

J-CAR! First test of Chevrolet's new Cavalier

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DATSUN 280-ZX TURBO

Fastest gun from the East

DE LOREAN

Gull-winged, stainless-steel jet-set dream come true



TRAVELS WITH HARLEY

P.J. O'Rourke rides in search of Hawg Heaven

1981 READERS' CHOICE POLL WINNERS





DeLorean

Any color you like as long as it's stainless steel.

• *This is a dream that I've had for many years, the idea of building a small motor company. It's obvious to me, having spent most of my life working at General Motors, that it's impossible for anyone to compete directly with them. If the government decided tomorrow to go into the car business, they would have a tough time. But after looking at the market, we've found a place. Of course, we'll have to earn our stripes.*

—John Z. DeLorean, *C/D*, July 1977

Can you picture John Z., a man of humble origin but astral ambition, waking up just this instant from his dream? It's been the grandest somnolent soap opera ever. John Zachary DeLorean stars in the tall, dark, handsome J.R. role. The supporting cast is pure Emmy

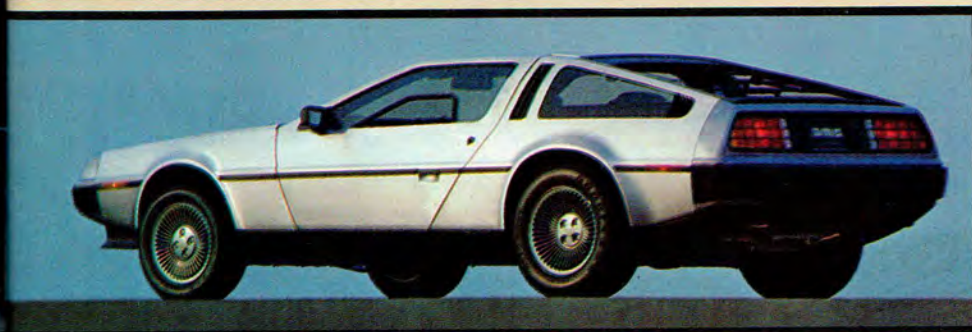
material: late-night Johnny as soft-soaping celebrity investment counselor; a world-champion car constructor as chief engineer; a phenomenal Italian car sculptor as stylist; an international cover girl as adoring wife; and first-on-the-block jet-setters by the score sprinkled across the nation, primed and ready for the pre-delivery bidding battle. The script is rich with the appropriate props: General Motors as insidious industrial monolith, from which our hero escapes in the nick of time; a road to success littered by the broken careers of lesser men (casualties necessary to the cause, of course); a far-off factory in the land of leprechauns; and the most amazing apparition of all, a modern mechanical equivalent of the spirited white steed—

this gull-winged sports car clad in stainless-steel armor. Norman Lear, Rona Barrett, and the *National Enquirer* working in concert couldn't do better.

John Z.'s charisma builds like a thunderhead, then strikes the earth here and there in lightning bolts that shock the impossible into happening. Electricity glitters across a chiseled fender; the camera zooms in for the close-up. Mr. DeLorean rubs consciousness into his eyes and utters his opening line: "It's for real!"

Right here, right now is where the dream comes true. The world's first DeLorean sports cars have logged their initial miles: down the assembly line in Dunmurry, Northern Ireland, out the plant gates, across the Atlantic, and into

PHOTOGRAPHY BY AARON KILEY



the long-suffering arms of the DeLorean dealer body. The first car left the line just before New Year's. Technical service training started in January. Spare parts and special tools were scheduled for shipment the following month. At this writing, 339 authorized dealers are in place, each with a list of sight-unseen sales, fat deposits, and antsy customers. There's a lavish corporate showplace at a swanky Park Avenue address (where *C/D* escapee Mike Knepper now works). The North American Operation Headquarters is humming smoothly in Southern California. The firm's finances are legit; there's money in the bank. Ports at Wilmington, Delaware, and Long Beach, California, wait expectantly for container ships bearing the fruits of production.

The DeLorean Motor Company shows every sign of being exactly what the dream said it could and should be. It's true the schedule has slipped two years from John's past promise, but the same could be said of NASA's space-shuttle launch, an undertaking only slightly more complex than the creation of a car company. The DeLorean plant site has hopped all over the globe: Detroit, Kansas, Texas, Pennsylvania, France, Spain, Portugal, and Puerto Rico were all considered before Britain's Labor government bid roughly

\$15,000 per job to trim 2000 workers from the Belfast unemployment rolls. And the on-sale price? Four years ago, we quoted John Z. as saying, "We'll be between the Corvette and the Porsche 911S." In 1977 dollars, that meant \$10,000 to \$14,000. Today, the founder's words still apply, but the slack is all gone. The DeLorean's sticker will knock on the 911's \$28,000 door.

