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Cover: An impressive and competitive BMW demonstration in Great Britain: Winkelhock ahead of teammate Soper.

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Calendar

- October ?** **General Meeting** with EPA. Maybe later; we couldn't pull it together for October.
- October 28** **Ground School** for Driving School participants. See Paul Touby's article in this issue.
- October 30** **High Performance Driving School** at SIR. Just a few spaces left; call Paul if you want to sneak in. And the club buys dinner afterwards for drivers, instructors and workers. Such a deal!
- November 4** **Board Meeting** hosted by Al and Bea Lancaster. Starts at 7:00 pm; all members welcome.
- January 22** **Annual Banquet** including auction, dinner and speaker. The particulars will be announced later, but set aside this Saturday night.

BMW ACA events are partially supported by a generous grant from BMW of North America, Inc.

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Time for Driving School

If you were thinking about attending this year's driving school and haven't signed up yet, you had better give me a call. There might still be openings available. Those of you that have signed up for the driving school should read the rest of this article.

This year the ground school will be held on October 28th at the Kent Commons. Give me a call if you need driving directions. Gary Parr will run the ground school which will start at 7 pm in the Interurban room. All you first time students should make every effort to attend. If for some reason you can't attend please give me a call a couple of weeks in advance so that I can mail you some details on what will be covered at the

ground school.

Cars will be teched at the track the morning of the school. Please try hard to be at the track by 7:30 am so that we can get you registered and your car teched in a timely manner. At 8:45 there will be a brief drivers' meeting. Drill stations will commence at 9:00.

Be prepared for cold and possibly rainy weather. Dress warmly, bring rain gear, and plastic bags or a tarp to cover items removed from the car. Be sure to put around 40 lbs. of air in your tires and fill the gas tank before you come out to

the track. Also don't forget to bring lunch with you.

I am still looking for volunteers to help out at the driving school. Last time I mentioned the possibility of free dinner if you helped out. It's official now. The board approved buying dinner for the volunteers and the students. How about that, eh?! I haven't made arrangements for a location yet, but I'll find something close by in either Auburn or Federal Way.

- Paul Touby



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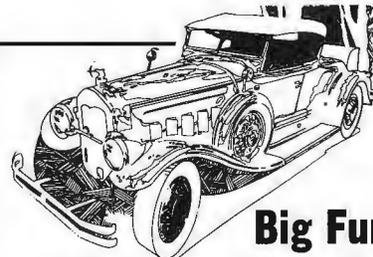
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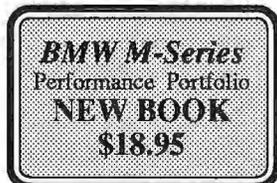
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Stalls

by Thomas B. Nast



Manual Transmission

In last May's issue of *Zundfolge*, it was suggested that there is no good reason not to go to Tom and Ray Magliozzi's Good News Garage, just don't bring your BMW there. Daniel Pinkwater consulted the Brothers Magliozzi (BM) with a severe case of Instrument Schizophrenia (IS), which Click and Clack managed to misdiagnose in every particular. This may have given my regular readers, both of them, the misimpression that you should not call up Car Talk and read the owner's manual to its hosts. On a show aired last August 14th, the same Daniel Pinkwater dispelled that myth.

Click: Hello, you're on Car Talk.

Caller: This is Daniel, of the Hudson Valley of New York State.

Clack: Yes, Daniel of the Hudson Valley of New York State.

Click: This is a familiar sounding Daniel.

Clack: Daniel Pinkwater! The famous Daniel Pinkwater of NPR and book fame!

Caller: The same. The same.

Click: The one and only.

Clack: The one and only.

Caller: Now, you may recall, we have spoken previously.

Clack: Of course I recall. It was right after you published "Fishwhistle."

Caller: Once we discussed my theory of displaced misery.

Clack: Yeah, I remember that, regarding Peugeotts.

Caller: The proposition that if you own a French car, no further ill luck can befall you.

Click: You are pre-disastered.

Clack: Right.

Caller: Yes. After that, you assisted me ably in the case of the mysterious flashing dashboard, in the car I purchased from five brothers, all named Mike.

Click: Oh yes, the five Mikes, I remember that.

Clack: [Chortling] The case of the five Mikes.

Click: Oh yeah, this sounds like it should be a Conan Doyle mystery. So

what's the next chapter, Daniel.

