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Puget Sound Region**

Zündfolge



May 1991

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Inhalt

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Activities

Calendar

Victoria Tour

This is the absolute last call for Victoria Tourers. The weekend after Memorial Day, May 31st and June 1st and 2nd is the time. Activities include the Welcome Party at Gail Davidson's home on Friday evening. Saturday is free time until the evening feast, a tradition, at the Ratskeller. Sunday morning we sleep in and pack until brunch. Then, for most, it's head for home.

Our base of operations this year is the Olde England Inn in Esquimalt. Make reservations direct by calling 604-388-4353. Also, **call our host, Gail, so she knows how many to expect for meals.** Gail's number is 604-652-1025. See last month's *Zündfolge* for more details. **If you are planning to attend, you must Gail call by May 24th.**

Editor, *Zündfolge*
P.O. Box 1259
Bellevue, WA 98009

Dear Editor:

I followed Tom Nast's auto detailing recommendations (*Zündfolge*, January and February 1990) last fall and again this spring and am writing to give my unequivocal support to them. I have cared for a 2002 for over twenty years and have never found anything that comes even close to the results obtained with Meguiar's pads, a Makita polisher/sander, and the four step process using cleaner, polish, sealer, and wax. There simply is no substitute (not even professional detailing) if you really want your BMW to look its best. I do, however, recommend hand application of the wax for two reasons: 1. Machine application left subtle buffer marks in my Malaga paint while hand application did not and 2. You don't have to wipe off the extraneous wax flung about by the buffer, thus decreasing the time and effort which goes into the project.

Sincerely,
David Heard
Charter Member

May 23

General Meeting tentatively scheduled for BMW Northwest has been cancelled. We hope to reschedule in the Fall.

May 31,
June 1, 2

Victoria Tour. Last chance to reserve for this fun weekend in Victoria, B.C. See short blurb on this page.

June 5

Alfa Club Track Night at SIR. Fee is \$55 in advance, \$70 the day of the event. Call Gary Parr at 1-472-4505 for more info.

June 6

Board Meeting at Paul Touby's home in Tacoma. All members welcome.

June 27

General Meeting at BMW Seattle featuring the new 3-series. This is a required meeting and we expect all 600 of you to attend.

July 20

Concours d'Elegance at the Chateau Ste. Michelle Winery in Woodinville. Our biggest annual event. Don't miss it.

Meeting at BMW Seattle

Coming up June 27th is a general meeting at BMW Seattle. This will no doubt be our best meeting of the year. Why? Well, because BMW Seattle is centrally located and lots of people always attend. And because David Griffith and his staff sell the most BMWs of anybody and they're great hosts with lots of good food and drink. And because it's the introduction for the great new 3-series four door, the first of a whole new line of 3-series cars, BMW's bread and butter. And because it will be the first general meeting we've held in 1991. Well, we've all been a bit busy. More next month.

Special Mailing

Our special mailing project is now scheduled for the June issue. The plan is to mail a copy of *Zündfolge* to every BMW owner registered in Washington state. It will be a membership promotion for the club and a great opportunity for advertisers. You see, the state DMV doesn't sell the list of registered

BMWs to commercial enterprises. But we, being non-profit, can get it. There's about 10,000 BMWs registered in Washington. That's a heck of a target audience for anybody with a BMW-related business. To place an ad in the special issue, call David or Lucetta Lightfoot at 206-282-2641. Or call David at work at 206-451-2545.

New Computer

The club has purchased a new computer for managing our membership data. Its bigger, faster and altogether wonderful. If there are any errors in our membership information, please call Roster Manager Greg Mierz at 935-2844. Greg will put everything right. Also, if you move, **please** send us a change of address notice. It's the only way to be sure you receive *Zündfolge* each month.



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Driving School

Our Fall driving school is slated for Saturday, October 19th. This will be our only club school this year so don't miss this chance to improve your driving skills and tackle the challenging road course of SIR. The format of the school will be similar to past schools with individual station drills in the morning and full truck driving in the afternoon. Instruction will be geared toward the novice as well as the experienced driver. Although this is not a racing school, emphasis will be placed on high performance driving skills that can be put to use on the street, making you a safer driver. More to come in future issues.

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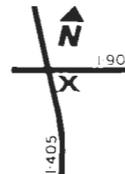
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Stalls

by Thomas B. Nast

Short cuts.