None of this is a bit surprising if you reference it to the man. John Z. has always been one of those swashbuckling, shoot-from-the-hip types, destined for stardom if not success. You can't take him literally. His car—up to now—has also been ethereal. It was on the verge of becoming the perpetual prototype—once an ethical, safety sports car, then a nouveau Lotus—always resisting the freeze into something solid.

A month or so from now, the DeLorean will be sufficiently frozen to permit U.S. road testing. But today, we can offer you little more than a first pass at the production car's design details and a little artistry from Aaron Kiley and Tony Nelson to whet your appetite.

Any preview of today's DeLorean must begin with a clean sweep of all memory banks. Forget the gossip you've read, here and elsewhere. Cancel the DMC-12 name. Cancel the adventure-some elastic reservoir molding (ERM)

manufacturing process. Cancel the unit-construction plastic chassis. Cancel all previous Ford V-6 and Citroën turbo-four engine possibilities. Cancel any wish for a mid-engined layout. Cancel the air bags, 10-mph bumpers, Pirelli P7 tires. While you're at it, eradicate any notion that today's DeLorean is an American car.

Now that your mind is virgin canvas, you may paint in the Renault V-6 all-aluminum engine we knew about four years ago. The DeLorean's transaxles are from the same source, the Renault 30TX—your choice of a five-speed manual or a three-speed automatic. As the photos reveal, the engine hangs out the tail, à la Corvair, Porsche 911, or, more appropriately, the Alpine A310 V-6. Keep the gull-wing doors, of course, and the stainless-steel skin.

Colin Chapman, with a little help from Mario Andretti, won the World Championship back in 1978, if you'll remember—an accomplishment that hardly escaped jet-setter John Z.'s attention. He'd just signed the deal to build his dream in Northern Ireland and needed to get on with production engineering—the all-important interim step that spans the gulf between prototypes and production cars. So John Z. signed the masterful Chapman at the pinnacle of his Formula 1 glory. ACBC moved quickly. First, he threw out every trace of the original DeLorean prototype, except the engine, the transmission, the gull-wing doors, and the stainless-steel skin. Then he slipped his best-known production-car prodigy—a backbone frame—underneath his new project. ERM became VARI: instead of using DeLorean's patented but unproven ERM



Importer: DeLorean Motor Company
280 Park Avenue
New York, New York 10017

Vehicle type: rear-engine, rear-wheel-drive, 2-passenger, 2-door coupe

Price: \$25,000 (estimated)

ENGINE

Type: V-6, aluminum block and heads
Bore x stroke: 3.58 x 2.87 in, 91 x 73mm
Displacement: 174 cu in, 2850cc
Compression ratio: 8.8:1
Fuel system: Bosch K-Jetronic fuel injection
Valve gear: chain-driven single overhead cam
Power (SAE net): 130 bhp @ 5500 rpm
Torque (SAE net): 160 lbs-ft @ 2750 rpm

DRIVETRAIN

Transmission: 5-speed (or 3-speed automatic)
Final-drive ratio: 3.44:1
Gear Ratio Mph/1000 rpm Speed in gears
I 3.36 6.5 39 mph (6000 rpm)
II 2.06 10.6 64 mph (6000 rpm)
III 1.38 15.8 95 mph (6000 rpm)
IV 1.06 20.5 123 mph (6000 rpm)
V 0.82 26.6 130 mph (4900 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase: 95.0 in
Track, F/R: 65.4/62.7 in
Length: 168.0 in
Width: 73.0 in
Height: 46.0 in
Ground clearance: 5.5 in
Curb weight: 2700 lbs
Fuel capacity: 16.0 gal
Water capacity: 9.2 qt

CHASSIS/BODY

Type: full-length backbone frame
bolted rigidly to body
Body material: fiberglass-reinforced plastic body
clad in stainless steel

SUSPENSION

F: ind, unequal-length control arms, coil springs, anti-sway bar
R: ind; 1 trailing arm, 2 transverse links, and 1 coil spring per side

STEERING

Type: rack-and-pinion
Turns lock-to-lock: 3.2
Turning circle curb-to-curb: 30.0 ft