Caller: I have the next chapter for ... This is a problem that I've actually solved.

Clack: Yeah.

Caller: It is well known that I am [pause] circumferentially challenged.

Clack: Yeah. You've told us that.

Caller: And, it is a cruel fact, that I discovered, that even if you've been fat all your life, you still get middle age spread.

Clack: On top . . . To add insult to injury, so to speak.

Caller: Additional.

Clack: Yeah.

Click: Yes.

Clack: Yeah.

Caller: Well, this resulted in my having difficulty in my gracefully entering and exiting my car.

Clack: Yeah. I think that Honda Civic was not the right car for you.

Caller: It got so I had to run at it.

Click & Clack: [Laughing so hard they can hardly speak]

Clack: You had to grease up your body? And get a running start?

Click: Butter me up, Hon, I gotta go to the store.

Clack: Grease me up. I'm either gonna swim the English Channel or I'm gonna go get a quart of milk.

Caller: That wasn't the worst. Getting out at a parking lot, I would draw a crowd.

Clack: Yeah. You can't get a running start getting out.

Caller: No. No.

Clack: Yeah.

Caller: So, I decided that I had to find something that was . . . rotund accessible. All right?

Clack: Yeah.

Caller: So I began checking out various vehicles.

Clack: Yeah.

Caller: And my experiences were . . . well, they were painful, in many cases.

Click: Uh huh.

Clack: I can imagine.

Caller: I can report, for example, that the Nissan Altima is not for the . . .

Click: No.

Caller: . . . diametrically disadvantaged.

Click: [Outburst of laughing]

Clack: [Gales of laughter]

Caller: There was a tense moment in the showroom where it looked like I might have to be kept in there for a while. So, I decided I wanted to go where there were a lot of cars. So, I drove out to Danbury, Connecticut, where the rich people live . . .

Click: Uh huh.

Clack: Yes.

Caller: And there they have one of these auto parks . . .

Click: A mall.

Caller: You know, with all makes, one long stretch . . .

Clack: The auto mile-and-a-half.

Caller: I went there, and there in the used car department, I found a 1985 BMW 735. Eye.

Clack: Yeah.

Click: Oh, eye-yi-yi.

Caller: This is about as big as BMWs get.

Clack: Yes.

Click: It is.

Caller: I think there may be one other that is a twelve cylinder or has two sixes.

Click: One in the front and one in the back.

Caller: But this thing looks like a killer whale.

Click: This is a big car.

Caller: Big car, doors like a church.

Clack: That is the car for you, Dan.

Caller: So I'm looking at the car,

along comes a man, a Mr. Moriarty.

Clack: Professor Moriarty.

Caller: A salesman. And says, you know, we can get you into this car with no trouble. And I said, that's what I hope, obviously. So, we did some trial entrances — I was able to gracefully enter and seat myself. So now I wanted the car very much. I bought it. The price was right, it was like Hyundai money.

Clack: Really!

Caller: On the other hand, there was a lot wrong with it.

Clack: Yeah.

Click: And you soon discovered . . .

Caller: Mr. Moriarty said, we guarantee every vehicle, unconditionally.

Clack: No kidding!

Caller: They actually fixed it! This car has got a seat memory . . .

Click: Yes.

Caller: Press the button, and the electric seat will adjust itself to the position it remembers, in the case of this car, from its first owner . . .

Clack: Yeah.

Caller: . . . Who was a guy . . . I'd recognize him if I saw him. He's got a 19 inch inseam, and arms like a gorilla.

Clack: [Snorting and laughing]

Click: [Spasm of laughter]

Caller: But by and large, they fixed everything! The car is wonderful. They never, never hesitated to put genuine, incredibly costly, parts in my car.

Clack: Yes, and they are incredibly costly. And the 735 had lots of things that could go wrong with it.

Caller: Oh, so many!

Clack: So many.

Click: So how many days have you had this car now?

Caller: Well, actually, I've had the car for a couple of weeks, but I bought it in February, because the parts take time to get here from Dusseldorf.

Click: Right.

Clack: Yes.

Caller: So I had plenty of time to read my owner's manual.

Clack: Yeah.

Caller: I have it before me. On page

three dash stroke oh seven a . . .

Click: Yes?