Backward to the future. A recent New York Times article (03-27-91) addressed new technologies to further reduce pollution from automobiles. (I think we are almost to the point where the most effective approach to reduce the little pollution emitted by new cars is to use an old technology – a potato in the tailpipe). One method under construction is to preheat the catalyst, which now takes entire minutes to come up to operating temperature. Using this system, you would turn the key and the car would not start until glowplugs bring the catalyst to 700 degrees; the fastest time achieved in the lab for this is eight seconds. Starting a gas car would thus be exactly like starting a diesel, except slower (my diesel's glow plugs are up to temp in an average of under three seconds). Not to mention the weight involved; the battery would have to be doubled.

GM has an even better idea. Just hang the catalytic converter where the exhaust manifold goes, so it heats up more quickly. I hope the General takes a hard look at BMW's experience hanging a thermal reactor in the same location on the 530i. If they look long enough, they may even find a 530i that didn't crack its cylinder head from the intolerable heat these devices necessarily produce.

It sounds like we're in for another round of cars, the first generation of which is worth avoiding. Meanwhile, the question must be posed: Which pollutes more, a 1991 car or a cow? On second thought, don't ask. It would be inhumane to let the scientists start hanging apparatus on the rear of the cow.

Slump. If you haven't left your cave recently, let me whisper to you that the whole auto industry is in a slump of major proportions. So major, that even the Japanese cars are piling up at depots and Volkswagen shipped a thousand Corrados back to Germany. This has been blamed on the war, on



the economy, and on poor herring runs.

No doubt there are many contributing causes, but the most significant I have not seen mentioned. As of the first of the year, Uncle took away the tax benefits of leasing.

I know any number of people who are now buying their cars/vans/trucks at the end of their lease, with every intention of getting eight or ten years out of what would formerly be kept three or four. After all, a \$500/mo lease is far less tolerable when the taxman is not picking up a third (or more) of it. It would not surprise me if this change in the tax laws costs the industry the better part of a million sales this year, with many more to follow. I think this is actually a good thing in the long run, but surely the Congress should take credit where credit is due. It twisted the knife in car sales.

Howcome? Department. Preparing my elbow for St. Patty's day with a German colleague, the subject of car maintenance came up. "Why the hell don't they put spin-on filters on automatic transmissions? It's ridiculous having to take off the bottom to change the filter, and getting oil all over everything!" Ja, Gustav was right, of course – you can get a much worse headache changing the filter in an automatic than drinking the rotgut he proffers. I

could not and can not come up with a single technical reason why an externally changeable filter (it need not be a spin-on) could not be installed on automatics. And while we're at it, why the hell aren't drain plugs designed into automatics? If anybody has a good explanation, I'd like to hear it.

Megameters. I don't know if you noticed the Seattle City Council's inspired "final solution" for those pesky people who insist on taking cars downtown. By raising the meter rate to \$12 per hour and specifying the meters so they only take nickels, it is now impossible to shovel change in faster than the meter runs down. The next step is to install self-service ticket machines on the inbound arterials, so you can be issued a citation without the expense of meter maids.

Tinsel. It has been said that underneath the false tinsel of Hollywood, you will find the real tinsel. It ain't just true in Hollywood.

Several correspondents have reported back on the vintage bike races, recently held at Daytona and sponsored by BMW. The most interesting account was of the attendees, many of whom were businessmen who flew in for the occasion and had their chrome-plated Harleys shipped ahead. Departing the airport, they had tattoo decals applied, donned leathers and, presumably, suitable wigs. After three days of drinking and getting rained on, they dropped off their Harleys for shipment home, washed up, put suits back on and flew home. Sounds, well, different.

Meanwhile, Hollywood invades Seattle. A friend near the Market was fulminating last week because a film crew at work in the park next door hired stand-ins and dressed them down as bums to give the park its usual ambience. The regular bums, who were quite willing to play themselves and needed no costumes, were rebuffed. These mendicants were not allowed to make a living being themselves! Anything to keep it phony, I guess.



3000GT. I got a lift in a Mitsu 3000GT last week. Didn't get to drive it (it had only 314 miles on the clock), but have been promised a drive in the clone Dodge Stealth when I can find the time.

From an engineering standpoint, the 3000GT is a mixed bag. Performance is tremendous, with 222 hp from three liters, twin turbos, all wheel drive and a suspension which is firm without running up the dental bills. But in the range of practical details, there is cause for complaint. For example, it appears that the intake manifold must be removed to change the rear spark plugs (the engine is a 24V transverse V-6). And there are three fuse boxes. And it has bolted-on humps on the hood over the front suspension, which have gaskets designed to catch wax. And the battery is in the front, close enough to the induction system to go through tremendous thermal cycling.