BRAKES

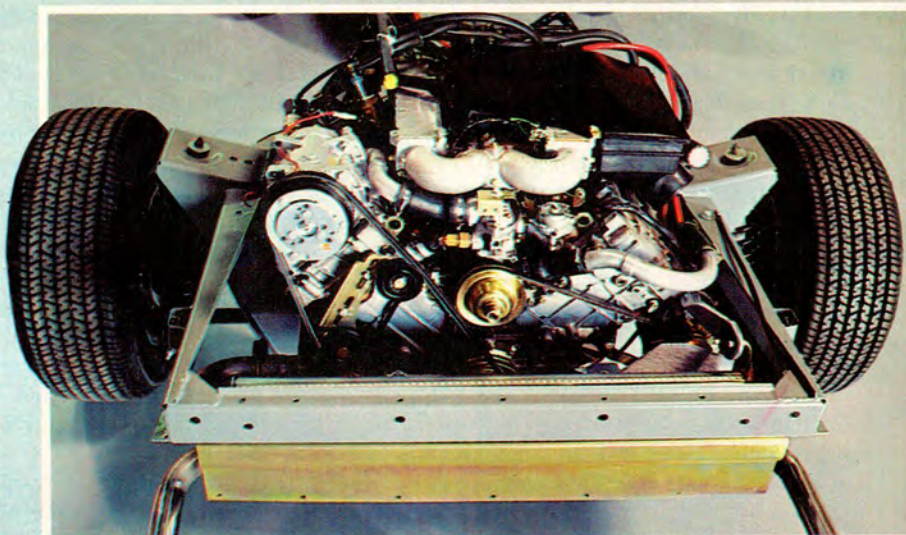
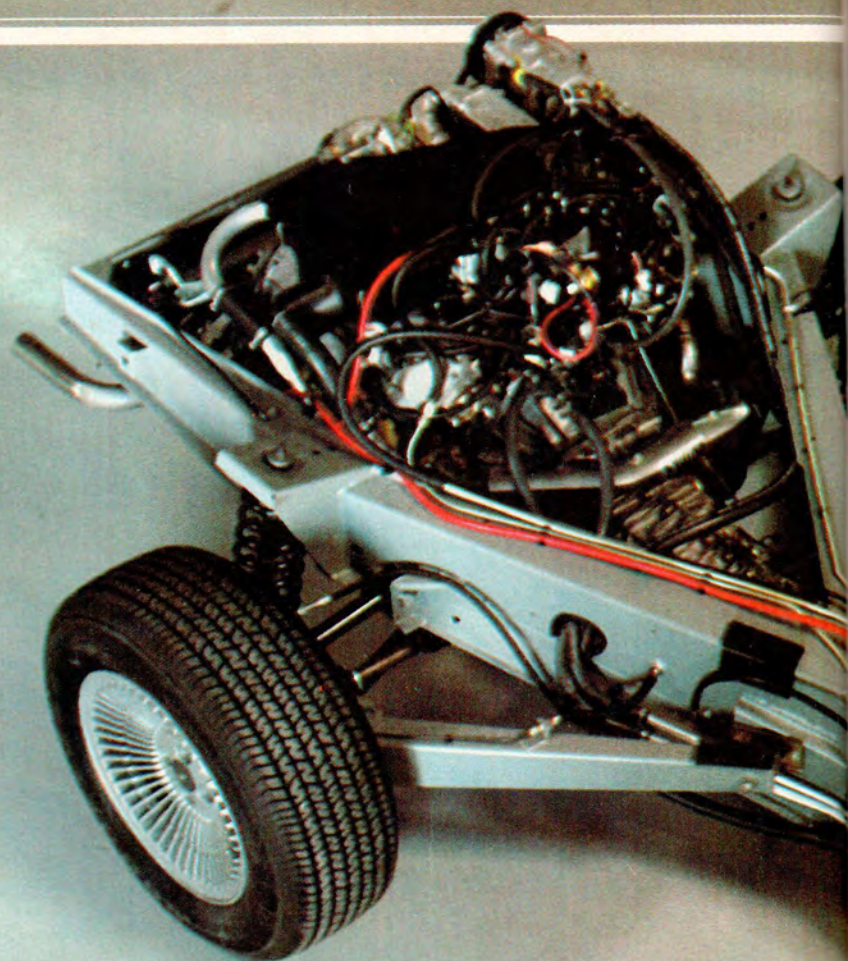
F: 10.0 x 0.9-in vented disc
R: 10.5 x 0.9-in vented disc
Power assist: vacuum