Caller: . . . heading, "Ski Rack", "Technical Modifications" and "Keeping Fit", and I read from the manual [with German accent appropriate to the occasion]: "Stop zee car, at intervals, und a try a few of the gymnastic exercises ve have outlined for you on zee following pages."

Clack: [With spasm of laughter] This is so, on your way to the slopes, you stop occasionally and you do the exercises.

Caller: On pages three dash oh eight slant b, "Keeping Fit", we have a dozen diagrams, which include [resuming the German accent] one, schwinging the arms . . .

Clack: [Mirthful laughter]

Click: Swinging. I like that.

Caller: . . . two, bending forward, three, za hoola hoop movement, repeat at times, bending over sidevays is number four, number five is raising vun arm up, [reverting to a Hudson Valley accent] which we won't get into that one, then we have the windmill, the deep knee bends, the fifteen jumping jacks . . .

Click: So, have you tried all of these?

Caller: Of course!

Click: Of course, and?

Caller: Now, on page three dash ten stroke c . . .

Clack: Yeah?

Caller: [With German accent] "An important contribution to journey fitness is made by correct nutrition!"

Click: [Outburst of laughter]

Clack: I mean, this is an owner's manual, huh?

Caller: [Continuing] . . . That you stay fit, you will not eat the greasy cheeseburgers und zee french fries. You will eat the fresh fruit, und za rye crisp.

Click: [Cackling]

Clack: [Tittering]

Caller: In the time I've owned the car, I've actually lost a lot of weight.

Clack: And now you don't need this car any more.

Caller: Now I don't need it any more.

Clack: You can trade it in for a nice Saturn.

Caller: Exactly.

Clack: Gee, my owner's manuals never had this level of detail.

Caller: Now, you know, I got ahold of an owner's manual for a 5-series BMW, already a pretty classy car . . .

Click: But not a patch to this.

Caller: . . . There is nothing about calisthenics, there is nothing the rye crisp and the fresh vegetables. This is only for the elite.

Click: Well, you know why. I mean, they make so much money on these cars, they want to make sure you live long enough to buy many of them.

Caller: Yes.

Clack: Or at least to finish the payments on the one that you bought.

Caller: I have to say to my fellow fat Americans, uh, if you can find a suitable one, this car will accommodate . . . you say, they still remember Hermann Goering, you know. This car has got lots of room, wood panelling, mine has the cuckoo clock . . .

Clack: Yeah. Of course. Is it an electronic cuckoo clock?

Caller: Of course.

Clack: Digital readout.

Caller: And it doesn't work.

Click: Daniel, you are an incorrigible wise guy.

Caller: Me?

Click: "Who, me?"

Clack: Hey, why don't you come to Boston some time and have a cup of cappucino with us?

Caller: [Astonished] I will do that!

Clack: I mean, you're the kind of guy that I would like to have cappucino with. 'Cause you can probably say it like a 'capppucheenoh' . . .

Click: And you'll probably buy, too.

Clack: And you'll buy, right.

Caller: I will motor up in my sports-touring sedan.

Click: Daniel, always a pleasure talking to you.

Clack: Nice talking to you, Daniel. Bye bye.

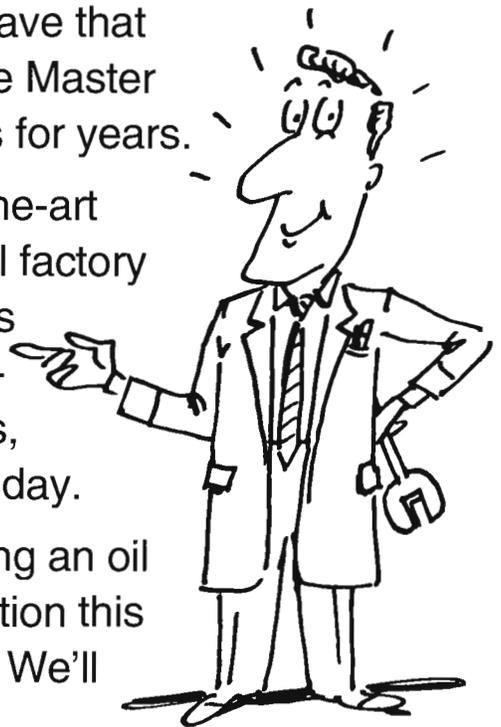
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A Bimmer For All Seasons (and most reasons)

by Tom Williams

The 325ix was BMW's answer to the four-wheel drive craze which swept (and continues to sweep) through the motor-ing marketplace. Although first intro-duced in Europe in 1985, the ix was most successful in the North American mar-ket, which accounted for two-thirds of the vehicle's total worldwide sales of roughly 30,000. The vehicle was first avail-able in the US as a 1988 model. Produc-tion was halted after the 1991 model year.

