when one does. Talking of gearboxes, Walloth and Nesch has a large stock of new originals and for rarities it doesn't have, an old gearbox will be sent to ZF in Friedrichshafen for a total rebuild.

The company won't sell unused brake parts as they are 20 years-old after all and will have deteriorated in some way. Instead, parts are remanufactured en

masse by Ate and it's cheap — £145 for two genuine Ate 2002-Tii four-pot callipers or £190 for a brand-new 121 coded 2002 head casting? Why mess around with a cracked or corroded old one at that price?

Performance parts are also a speciality here — but only original BMW, Hartge, Alpina or Schnitzer stuff. An original E21 front strut brace still in its Hartge box seemed cheap at £50 and no matter what Alpina spoiler or decal you need, chances are it's here.

Original Alpina steering wheels and badges are available as are new Alpina five-stud 7x14 wheels at £930 for four. And original Solex rebuild kits for a 4A1 four-barrel carb? No problem, or a new Solex carb if you want.

A new 3.5 Motronic engine at £1600 is £1000 cheaper than BMW and rare 2002 master cylinders are readily available at £125. How many pre-1978 BMW restos are spoilt by having the latest badge? Get your original-spec, heavyweight version here for around a tenner.

So what will this company not provide? "We'll never sell used parts and we'll never do car sales. By selling new parts only we can maintain a reputation for quality. We have a firm near Berlin that

does superb restorations and although restoring a car is never cheap, it costs less to completely restore a 2002 than it does to buy a new 3-Series," reveals Alex. "New cars are just too complex and BMW is no exception. Look at that new 7-Series.

What happens when that goes badly wrong? Who can repair it? I think simple cars like the 2002 and E21 are ones to keep. They still drive well and are simple to work on. What we can't supply when stocks finally dry up we'll remanufacture."

This company and the single mindedness of the owners in what they wanted to achieve is impressive. The fact that BMW itself names them on the Mobile Tradition list speaks volumes and we just don't know of any other company that looks after the 2002 and E21 so well. If you have one we'd be on the phone now ordering a parts catalogue but hey, clear English please. "We find that British people speak really clearly — it's the Bavarians we have problems understanding!"



Above. Cutaway engine is a display unit from a dealer showroom. Before it went under the knife it was a 3-litre M30 unit from a 3.0CS.

Below. Original Alpina wheel for a 3.0 CSL, brand new and boxed like most of the stock.





Extreme E12

We couldn't visit Walloth and Nesch without mentioning the boys' new toy, a 1980 5-Series racer. It was built by Martini Racing using a new early-type (pre-1976) shell and a lot of Alpina and AC Schnitzer parts. Running on three 45DCOE Webers, the dry sumped 3.5-litre six hoots out 340 bhp, drinks fuel from a 100-litre alloy tank and was raced by Christian Danner. So specialised is this car that if you think of one of the racing Batmobiles from the '70s in an E12 body, you're about there. It's even got an oil pump and cooler for the diff. When it races at the Nürburgring next year, we might just treat you to a full rundown of it.



Above. Filler for boot-mounted fuel tank. Note the triple fuel pump arrangement.

Above. Car was built in 1980 by Martini Racing. Right. Triple-Webered six makes around 340 bhp.



Above. Full-on race spec explains the 100-litre fuel tank and the oil tank on the left for the dry-sumped engine.



Left. Interior is complete... except for one thing: Walloth & Nesch are still looking for a driver.

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