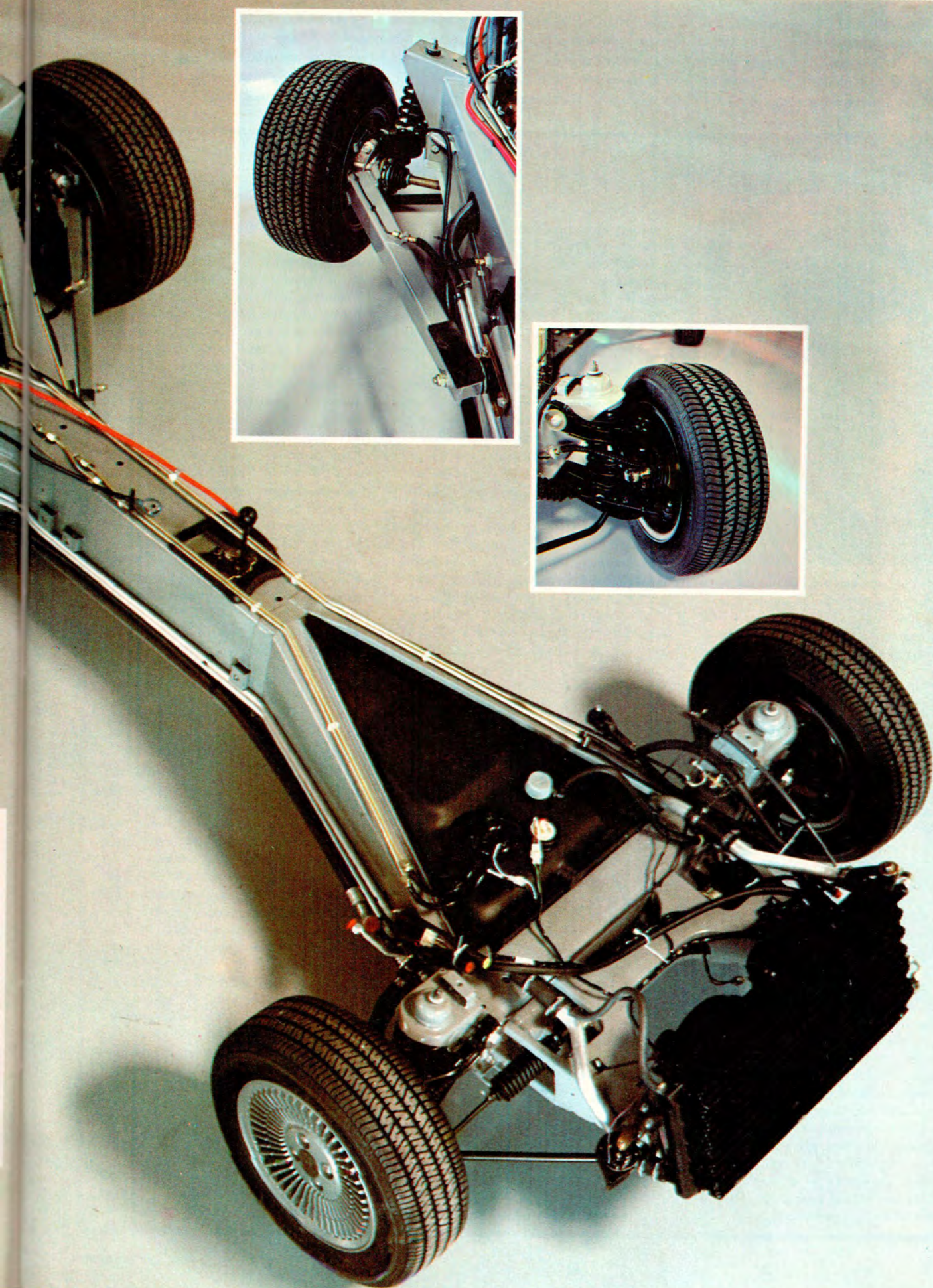
WHEELS AND TIRES

Wheel size: F: 6.0 x 14 in
R: 8.0 x 15 in
Wheel type: cast aluminum
Tire make and size: Goodyear NCT, F: 195/60HR-14;
R: 235/60HR-15

PERFORMANCE (Manufacturer's ratings)

Zero to 60 mph: 8.5 seconds
Top speed: 130 mph
Braking, 70-0 mph: 184 feet
EPA fuel economy, city driving: 22 mpg





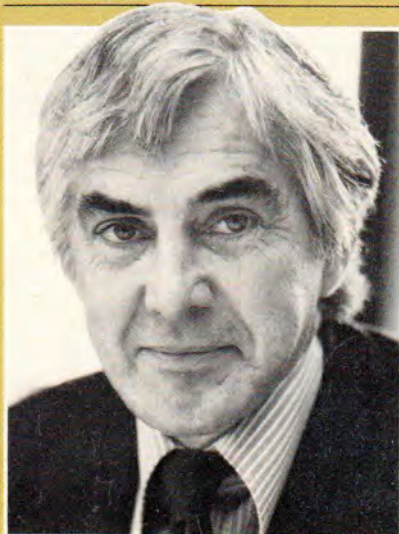
process, Chapman chose his own vacuum-assist resin-injection technique (*C/D*, November 1979). And the De Lorean became quite Lotus-like in its suspension, brakes, and interior detailing.

Meanwhile, Giorgetto Giugiaro, the world maestro of modern automotive art, was granted an opportunity to update his design a bit. The De Lorean was an early effort of Giugiaro's

creased-and-folded period, which also produced the Rabbit, Scirocco, Lotus Esprit, et cetera. Giugiaro entered the Eighties with more sensuous shapes, like his Medusa, but the De Lorean

A Star Is Born

Coming soon to a theater near you.



TERRY ASHIE

• *I developed my own philosophy: That I would work extra hard at whatever I was doing to become so good at it and that I would never have to kiss anyone's fanny to keep my job. And I never have and I never will.*

—John Z. De Lorean,
in *On a Clear Day
You Can See General Motors*

A television producer in New York says that "John De Lorean is the most perfectly stage-managed personality I have ever met. And he does it all himself." The road to stardom began in Detroit, on January 6, 1925.