This car can really push you into the back of your seat – in performance and size, it is like a scaled-down Ferrari. (In fact, the owner is a first generation American from an Italian family, who doubts Ferrari's mechanical integrity.) But the car has a decided Japanese accent. Everything is powered by electric motors, from the headlights to the rear spoiler (which changes its angle of attack as speed increases). This includes windows, suspension, and most ridiculously, the exhaust. Yes, there is a switch for the exhaust, labeled "Tour"

and "Sport." The exhaust one is so quiet that I would label its settings "Barely Audible" and "Inaudible."

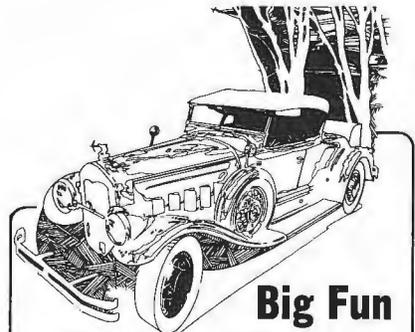
Perhaps my complaint about the car is merely one of perception. Despite awesome performance at a moderate price (for what it is), the car lacks a soul. You can't hear it and you can hardly feel it, a motor having been placed between the driver and every control. Mazda (not my favorite company, but I call 'em as I see 'em) spent lots of time putting character into the Miata; for example tuning the exhaust note to MG sharp. Mitsubishi has gone in the opposite direction. The 3000GT needs the removal of about fifty electric motors, which would have the added benefit of stripping a few hundred pounds from its non-inconsiderable weight, and it needs the installation of a soul.

More Short Cuts

Where have the Isettas gone? I remember that old song, from the sixties: "Where have the Isettas gone, long time passing; where have the Isettas gone, long time rusting," or something like that. A correspondent recently found them. In Winterset, Iowa. Apparently the Shriners (or some like outfit) dress them up, put party hats on them and take them out on special occasions. I count at least ten of them (and all red) in this photo. Perhaps they could move on to Subaru 360's and let us reclaim the Isetta's?

New Decals

We have new window decals available finally. They feature our new, but not yet fully approved, club logo. You'll get one when you renew your membership. But if you can't wait, send a self-addressed, stamped envelope to the club post office box. Mary Lee will see you get one post haste.



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Getting from Super Clean to Best of Show

by Marcus Schack

If you have read the previous two instalments and are still with me, then I am assuming you are part of the 'toothbrush brigade'. This instalment, the last, is aimed at the few of us who have been labelled as 'fanatics' or 'one brick short of a full load'. I have been called worse, but take solace in the fact that I have a vehicle I can be proud of and also enjoy working on. It has been called 'a passionate hobby' and I can see why. It can be all consuming but to a few of us, definitely worth it!

General Ramblings (hints, tips, etc...)

As promised last month, this instalment will deal with general hints and tips for the 'fanatics'. If you consider yourself in this 'club' then I assume that you have already done the normal prep work on the car and are now ready to get down to some real **detail** work.

First, a look at some general rules to follow.

- Clean it once, and then clean it often.

- Do not use anything abrasive or caustic. Be safe and clean it more than once, rather than taking the chance on destroying your paint job or engine.

- Patience . . . take your time. This will not be quick and it will take time. Count on it!

- Make a list of things you find along the way which should be fixed.

So, now that we have the ground rules laid out, let's get busy.

Interior

■ Air vents

On most of the models I have owned, the air vents will actually pop out if 'gently persuaded'. You will want to tip them down, directing the airflow downwards, and then gently nudge them to pop them out. Please be careful, they can break off! Once removed, you will find that the little vanes actually pop apart and make cleaning them very simple. With the air vent out, you can now also clean the air duct behind them. First, wipe them down with HD-Clear and water and then use the Eagle-

One Tire Dressing to bring back the black lustre.

hint: Remove two air vents before you disassemble one, the second will come in handy to show you how to re-assemble them.

■ Grills around A/C intake

This area usually consists of little slats that are about one-quarter inch apart. The way to clean these is to go to the paint store and purchase an assortment of sponge paint brushes. Usually cost less than a dollar and will fit into any area that has long and narrow openings.

■ Sunroof

When cleaning the roof liner, do not forget the sunroof liner and the rest of the sunroof. Make sure you reach into the opening that the sunroof slides into. Lots of dirt here and a lot of people at the Denver Concours got caught with this one.

■ Armrests

I find it easier to remove the armrest and door panels when cleaning them. The plastic snaps that hold the panels on are very inexpensive and you should always have a few handy. Armrests, and mine are pearl in colour, are cleaned by using a toothbrush and copious amounts of Meguiars.