Given the Bavar-ians' propensity for Eurocentric thinking, it could be argued that the car was marketed largely in response to the success of Audi, which had enjoyed some prior success with its 4000 and 5000 series Quattros. When

the ix made its North American debut, it competed against both the similarly sized Audi 80 and 90 quattros (the successor to the 4000s), the much larger 5000s (later 100/200), as well as later Japanese and American entries.

The ix, being a niche model for BMW, has inspired a certain amount of devotion amongst its owners, many of whom en-joy the 4wd traction as well as owning something a bit different. And different it is: a full-time 4wd car which will laugh at lousy weather yet at the same time re-ward the driving enthusiast in dry condi-tions as well. A true Bimmer for all seasons, for those who prefer the packag-ing of a car over that of more utilitarian vehicles.

The uniqueness of the ix lay in its 4wd system. This was a full-time apparatus which utilized viscous differential locks in the center and rear differentials. When the system sensed that a rear wheel was losing grip the silicon fluid in the rear differential increased viscosity to lock the differential so that both rear wheels turned at the same speed. If one end of the

car was losing traction, the center differ-ential would lock in the same manner to equalize turning speed of the wheels at both ends of the car. In this way 90% of the torque could be transferred from one end of the car to the other as needed. There was no manual differential locking



Ski season is coming. Time to buy an ix?

mechanism such as that on the Audi quattro system.

In normal situations the center differ-ential split the torque 37% front, 63% rear. BMW engineers chose this particu-lar split as best approximating the weight distribution occurring under maximum acceleration.

The car's appearance had a few dif-ferences from the standard 325i. The front track was a bit wider to accommo-date the repositioning of front suspen-sion pieces necessitated by the fitting of the 4wd hardware. There were subtle body-colored fender flares and rocker extensions, as well as a small rear spoiler. Later models replaced the body-colored lower valence on the front air dam with a cheap-looking black plastic strip that was neither functional nor attractive, but much easier to replace when the owner de-stroyed it trying to impress friends with the car's off-road capability. The wheels were the same attractive BBS type found on the 325is and M3, but were unique nonetheless, being 15" (same as M3) and a 4-bolt pattern (same as 325is). Tires

were 205-55 VR15 Pirelli P600s. Michael Thompson, a longtime club member and original owner of an '88 ix, reports that getting replacement tires can be an ad-venture. The size is not that common and is produced by only a few manufacturers. He adds that aftermarket wheels are avail-able, but hard to find.

Despite the fact that the ix's ride height was raised about 3/4" over the standard car, it was not designed to be an off-roader. The rela-tively exposed oil pan and transfer case saw to that. But while a couple of flakes of snow (or even a little rain) would send M-cars scurrying for shelter, you could be out having the time of your life in the ix.

The 4wd system ex-tracted a 150 lb. weight penalty, so one would figure performance would be down ver-sus the 2wd car. It is, but by less than one would expect. According to *Road and Track*, the ix took 7.9 seconds to hit 60 mph, compared to 7.5 seconds for the 325is; quarter mile times were 15.9 for the ix and 15.7 for the is. Shortening the ix's final drive to 3.91 from 3.73 un-doubtedly helped. Despite the extra weight, the ix actually stopped from 80 mph in 10 less feet than its 2wd sibling, most likely due to the larger brakes fitted to the 4wd car. Terminal speed through the slalom course was 63.7 mph; the same as the 325is. These are not bad numbers for a normally aspirated 2.5 liter driving 3,000 pounds and four wheels. Fuel economy is about 20 mpg, com-pared to 20.5 mpg for the is; although if you're greatly concerned about fuel economy, this is not the type of car you should be looking at anyway.