John Zachary De Lorean lived most of his childhood in a rough, lower-middle-class East Side neighborhood, where his immigrant father worked in the auto industry as a millwright. After earning a bachelor's degree in mechanical engineering from the Lawrence Institute of Technology, which he attended on a music scholarship, De Lorean went on to receive his master's in automotive engineering from the Chrysler Institute in 1952. Quickly deciding, though, that Chrysler was not his road to the big time, he left that same year for the Packard Motor Car Company.

Four years later, at the age of 31, De Lorean took over as head of Packard's research and development. But Packard was on its way out as a car company, and De Lorean was on his way up. Semon E. "Bunkie" Knudsen's talent scouts discovered De Lorean and offered him a part in Bunkie's Pontiac rejuvenation plan; after

a whirlwind courtship, De Lorean was signed for the role of director of advanced engineering. De Lorean had a brilliant career with Pontiac, following Elliott M. "Pete" Estes as chief engineer in 1961 and rising to his first starring role—general manager of Pontiac and vice-president of GM—four years later, at the age of 40. Stardom had come quickly.

By this time, Pontiac had shed its old-lady image, turned around by Knudsen's, Estes', and De Lorean's aggressive exploitation of the youth- and performance-oriented markets. While developing a new independent rear-suspension system for a convertible, De Lorean and GM stylist Chuck Jordan gave birth to the popular wide-track look. De Lorean's work on the GTO, a Tempest with a big-block V-8 and three two-barrel carbs under the hood, began the muscle-car craze. Pontiac's U.S. market share went up from about 4.9 percent in 1958 to over 9 percent by 1968, his last full year with the division. GM was pleased with its prodigy.

As Pontiac's profits burgeoned, Chevy's declined. So in 1969 De Lorean landed an even bigger part, as Chevy's general manager, once again replacing Pete Estes. Said De Lorean, "Estes once told me: 'Chevrolet is such a big monster that you twist its tail and nothing happens at the other end for months and months. It's so gigantic that there isn't any way to really run it. You just sort of try to keep track of it.'" But De Lorean grabbed hold of Chevy's tail, and when he got done twisting he had restructured its unwieldy management, increased manufacturing efficiency, improved car quality, revitalized Chevy's advertising, and watched as dealer profits soared more than 400 percent by 1971. His salary and bonuses added up to \$550,000 that year.

During his stint as general manager, De Lorean's off-screen activities threatened to overshadow his engineering accomplishments. He was a health-and-fitness freak and, according to one GM wag, was into a "Ponce de León thing." He dyed his longish hair black. He shunned the Brooks Brothers look and the staid Detroit Club for Gucci and the pre-disco scene. His friends were show-biz wheeler-dealers, models, and film stars. He divorced his wife and married 23-year-old model Kelly Harmon. He divorced Har-

mon and married model Cristina Ferrare. He often seemed too eager to criticize the system and the greater lights at GM, and the press was no less eager to report his tantrums.

But De Lorean got away with his temperamental-star act and his sore-thumb lifestyle: business was thriving, and so were De Lorean's bonuses. He was named vice-president in charge of GM's domestic Car and Truck Group in 1972. At 47, he was big box office, considered by many a shoo-in for the seat at the head of the conference table. But De Lorean found himself in continual conflict with the conservative crowd on the fourteenth floor. He tried to get something going, De Lorean-style, for about a year, and blamed his failure on top management's "inexperience in the actual operations of the auto business" and its devotion to the status quo rather than sound business results. He'd taken the role of a bitter, cynical Don Quixote, tilting at administrative windmills. Sticking to his PR posture of no fanny-kissing, he left GM in 1973. He says he left to start his own auto company; insiders say he was fired.

In early 1974, De Lorean contacted J. Patrick Wright, *Business Week's* Detroit bureau chief then, to ghostwrite his story of boredom and frustration on the fourteenth floor. When the book was completed in 1975, De Lorean forbade its publication, worried that GM would find ways to frustrate his fledgling automobile project. In 1979, Wright mortgaged his home and published the book, *On a Clear Day You Can See General Motors*, on his own. Although De Lorean describes the tone of the book as harsher than he had intended, he has admitted to its basic accuracy. "Accuracy," that is, as regards the ongoing De Lorean poet-prince saga.

For the past six years, De Lorean has worked endlessly to develop and promote his sports car. The most difficult task has been the financing; De Lorean even laid off the Grecian Formula to present a more distinguished appearance to potential investors.

Many said it couldn't be done, but De Loreans are now rolling off the assembly line. The John Z. De Lorean Story has reached its climax, and the leading man will ultimately be judged by the product of his dreams.

—Jean Lindamood

doesn't yet seem dated. The look is six years old today, and has at least as many seasons left in its natural lifespan.