■ Seats

Seats are best cleaned when they are not in the car. The front seats are held in place by 4 bolts, usually 17mm or 19mm in size. You will also have to remove the seat belt attachment from the seat. Once out of the car you can access any part of the seat including the seat rails. To clean the rails, I have found that a liberal stream of WD40 will flush away any dirt, followed by a liberal coating of Champion's XE-90. The whole affair is then wiped dry with a soft cloth.

hint: When re-installing your seat, remember to reconnect your seat belt anchor point before you bolt the seat into place.

Exterior

■ Sunroof

You can restore the faded look to the felt that runs around the sunroof by using a black felt magic marker. This only works if the felt is in good shape. If the fuzz has worn off you are better off replacing it.

■ Fuel Filler Area

This is a difficult area to clean, and should be cleaned regularly. The best way to clean it is to remove the plastic inner cover. First wash the area thoroughly and then with the gas cap off, gently pull the cover part over the end of the pipe, making sure you do not deposit foreign matter into the filler pipe. After that use a wheel spoke brush, loaded with HD-Clear and water, to reach down into the little nooks and crannies.

hint: Put the gas cap back on the filler pipe before starting the cleaning process.

■ Front Grill

Start by removing the grills and washing them in soap and water solution, rinse and hand dry them. Do not allow them to air dry! Once totally cleaned, use multiple applications of the tire dressing applied with a soft cloth. The first few applications are



allowed to air dry, the last few should be followed by a polish with a clean cloth.

hint: When cleaning your grill work, make sure you are not in a dusty environment.

■ Mirrors

Mirrors are best cleaned by removing the mirror from its housing. Usually accomplished by inserting a small screwdriver into the little hole on the underside of the mirror housing then rotating the white plastic tab. Careful here! On my 535, I rotate counter-clockwise. With the mirror out, you can clean the housing and then apply the tire dressing. Mirror can be cleaned using the Eagle-One Window Polish.

hint: If you have heated mirrors, make sure you do not bend the tabs too far, or they will break off. Also remember to re-connect them before you re-install the mirrors.

Engine

■ Belts, Hoses and Rubber

Using your tire dressing saturated 'rag', wipe down all belts and hoses. Depending on the condition of your hoses, you may have to do this multiple times. The make-up applicators work well for getting into the tight



areas between the hoses and engine parts.

■ Fan Shroud

This is a difficult area to clean, but if you remove the screws holding it in, then you should be able to remove it from the compartment. If not, then at least you should be able to rotate it so that you can access all parts of it. Don't forget the fan itself. Clean the blades, front and back.

hint: You also have another fan in front of the radiator that needs cleaning.

■ Spark Plug Area

I find this area to be very tricky. You want to flush all of the dirt out of the cavities that hold the spark plugs first. Then use the make-up applicators to clean right down to the spark plug seat. I do not recommend removing the spark plug. Too much of a chance of dropping foreign matter into the cylinder.

General Ramblings

Some other things you may want to consider:

- keep a touch-up stick handy to cover any nicks to the paint
- replace any corroded nuts and bolts
- use WD40 to 'wash' hinges and hood latches
- use 'superfine' steel wool to clean chrome parts ie. bumpers, tailpipes, headlight trim rings

- wrap 'duct tape' around your paint brush, used for cleaning hinges, so that the metal part of the brush will not scratch the painted areas.

Well, that's about it for me. Now that I have told you about this, it's time I started to get busy on my car.

So . . . Toothbrushes Ready?!
Cleaning Solutions Set?! GO!

Concours d'Elegance

Our annual Concours d'Elegance is coming up on Saturday, July 20th at the Chateau Ste. Michelle Winery. It will be, as always, the biggest, and probably best, club event of the year.

Expect to see the cleanest BMWs you've ever seen, judged by class. Expect lots of fellow BMW fanatics. Expect the chance to tour the lovely Ste. Michelle facility and sample the excellent wines. And expect to picnic under the trees adjacent to the concours field. All in all, a wonderful way to spend a summer Saturday. And this is a good event to bring kids and spouses to. There is plenty to interest all.

If you want to enter, start cleaning. There will be lots of beautiful trophies to make it worth your while. And if you're not a fanatic, it's a good excuse to just clean up the bimmer and participate in a club event.