Subjective impressions reinforce the generally good performance numbers. Acceleration is fine without being breath-taking. There is more than enough torque to render excessive gearbox rowing un-



The 325ix came standard with fender flares, side skirts, front air dam and rear spoiler.

necessary. While the motor needs to be revved for best performance, you won't mind: the small six sings one sweet melody. The brakes are fabulous, better than any first- or second-generation 3-series with the exception of the M3. On the track, the ix will keep up with most all stock 3-series and M-Cars in the wet. It was used as an instructional vehicle by Ross Bentley's driving school in Vancouver.

From the outset, the engineers wanted to make sure that the ix was a BMW first and a 4wd car second. They succeeded most admirably. The car's chassis is wonderfully communicative and handling is as neutral as Switzerland in all but the worst conditions. Michael Thompson observes that while driving in the snow is not a white knuckle affair, if you're not paying attention the back end can wind up where the front end should be. He also has noticed a couple of quirks which he thinks may be related to the 4wd: a tendency to track in pavement grooves and skittishness at both ends of the car when accelerating across certain railroad crossings. I have also noted these traits, but would hasten to add they shouldn't bother any but the most somnolent drivers. Ride quality is similar to the 325is: compliant, with a fair amount of body lean under hard cornering. The car stays planted, though; it is much harder (some say impossible) to unstick the rear end on dry pavement. The steering is very good, if a bit numb on center.

The ix has the reputation for being a good autocross car, but it is generally

lumped in classes with cars having better power-to-weight ratios, and so is at somewhat of a disadvantage there. For street use, however, one could hardly conceive of a better companion to handle the wet and twisty roads of the Northwest. The car is nimble, despite its weight, and the traction, as one might expect, is excellent. Using the cliché "fun to drive" is appropriate, but damns the car with faint praise. However, one should keep in mind that no car, no matter how good its traction, can repeal the laws of physics. Accordingly, while the wet weather limits of the ix are higher than for a comparable 2wd car, the consequences for exceeding said limits are more dire. Trust me on this one.

While the ix will trundle around in the snow just fine right out of the box, the stock wheel/tire arrangement has a couple of drawbacks for those who do a lot of winter driving. Not only to the attractive stock BBS alloys take a beating from rocks and the like, they also have a tendency to clog with snow. When the snow freezes, it can create some wonderful wheel balance problems. Secondly, the Pirelli P600s fitted to the stock wheels are never anyone's idea of a great snow tire. In particular, braking performance in the slick stuff benefits from winter tires.

If you decide to add a winter wheel/tire setup to your ix, there are a few things to consider. BMW recommends a 14" wheel for winter use to allow more wheel clearance in the case of snow buildup. BMW dealers have a decent looking set

of steel wheels that, when combined with good winter tires, reportedly works quite well. The other consideration is whether to go with a studded or non-studded tire. The studded tire will give you better traction, but at the cost of poorer grip and braking distance in both rainy and dry conditions.

Equipment and features: When the ix first appeared here in 1988, it was in 2-door, manual transmission form only. The car was fully loaded, however: electric sunroof, trip computer, and best of all, leather Recaro sport seats. The only evidence of bean-counter influence was a steel spare wheel instead of an alloy. Four-door and autobox versions showed up the following year. Heated front seats were an option fitted to virtually all of the cars shipped to North America.

Despite the fact that the performance and interior appointments were there, the ix never met BMW's expectations in the sales arena. On a list of reasons, the first 3 (and maybe the 4th as well) were price, price, and price. The '88 listed at a staggering \$32,800, \$4,400 more than an 325is and only \$1,200 less than an M3. In order to lower the price, the '89 replaced the Recaros with standard seats, a manual sunroof, and a less comprehensive trip computer. Over time the standard equipment list included a ski sack (why this wasn't included from the beginning is a mystery), a sound system upgrade, and driver's airbag.

Buying a used ix: Prices for used examples are all over the place, depending on age and condition. Locally, prices

for 1988-1990 cars have ranged from around \$11,000 to the high teens. As always, condition is more important (but not as easy to assess) as mileage.

The car, like other 3-series, has proven to be quite reliable, provided the maintenance was kept up. The 2.5 liter motor utilized a timing belt, which was supposed to be replaced at roughly 50K mile intervals. Check the service records to see if that has been done, as well as to gain a feel for how well the seller has maintained the car. If the oil has only been changed once a year, you might want to look elsewhere.