One key member of the De Lorean team who didn't survive was Bill Col-

lins. When Chapman signed on, Collins moved rapidly from chief engineer, to redundant chief engineer, directly to the casualty list. Collins had cashed in a distinguished career at GM in 1974 to

become the charter staff member and most ardent supporter at De Lorean (he left the General as project director of America's first downsize, the 1977 B-car; today he oversees the build-a-Re-

Where the Money Was

Shades of Billy Durant.

• Seventy years ago, William Crapo Durant formed the General Motors Company from a handful of smaller manufacturers and \$10 million in capitalization. John De Lorean's sports-car project is part of a \$200 million financial scheme every bit as daring and grandiose.

De Lorean, as much an entrepreneurial swashbuckler as Durant or any of the other early auto promoters, put together his \$200 million package by tapping sources as typical as Wall Street investment bankers, as unconventional as Johnny Carson, and as daring as the British government's exchequer.

While De Lorean claims to eschew much of what GM has come to symbolize, he has used some of its financing tactics and seems determined to build a GM-like organization.

"Let GM have the concert hall," De Lorean once said. "We can play on the cracks between the keys of the piano."

The grand enterprise began in 1973 when De Lorean quit [or was fired from—Ed.] his \$600,000 job at GM to pursue other interests, which included his own sports-car company, a host of smaller business ventures, and an expanded private life.

Early in 1974 he formed the John Z. De Lorean Corporation (JZDC), of which he is the sole shareholder, to pursue his sports-car project. Now, seven years later, that corporation is the majority shareholder in the entire \$200 million project, and at a relatively small cost to De Lorean himself.

De Lorean has said that his out-of-pocket investment—including his time, at GM-like rates—approaches \$10 million. Early documents filed with the U.S. Securities and Exchange Commission and the state of Michigan do not substantiate the claim. Even so, a \$10 million investment would be less than 5 percent of the total war chest.

Like many creative financiers before him, De Lorean found ways to let other people's money do the work. His contributions to the project, other than his managerial skills, automotive expertise, and charisma, have been the "rights" to his sports car and to the developmental work on the elastic reservoir molding process, which was supposed to be important technology for the project but was

scrapped by Colin Chapman in favor of his own process.

De Lorean used the sports-car rights as his contribution to a partnership that netted the De Lorean Motor Company (a subsidiary of JZDC) \$3.5 million from a handful of "partners," who became DMC shareholders when De Lorean bought back the rights for preferred stock.

He later sold the same sports-car rights to a group of 134 investors assembled by Oppenheimer & Company for a more substantial \$18 million. This group of investors, which includes many prominent show-business people, is entitled to royalties on each car De Lorean sells.

In addition to the money raised by selling the sports-car rights, De Lorean also sold stock in the De Lorean Motor Company to the 360 new-car dealers who wanted to sell his car. This raised another \$8.6 million. The dealers, many of whom signed up on memories of the glory days when De Lorean was at Chevy and Pontiac, paid five dollars a share in the first offering and ten dollars a share in the second offering.

Meanwhile, De Lorean sold 250,000 shares each to Johnny Carson and another investor at two dollars a share.

The funds raised in North America were enough to keep De Lorean and his lieutenants in business during the developmental stages, but far from enough to actually build the car. So De Lorean went abroad. He made several stops in Western Europe, returned to the U.S. and talked to officials in Detroit, and then moved on to the Caribbean. Officials in Puerto Rico offered tax breaks, grants, and other enticements, and were certain they had a deal.

However, De Lorean again went abroad in his search for riches. The British government, which wanted to create jobs in impoverished areas of Northern Ireland, made it worth his while. In 1978 the government, through the auspices of two Northern Ireland agencies, contributed \$115 million in grants, loans, and stock purchases in yet another subsidiary, De Lorean Motor Cars, Ltd., so that John De Lorean would build his sports car in West Belfast.

U.K. critics of the program were further astounded when the government, because of prior contractual arrangement,

was obliged to provide an additional \$30 million as an inflation adjustment last summer. Currently De Lorean and the government are embroiled in a dispute over these funds, De Lorean claiming that half of the money should be regarded as a grant; the dispute may affect De Lorean's request for government guarantees on another \$24 million recently borrowed from two British banks. "Other" smaller funds have brought total capitalization to \$200 million, the company says.

It is not unusual for cities, states, or countries to induce factories to locate in their environs in this age of capital scarcity. It is, however, unusual for a country to provide a company with 70 percent of its capitalization.

Will De Lorean make it? Maybe. His crew includes several adept financial people who seem to have done a prudent job of marshaling and disbursing the funds so that, barring a massive recall or a total collapse in the marketplace, the project should be able to remain afloat through the first crucial eighteen months of production.

There seems to be a reasonable chance that De Lorean's "instant GM" empire, which includes plans for sedans, buses, and maybe even taxicabs, can succeed, although some critics have compared his venture to the undercapitalized, ill-fated Bricklin project. One noted Wall Street analyst went so far as to suggest that investors were likely to get more return from "wine, women, and song" than from the De Lorean project.