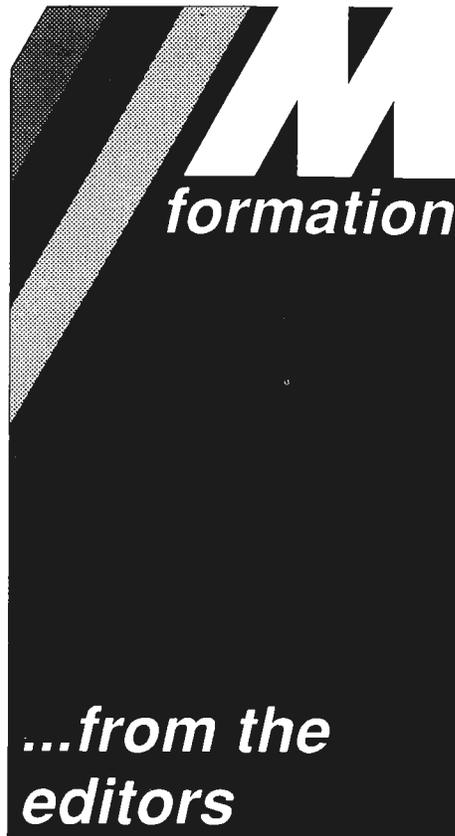
BMW has chosen Japanese artist Matazo Kayama for its ninth art car project. His predecessors include such prominent names as Alexander Calder (1975), Frank Stella (1976), Roy Lichtenstein (1977), Andy Warhol (1979), and more recently Ernst Fuchs (1982), Robert Rauschenberg (1986), Ken Done (1987) and Michael Jagamara Nelson (1988).

Kayama's choice of the resplendent 535i's art theme is the "Snow" portion of his three-series creation titled "Snow, Moon and Cherry Blossoms," using exquisite and very expensive snowflakes made of cut pieces of gold, silver and platinum. (*Road & Track*)

But McGurn also admits that the combination of taxes may have others in the sedan market scaling back their expectations. He notes that 7-series sales are soft. Part of the reason is that some customers may find it easier to scale back, say, from a 750iL to a 735i or a 5-series. In fact, McGurn feels the beneficiary of all this may be the recently-introduced 525i, which retails for \$34,500. (*Autoweek*)

In response to the new Mercedes S-class, the BMW 750iL this year will get double-glazed side windows, ultrasonic parking sensors and power-assisted door closers; all features found on the new Mercedes. (*Roundel*)

"What we had in mind," BMW board member Wolfgang Reitzle says of the 850i, "was a synthesis of comfort, styling and safety." BMW chose technology as the synthesizer and came up with an exceptional grand touring coupe that's packed with science. (*Autoweek*)



BMW has announced that Z1 production will end in July. They say they need the space for building the new 3-Series. But the Z1 is built on the old pilot production line, used to test assemble new models, not high rate manufacturing. Could a new, limited production car be in the cards? Perhaps the V12 mid-engined coupe from BMW Technik? (*Roundel*)

Dinan Engineering has been tweaking the 5-Series. They add a turbo, firm up the suspension and add bigger brakes, wheels and tires. Steve Dinan sees his firm as America's Alpina and the results seem to justify this. The Dinan Five claims 330 hp and 0-60 mph times of 5.3 seconds! Price is about \$65,000. (*Automobile*)

BMW is building a \$61 million machine tool factory in Eisenach, in what was East Germany. Eisenach is the city which was the birthplace of BMW's first car, the Dixi. (*Roundel*)

We're more conscious, too, of the damage the car has done. The car is to the environment what the cigarette is to the body. Gasoline-powered liberation sounds a bit like a Virginia Slims ad. You've come a long way, baby? (*Ellen Goodman in The Seattle Times*)

If you are driving up a hill at a steady speed, should you stay in 5th or downshift to 4th or 3rd? Which option is best for engine durability and which is best for fuel economy?

BMW answers that the higher gear is best for durability since engine wear is mainly a function of engine speed. At a given speed, the engine will have the fewest revolutions in a higher speed.

For higher mileage, the higher gear is also the best. At lower engine speeds, the engine requires less fuel/air mixture. This is the reason BMW developed eta engine, with high low-rpm torque. This encourages earlier shifting. (*Road & Track*)

Need any more evidence of the oft-mentioned American love affair with the automobile? A *Wall Street Journal*/NBC News poll recently found if a serious oil shortage occurred, 75% of Americans would cut down on oil usage for heating or cooling their home. Less than half, however, would willingly participate in a car pool. (*Wall Street Journal*)

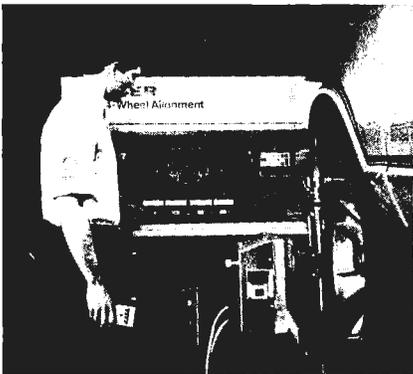
BMW of North America sold 63,646 cars in 1990, down slightly from 1989 and only two cars more than Lexus. BMW's sales peaked in 1986 when nearly 100,000 cars were sold in North America. The new 3-Series should help BMW NA attain its goal of 80,000 sales annually by 1995. (*Autoweek*)



The new BMW 3-Series is surely the most significant new European car of the second half of 1990. For BMW, it is most important that it prove successful, as the 5-Series counts for more than half of all BMW sales worldwide.