Generally the weak points are the same as other 3 series, which means the electrical system. The service interval board is a common failure item, as is the light bar in the trip computer (rarely does the computer itself fail). If you look at a car with heated seats, make sure they work; they were a \$200 option but cost a lot more than that to fix. And if you're familiar with late-model BMW's, you'll already have checked *anything* that is operated by an electric motor.

The clutch is not a problem area but is expensive to repair; the pressure plate is unique to the ix. If you get an older car and don't hear the rattle of a worn throwout bearing, consider yourself lucky indeed. While under the car, pay particular attention to the transfer case; if it is leaking from a seal, figure on 4-5 hours labor to fix the problem. Check the other 4wd



The ix in its element, snow.

hardware, in particular the CV joints, and note any strange noises during your test drive. There should be no racket coming from the car that you aren't used to: the 4wd system operates about as transparently to the driver as any such system can. If you hear anything untoward, have your mechanic check it out. Finally, check the area around the oil filter housing for leaks, for it is a common problem. A kit to correct this is available, and is not expensive.

When the car was new, the decision to buy an ix over a 325is was tough to justify, at least here in the Northwest. If one was not a winter sports enthusiast, the \$4,400 premium over the 325is was a

steep price to pay for driving blissfully through a couple of snowstorms a year. Now that the oldest examples are 6 years old, though, this consideration is less of a factor: an '88 ix of a given mileage and condition can expect to command only \$1,000-1,500 more than a similar 325is. Viewed in this light, the ix is actually a bit of a bargain.

While an ix is not a standard-issue 3-series for reasons explained earlier, that doesn't mean it is rare. Checking the classifieds here should turn up several cars a month. And don't overlook the dealers: tell them what you want and they will try to get what you are looking for. All three dealers in this area were quite helpful in our search for a car.

Summing up the alternatives: The ix has plenty of 4wd competition in both the new and used arenas. All of them, though, have deficiencies which may make them less attractive to a Bimmerphile. The ix may give up a bit of performance to Japanese competition such as the Diamond Star cars (Eagle Talon/Dodge Laser/Mitsubishi Eclipse), but it doesn't have those cars' turbo lag and torque steer problems, front-drive handling quirks, or relatively cheap fit and finish either. The Subaru Legacy Turbo is a fine car that is almost as quick as the ix and has more passenger and cargo space, but turbo lag is a problem and it does not have

Charting the Changes, 1988-1991

Model Year	1988	1989	1990	1991
Base Price, 2-door	32,800	29,950	29,950	31,100
Base Price, 4-door	n/a	30,750	30,750	31,900
Est. prices now	11-14K	mid-teens	18-20K	low 20's
Standard Equip.	leather sport seats electric sunroof trip computer	leatherette seats manual sunroof ski sack	same as 1989, plus driver's airbag	same as 1990, plus premium sound system
Optional Equip.	metallic paint heated seats	same as 1988, plus automatic trans.	same as 1989, plus premium sound syst., electric sunroof leather seats	same as 1990

data from BMWNA, Consumer Guide

BMW 325ix

Weights and Measures

Engine:	2.5 liter inline-6
Horsepower	168 bhp @ 5800 rpm
Torque	164 lb.-ft. @ 4300
Curb Weight	2,988 lbs.
Weight Dist., f/r	55/45
Fuel Capacity	16.4 gal.
Fuel Requirement	unleaded regular, 87 octane
Final Drive	3.91:1

Performance Statistics

0-60	7.9 sec.
1/4 mile	15.9 @ 86 mph
Top speed	126 mph
Braking, 70-0	171 ft.
Skidpad	.78 g
EPA Fuel Economy	17 city/23 hwy