The overwhelming success of De Lorean's worldwide quest for financing has prompted a few replicar makers and others to imitate some of his tactics, even as Walter P. Chrysler and others, including De Lorean himself, learned from Durant's successes and failures. In an era of mergers, joint ventures, conglomerations, and other arrangements that are thinning the ranks of automakers, it is very likely—whether or not his sports car sells—that De Lorean's early success will encourage others and lead to another period of entrepreneurial derring-do.

That could be exactly what the industry needs.
—Ed Lapham

Lapham is the financial editor of Automotive News.

nault-in-Kenosha project as AMC's managing director of special engineering programs). Collins' summation of his De Lorean experience reflects more than a tinge of disappointment: "It should have been fun."

Collins is the guy who hung the engine out the back. He had no reservations about such a bold departure from modern sports-car convention because of several compensating design features: sticky P7 rubber, a suspension he selected to work well with heavy rear masses, and a large front-rear discrepancy in both tire and wheel sizes. Although Chapman has shifted over to what looks like a virtual copy of the Esprit suspension layout, Collins' bias between front and rear tire sizes is at least intact. Goodyear NCT tires (essentially the Wingfoot design with steel belts) have replaced the P7s, presumably for cost savings and to guarantee an adequate source of supply to meet De Lorean's ultimate goal, 30,000 cars per year.

Whether Colin Chapman instilled genius or glitches into the De Lorean's chassis is yet to be seen. We'll reserve judgment for the skidpad, slalom course, and straight pavement of the road-test ritual. But one design feature that won universal admiration all the way down this car's long and winding road has wisely been passed on by Chapman: the stainless-steel skin.

De Lorean body panels are pressed in German-made tool-steel dies. In the case of a gull-wing door, three metal pieces are spot-welded together to make a finished assembly. A cryogenically preset stainless-steel torsion bar counterbalances the mass of each door, and a gas-pressure strut damps the opening and closing swings. Front fender panels are simple bolt-on stampings. The hood is stainless steel backed with fiberglass for stiffness. The engine cover is all fiberglass, with both surface texture and flat-black color molded in. The rest of the body shell (except bumpers) is a complex-to-build sandwich affair. Just below the shiny steel, there's an inner layer of fiberglass that is somewhat analogous to a lobster's monocoque: it's thin, light, and stiff, and it's the key structural part of the body. This inner shell is manufactured just like the Lotus Elite, Eclat, and Esprit bodies: there are two major moldings glued together along the body's widest point and scores of miscellaneous small plastic parts. Some key pieces are called attach-

ment-infill panels because they close the inevitable gaps between the steel skin and the plastic skeleton (Collins calls this Chapman's whittle-to-fit concept). The beauty of it all is that once everything's glued together, no painting is required. The distinctive luster comes from a rotary wire brush run across the bodywork as the final touch.

Of course, every silver cloud has its stormy lining. Can you imagine the creative calculations that will transpire when the first repair of a creased De Lorean is appraised down at the local bump shop? "Lemme see, we get double the hourly flat rate for Corvette fiberglass, so that would be, oh, say triple bucks for this plum." The poser that has even Collins scratching his experienced head is the \$85,000 American Express gold edition. How will it be done?

Right now, the bumpers are visually disconcerting. Their basic design is just like the Corvette's: flexible molded-urethane covers over structural backup beams. The problem is color match. By the look of things, De Lorean has abandoned hope of keying plastic bumpers to the brushed-stainless body, settling instead for color consistency between the end caps and the GKN cast-aluminum wheels.

Another sharp contrast is the De Lorean's zoomy exterior versus its prosaic interior. Bucket seats, round dials, a hohum steering wheel—there's not a single holographic display or laser beam in sight. The trim is far more test-tube than you'd expect at this price, the visual trip a bit disappointing after the space, stainless, gull-wing preflight buildup. There are three packaging problems: the steering wheel rubs your thighs; there's a bizarre space-crunch down the middle between the gull wings' root overhead and the tall backbone console below; and passenger and driver alike ride with feet splayed outboard to make way for the front frame fork, which houses a sixteen-gallon plastic fuel tank.

But far be it from us to cast aspersions on the De Lorean daydream. We, like John Z., feel much like proud, new parents. The project, after all, was conceived not 50 miles from our Ann Arbor doorstep. In anticipation of the De Lorean's announcement, we've already jumped the publicity-release gun by a month. Watch this space when we get that new baby in our arms for the first time.