A new M3, based on the 2-door, will be powered by a more potent version of the 2.5 liter, 24 valve six cylinder, an engine that lends itself ideally to racing development. This means the career of the more than 30 year old Falkenhausen four cylinder block - which powered Nelson Piquet to Formula 1 world championship honors in 1983 - will finally be concluded. *(Road & Track)*

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Chairman Eberhard von Kuenheim said that he will remain at BMW's helm at least another three years, putting to an end most rumors that he might retire early. Von Kuenheim, 62, has been chairman since 1970.

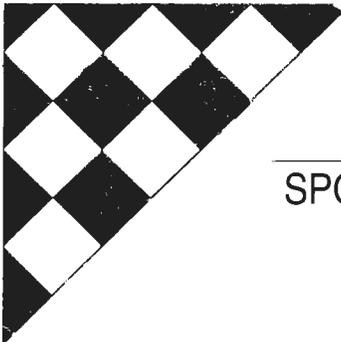
The announcement may mean that the board has changed its mind about von Kuenheim's successor, long rumored to be R&D chief Wolfgang Reitzle. Reitzle has been criticized recently for designing cars that don't meet the company's return on investment goals. Reitzle is said to be very difficult to work with or for, due to his autocratic management style. *(Roundel)*

The affordable Z10 roadster being developed by BMW Technik to replace the Z1 has been dumped in favor of, we hear, another 3-series based two-seater. There's no word yet on when we might see this creation. *(Roundel)*

Mercedes has just dusted off a four year old project - code named W301. That project examined the potential of an automobile below the 190 series, with a modular base unit of 1.6 liters.

The appeal of teaming with BMW is strong, admits Mercedes, because a small Mercedes would have to maintain the marque's reputation. And BMW has plenty of room to locate a plant beside its now recycling center east of Munich. BMW readily admits it would need a partner for any small car project and rules out any but a European one. *(Automobile)*

Carrozzeria Michelotti is closing its doors, a victim of a very competitive automotive design climate in Italy. Michelotti styled the BMW 1600/2002, the 2500/2800 and the original Touring. *(Autoweek)*





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BMW Show in San Diego

by David Lightfoot

Zündfolge
10

BMW has long been a strong supporter of the arts. Its most visible support has been the series of Art Cars. This series was begun in the 1970s with BMW Motorsport race cars painted by Alexander Calder, Ray Lichtenstein, Frank Stella, Andy Warhol, Ernst Fuchs and Robert Rauschenberg. Later cars were commissioned by Ken Done and Michael Jagamara Nelson.

More recently, Matazo Kayama just completed painting a BMW 525i. Kayama's car is meant for static display as he used the Japanese foil techniques. He depicted snow using snowflakes of gold, silver and platinum.

Spanish artist Cesar Manrique's work brought the Art Car collection to ten. A Z-1 has been commissioned from German artist A.R. Penck.

The Art Car collection has been shown in leading museums all over the world including the Louvre. Five Art Cars are currently touring the U.S. They will be at the 12th Annual Chicago International Art Expo, May 9-14, the San Diego Automotive Museum, May 24-June 30, and the Southeastern Center for Contemporary Art in Winston-Salem, N.C., July 13-August 11.

The five Art Cars on tour include cars by Calder, Stella, Lichtenstein, Warhol and Done. If you have a chance to see the cars in San Diego, do so. The exhibit is being timed to coincide with the BMW CCA National Congress to be held in San Diego on

May 31st and June 1st and 2nd.

One member of the San Diego BMW Club has managed to gather a bunch of privately owned BMWs to be displayed along with the Art Cars. Cars to be displayed include the 328 coupe that won the 1940 Mille Miglia, a 320i turbo race car, a Z1, a Benetton Formula 1 car, a 328, an Isetta and about fifteen others. It will be the finest gathering of special interest BMWs ever held in North America.

Here's some more information on the Art Cars. Andy Warhol said of his M1 commission, "I tried to portray speed. When a car really goes fast, all lines and colors merge." All other Art Cars were painted by crews from scale models by the artist. Warhol hand painted (with a bunch of brushes!) the M1 himself. The M1 took part in one race, the 1979 24 Hour of Le Mans. Warhol said of his M1, "I like BMW for itself. The car is better than the artwork." Agreed.