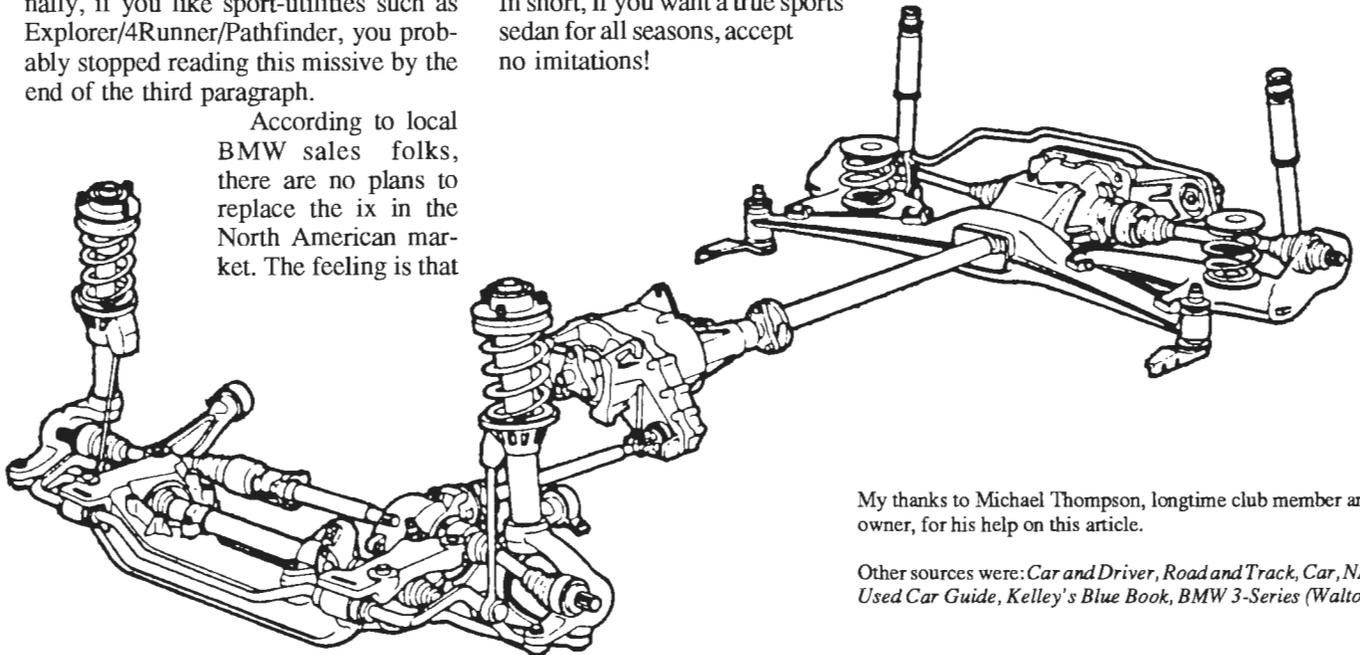
data from Car and Driver, Road and Track

the BMW's handling or braking. The Legacy simply is designed as more of a people carrier than a sports sedan. The big Mitsubishi and Dodge 4wd coupes make bold styling statements and are certainly faster on the open road, but their girth makes them much less nimble in traffic. Those who appreciate the virtues of a small car would most likely find the ix a lot easier to live with in day-to-day driving. The previously mentioned Audis were pretty and handled well, but performance was not as good as the ix and while the 4000s and 80/90 Quattros were reliable cars, few said the same about the 5000s/100-200 variants. Finally, if you like sport-utilities such as Explorer/4Runner/Pathfinder, you probably stopped reading this missive by the end of the third paragraph.

According to local BMW sales folks, there are no plans to replace the ix in the North American market. The feeling is that

the traction control system now available on the 850, 7 and 5 series (and soon on the 3-series) gives 80% of the benefits of four-wheel drive at 20% of the cost. However, the fact that a 525ix is now available in Europe indicates the Munich maestros are still hedging their bets a bit.

At the end of the day the decision whether to buy an ix must come down to whether one wishes 4wd and its acknowledged benefits as well as complications. As we've seen, the performance of the ix is virtually the same as its 2wd sibling. It has all the normal BMW virtues, yet can handle winter weather with a competence far above other Bimmers. In short, if you want a true sports sedan for all seasons, accept no imitations!



My thanks to Michael Thompson, longtime club member and ix owner, for his help on this article.