—Don Sherman



Fulda Rasant

Steel belted radial tubeless blackwall.
185/70SR14 \$59.92 185/70SR14 \$70.18

Fulda Y2000

Steel belted radial tubeless blackwall.
205/60HR15 \$132.80



Michelin ZX

Steel belted radial tubeless blackwall.
175SR13 \$66.25 175SR15w \$88.96
155SR14H 53.01 175SR15w 93.57
135SR15H 39.65 165/70SR13 57.53
155SR15 59.90 165/70SR13 71.32
t = tube type w = whitewall
r = reinforced (load range D)

Ceat Veltro

Pronounced chay-ott.
Steel belted radial tubeless blackwall.
145SR12 \$36.80 165SR15 \$47.99
145SR13 39.96 165/70SR13 46.93
155SR13 40.97 175/70SR13 49.87
165SR13 42.75 165/70SR13 52.46
165SR14 47.82 175/70SR14 53.61
175SR14 51.68 185/70SR14 58.48
185SR14 55.70 185/70SR15 61.45
155SR15 45.20



Michelin TRX

Steel belted radial tubeless blackwall.
180/65HR130 \$97.32
190/65HR130 108.06
220/50HR130 110.36
w = whitewall

Michelin XAS

Steel belted radial tubeless blackwall.
145HR13 \$53.51 165HR14 \$71.30
165HR13H 63.53 165HR15 75.86
165HR13 68.26 180HR15H 80.29
t = tube type



Michelin XVS

Steel belted radial tubeless blackwall.
175HR14* \$93.75 185/70HR14 \$98.80
185HR14 101.55 195/70HR14 103.58
185HR15H 102.47 205/70HR14 110.44
215HR15 129.85 175/70HR15 93.30
185/70HR13 92.57
t = tube type
*also available in tube type - \$5.00 less

t = tube type

*also available in tube type - \$5.00 less

Michelin XXZ

Steel belted radial tubeless blackwall.
145SR10 \$39.74 185SR14 \$74.93
155SR12 50.68 165SR14 82.10
155SR13 36.77 145SR15 51.79
145SR13* 48.84 165SR15 66.21
155SR13* 53.40 165/70SR13 57.80
155SR13* 59.80 175/70SR13 64.30
155SR14 56.72 185/70SR13 71.29
165SR14 62.48 175/70SR14* 71.29
175SR14 65.37 185/70SR14 75.91
r = reinforced (load range D)
*also available in tube type - \$2.50 less

Michelin XWX

Steel belted radial tubeless blackwall.
195/70HR14 \$151.29 195/70HR15 \$160.84
205/70HR14 161.56 205/70HR15 171.12
215/70HR14 176.56 215/70HR15 177.23
185/70HR15 149.86

Michelin Specialty

Steel belted radial tube type.
185-15X red stripe (TR250 & TR6) \$90.44
165-400X-stop blackwall (Citroen) 70.28



Gas Pressure Shock Absorbers

	FRONT EACH	REAR EACH
AUDI		
77/78 Fox, 4000 sedans	71.20*	66.40*
77/78 5000	79.20	63.20
BMW		
66/76 1600, 2000, 2002	79.20*	55.20*
68/75 2500, 2800, 3.0CS	92.00	74.40
68/75 2800CS, 3.0CS	92.00	60.00
77/78 3000, 528	92.00*	72.80*
76/78 320i	89.60	71.20
CAPRI		
73/78 Capri, Capri II	71.20*	47.20*
DATSUN		
70/74 240Z, 280Z	79.20	79.20
74/78 260Z, 280Z	79.20	79.20
HONDA		
76/80 Accord	79.20	79.20
MAZDA		
78/80 RX7	79.20	63.20
MERCEDES BENZ		
65/72 250S, 280S, 280SEL	44.80	48.00
63/71 230SL, 250SL, 280SL	48.00	49.60
68/76 200, 220, 250, 280		
230/4, 230/6	45.60	47.20
76/78 230, 250, 280, 3000		
(all with 123 body)	45.60	49.60
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280SEL, 350SE, 450SE		
450SEL	45.60	52.80
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69/71 911	79.20	63.20
72/74 911/24	79.20	67.20*
75/78 911 Carrera	79.20	71.20
69/74 914/4, 914/6	79.20	76.80
76/80 924 except Turbo	79.20	52.00
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75/78 900SE, GLE	47.20	55.20
78 Turbo	47.20	52.80
79/80 900	55.20	52.80
VOLKSWAGEN		
74/78 Beetle sedan	71.20	47.20
75/78 Scrocco		
German Rabbit	75.20	63.20
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*Optional sport setting also available

Phone toll free for fitments not listed here

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Steel belted radial tubeless blackwall.
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Steering vibrations, bottoming out, bouncing wheels, excessive pitching during braking or acceleration, swaying in strong winds, poor cornering performance, uneven tire wear, shock absorber oil leakage.

These are signs of worn shock absorbers. If your car exhibits any one or a combination of these symptoms, it's probably time to consider replacing your shocks.

As Koni's largest US distributor, we regularly stock over 2,000 Konis for a wide range of import and domestic car applications. Chances are we have your fitment in stock for immediate shipment.

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