Alexander Calder invented the mobile, probably the most innovative sculptures of the 20th century. As sculpture in motion was Calder's stock in trade, painting a 3.0 CSL race car came naturally. Calder used bright, primary colors on his car, just as he did on his mobiles. A calder mobile is displayed at the Fourth and Blanchard building in downtown Seattle. Calder was present at the 1975 Le Mans race where "his" car ran. A Calder quote, "Where everything is complete, there is

no fulfillment."

Frank Stella used a dramatic range of media, including precise geometry. Stella used a precise, grid pattern on a white background for the 3.0 CSL he painted. Stella said of his commission, "The design corresponds to a blueprint that has been conveyed onto the body." The car participated in the 1976 Le Mans race.

Roy Lichtenstein was given a 320i race car to work over. "I put it in the studio . . . and kept thinking about all the things that happen to a car in its lifetime. I put in as many things as I could. I put in the road with the painted lines that tell the car which way to go. I put in the landscape through which it passed. I put in the sky above it and I put in a big sunburst . . . It was a dictionary of what cars go through; but in this case, the car went through them before it ever got on the road." The car finished first in class in the '77 Le Mans race.

Ken Done is a former advertising graphic designer who has established himself as one of Australia's leading artists. Of his M3 commission he said, "I have painted parrots and parrot fish. Both are beautiful and able to move at fantastic speeds. I wanted my BMW Art Car to express the same qualities." The M3 was driven to victory in the 1987 Australian Group A Drivers' Championship.

Classified Marketplace

For Sale: 320i Brake calipers and rotors - Upgrade your 2002, \$125; 4 speed transmission from 320i (79), \$225; Brake booster unit from 320i, \$25; 2002 engine parts, everything except bare head, call; Recaro adapters for VW Rabbit, Golf or Jetta - fit 8/78 through 88 - steal at \$60; Recaro adapters for Volvo. No instructions, but if you can make them work they're yours for \$25; Cibie 95 fog lights (4"x7") with covers (2), \$50. Ted Rodgers, 432-2336, evenings.

For Sale: All or parts - 1971 2002, white, 4 speed. \$1500/OBO. New starter, wiper motor, etc. Everything works. Need to clear out RoCaM Racing garage. Also, Bilstein sport shocks for 320i - two rears received under warranty exchange. \$75/offer. Four Chev pickup wheels, 8 x 16.5, 8 lug pattern for 3/4 ton truck. But wait, there's more: 3.64 diff. for 320i, power steering unit. Call Roy Wilkinson, 226-8780. Before 3:30 leave message.

For Sale: 7 series auto tranny, brand new (not rebuilt), never installed, still in crate. 32 mm input shaft is the only factor determining if it will fit any 7 series up to '85, both U.S. and Euro. No room to store anymore. Only \$500.00. Model #731125/3HP-22-ZF, 547-2164.

For Sale: From my 2002: 1) 4 4.5 x 13 steel wheels with full wheel covers 2) 19 mm front sway bar 3) Tan driver's seat - fabric is good repair, but recline mechanism and seatback release cable are broken. Any reasonable offer accepted for the wheels and sway bar. The seat is yours if you cart it away. Call David Heard at 525-0965 between 7 and 10 p.m.

For Sale: Four BFG Comp/TA tires, 205/55VR -/6 with 15K miles plus one drivers' school-free. For 5-series: OEM foglights in fair conditon - \$20; foglight guards - \$15; sunroof wind deflector -\$20. For four lug wheels: one set of new lug nuts, black - \$15. Bruce Romero 631-6780.

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Many months ago I decided it was time to get new tires for my 323i. When I bought the car it had “plus two” 15x7 wheels requiring 205/50 15 size tires. Being an aggressive driver, I wanted a “ZR” speed rated tires. As with most purchases for my car, I spent quite a bit of time talking with people about different tires, and finally made a decision. It was a very frustrating process, because I felt I had to buy the tires on faith and not on hard scientific data. Different brands and models of tires, as you probably know, are quite different. But there was not much to go on other than someone saying these are really great tires, or those are really bad.

About a month after buying my new tires I came upon the November, 1990 issue of *Performance Car* magazine (a British publication). I was drawn to the glossy cover due to a large red Alpina B10 Bi-Turbo (in a nifty 5-series). Tucked in the corner of the cover read “Performance tires tested”. Mind you, it was too late for me, but it may not be for you.

The tire article tested 205/50 15s (perfect for 15 x 7 plus two wheels on an E-21 3 series). They tested them on a Ford Sierra Cosworth 4x4 (which is a great car itself from what I could tell while in England last summer; Lady Di drives one, you know). The tires reviewed: Bridgestone “ER 90”, BF Goodrich “Comp T/As”, Dunlop “D40 M2”, Firestone “Firehawks”, Goodyear “Eagle”, Michelin “MXX2” and the Yokohama “AVS intermediates”. The Bridgestones aren’t available here and the Firestones would embarrass a backhoe, so let’s forget about those right now.

