

So far, BMW's M engineers have not found a run-flat tire that suits their requirements, so M cars without any spares are usually equipped with tire-sealing goo and a small compressor. See Mike Miller's Tech Talk on page 118 for one solution to this problem. BMW's award-winning engines are famous for making their power at high engine speeds, often more than 100 horsepower per liter. I am unaware of any U.S.-built engine producing 500 horsepower from five liters, 420 from four, or 333 from 3.2—but if they do exist, I don't believe they're making their power on 87-octane pump gas.—SC

GRANDPARENTS' REVENGE

Now that our kids are grown and have children of their own, it's time for Grandma and Grandpa to have some fun. Hers is a '99 M roadster, mine a '98 K1200RS, and ours a '98 528i Sport. Just because we are old doesn't mean we have to drive like it!

Debbie and Mike Camann
Germantown, NY

HAPPY BMW OWNER

In response to the *Roundel* readers who monthly try to convince us that Japanese cars are better, faster, less expensive, and a better value than the BMW they own or once owned: Save your breath and ink. You obviously don't get it! Have fun driving your BMW wannabe. I'll keep driving the real thing.

Guy Courcy
Manchester, CT

HELP FROM CLUB-FRIENDLY SOURCES

It's taken me a while to get around to sending this letter, but time does not diminish the appreciation I have for the parts supplier and specialty shop that have helped me keep my two "mature" Bimmers running as if they had just come off the assembly line.

Before I joined the BMW CCA ten years ago, I had to rely on local BMW dealers for parts and advice. The first issue of *Roundel* expanded my purchasing options to BMW-specific suppliers across the USA. Vines is one supplier that has been especially valuable for hard-to-find parts for my '84 533i and '85 635CSi. The staff are courteous and helpful, they have an amazing inventory, and the parts look brand-new when they arrive. I recommend Vines without reservation.

I learned about my specialty service shop when I went to a chapter meeting. It seems like virtually every CCA member in the Philadelphia area uses Bavarian Specialties in King of Prussia. The owner, Michael, and



VINTAGE BMW FANS GET THE BLUES

For some reason this Dutch BCCA member always happens to run into blue BMWs. Here they are (from left): 1986 BMW Schulz Kombi 2.5i, Cosmosblau (about 35 were made); 1974 3.0Si with 3.5 liters and five-speed, Fjordblau; 1972 3.0CSi, Baikablau; and 1967 GLAS 3000 V8, Nachtblau.

Bram Visser
Kapelle, The Netherlands



HERE'S ANOTHER WAY TO GET A LIFT IN YOUR GARAGE

For years I have suffered through the task of putting my '02 330Ci on jack stands with an ordinary floor jack and stands. Anybody who does this knows it is a multi-step project that takes up quite a bit of time and can be tiring to boot. And let's not forget the joy of fearing that one might have an accidental mishap resulting in damage to both the weekend mechanic and the car!

A couple of months ago I ran into an ad for a car lift in a European-car-enthusiast magazine and thought I'd look into it. This is a pretty new product; after checking the company out and talking to its owner and inventor of the lift, Boytcho Manev, I bought one and I couldn't be more pleased with what I bought. It is called the EZ Carlift (www.ez-carlift.com) and is made here in the States by a company that was started by an engineer.

Simplicity is the key here, as the lift is only four inches high fully collapsed and rolls around on casters when lying flat on the ground. You push it under the car, get all the lifting points lined up, and then raise the lift with a six-amp drill. The lift utilizes the screw-drive principle, which makes it virtually impossible for the lift to come down once raised. When you are finished with the lift you can store it vertically up against a wall, out of the way.

The price is always the key, of course, but after searching the Internet for hours and finding auto-lifting devices that are offered by vendors that I have no idea who they are or what their lift is really like, I decided to give the EZ Carlift company a shot. Totaled up, my lift was \$2,200 and change delivered to my door. Mr. Manev supplied me with the e-mail addresses of several EZ Carlift owners and was always ready to take my call on his personal cell to answer any questions I had. I wonder how customer service on some of those Internet car-lift companies would have been.

Here at my house, the lift will be used on a 2005 Miata, my Bimmer, and my throw-down Chevy work truck. This probably sounds like a plug for a company I like—and it is!—but there just might also be some BMW CCA members who are going through what I was until the EZ Carlift and they might want to take a look. Cheers!

Anthony Masciopinto
Humble, TX