The boys and girls at Performance Car put these rubber doughnuts through quite a few tests. First they ran a circuit and got both track times and impression from the drivers. Then some slalom tests, brake tests, skid pads, etc. If this wasn’t enough, they then soaked everything and tested in the wet. In raw



by Joshua Weinstein

numbers the winners were, in order, Dunlop (8836 points), Yoko (8725), Goodyear (8523), Michelin (8147), Bridgestone (8078), Firestone (7637) and last and least, BF Goodrich (6903). By the numbers the Dunlop and Yoko don’t seem *too* different.

However, Performance Car did not hide their love for the Dunlops. “The Dunlop emerged the clear winner here” they said. Less than two lines away, though, the first quote from a driver was “Not razor sharp, but reactions and responses are clean.” Are these understated British writers or what? “Clean reactions” is the praise for the test winner? Come on. Well, once you read the entire article it becomes clear that they really do like the Dunlops; so much so that it concludes by telling us that they’re buying Dunlops for the “long term test” Sierra Cosworth they own.

The Yoko was berated for being too noisy even though they tested smack dab in the middle (fourth of seven tires) for noise. However, the AVS win the wear category (meaning they wear out the slowest), getting 1000 points to the Dunlops 416! Interestingly, the non-subjective numbers (based solely on times and technical measurements while excluding the driver calculated “opinion” categories) rated the Yoko at 7586 points and the Dunlops at 7377. My conclusion was

that the Yoko perform at least as well as the Dunlops, but the Dunlops *feel* better while doing almost as well. And feel is very important in tires.

When I was looking for tires for the 323 I wanted a tire that would stick like bubble gum, not go on vacation when the (very infrequent?) Seattle rain came by for a visit but lasted longer than a roll of life savers. I quickly narrowed the brands down to Dunlop (D40s) and Yokohama (AVS or the 509s). The reason I restricted the group to those two brands was because of the high praise I heard for the Dunlops (in addition to their persuasive adverts) and my excellent experience with Yokohama in the past. I eventually chose the Yoko AVS based upon numerous endorsements from hot rod nuts and friends. Plus that neat jacket came with it for free (though I haven’t received jacket yet).

When this article came out, obviously, I had a vested interest. While I would have liked the AVS to have won, I still found it very interesting to compare what knowledge I derived from the rumor mills and what “the facts” were. The Yoko do not stick as well as the Dunlops according to *Performance Car*, however, the tires are virtually identical on wet road tests and the Yoko appear that they will last quite a bit longer. Since those were the three areas of importance to me, it was nice to see that the Yoko did well.

In a less than perfect world, where all great abilities can not be packed in one tire, it seems to me you can’t lose with either the Yoko or the Dunlop. What pleased me the most was that in period of two to three months of talking with over one hundred different people about tires (and swearing at the US car mags that didn’t do a tire test), I came to the conclusion that the two best tires (in my class) were what was proven to be the two best tires. Once again, millions of man (person?) hours can do what 15 minutes of reading can easily reveal.

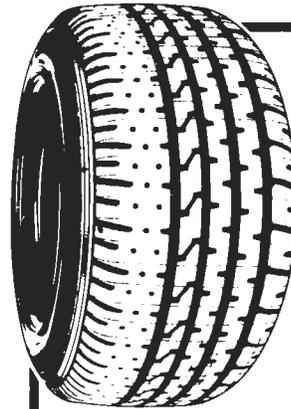


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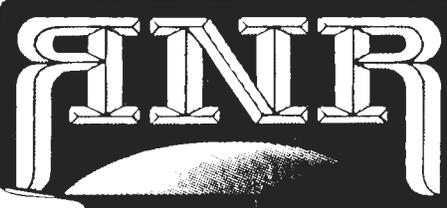
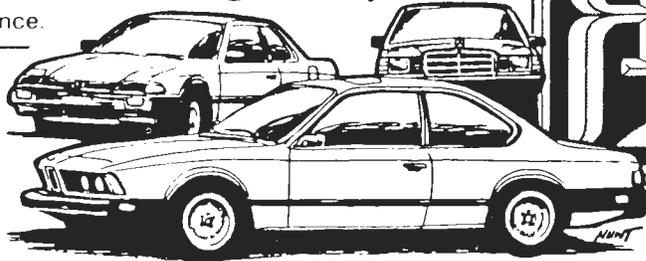
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