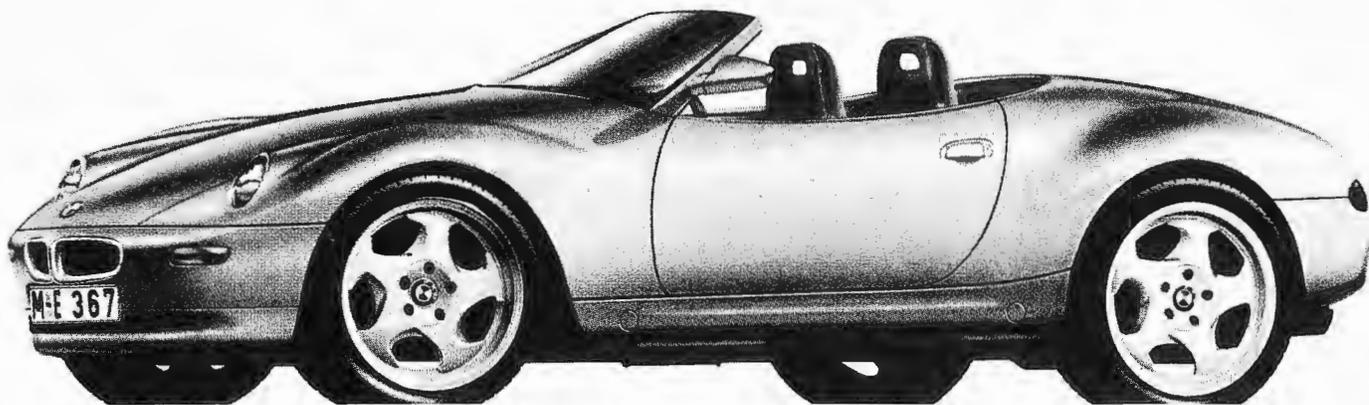
Other sources were: *Car and Driver*, *Road and Track*, *Car*, *NADA Used Car Guide*, *Kelley's Blue Book*, *BMW 3-Series* (Walton).



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THE LINE STARTS HERE

It's two years and counting until BMW rolls the first cars off its assembly line in Greer, South Carolina. And now, more information about the American-built Bimmers has surfaced. The first model will be the current 3-series sedan. BMW will ship knock-down kits to the U.S. for assembly to ensure that U.S. build quality meets BMW specs. Once quality is assured, production of the Z21 roadster will begin.

The Z21 is the \$20,000 convertible that has long been on BMW's drawing boards. Underneath a retro skin, the Z21 will be an amalgam of the current 3-series' front suspension and the last-generation's semi-trailing-arm rear suspension. The switch to the former setup means a savings of 50 percent over the complicated multilink rear suspension of today's 325i.

Then there will be a coupe version with a kicked-up C-pillar and a glassy hatchback. Both the

Each new rendering of the U.S.-built, BMW roadster-to-be makes the car look more attractive. Let's hope these artists' sketches are getting more and more accurate.

If the above drawing is accurate, and the price is \$20,000, as *Car & Driver* claims, then sign me up. The rumored price has always been closer to 25K and I thought they'd be lucky to pull it off for 30K. But \$20,000? Katie, bar the door.

My guess is it will end up closer to \$25,000 or more. But with the capacity *C&D* cites, and BMW's intention to export 70% of the plant's production, will there be enough of these roadsters to satisfy demand? I'm predicting waiting lists and prices in excess of suggested retail.

This is one gorgeous little car. Mazda did it right with Miata, but BMW is going to do it better still. The rumors over the past couple of years have talked about a slightly retro look, and even fenders reminiscent of the 328 of the late 1930s. This latest peek seems to confirm what's been rumored.

For those who like to plan long term, think about this. This car is supposed to be available starting in 1995. If you went to the Summer Olympics in Atlanta in 1996, you could pick up your roadster on BMW's factory delivery program. Spartanburg's not that far from Atlanta. Then, drive your new baby home, coast-to-coast. See the Olympics, see America, pick up your super-cool new BMW. Nice vacation, huh?

- David Lightfoot

coupe and the roadster will come with BMW's jewel-like 140-horsepower 1.8-liter engine. The current in-line six-cylinder powerplant will fit, but BMW has designed a new range of V-6s for 1996.

For its first two years, the plant should have an annual capacity of 67,500 cars. An expansion to 100,000 units in '97 will make room for a sporty pickup truck and a sport-utility vehicle. The sport-ute, known in Munich as the Terrain Cruiser, will be based on the old four-wheel-drive 325ix. Buyers will be offered color choices for the bumpers, seats, and even some interior plastic knobs and switches. Option packages will be designed around specific activities like skiing and golf. The pickup is essentially a roofless version of the sport-ute, but it will also be offered in two-wheel-drive form. Neither has been formally okayed, but both are expected to be approved later this year.

- Car & Driver

The Home Garage Advisor or the NW Shade Tree Mechanic by Greg Mierz

I must have been born a tinkerer. I have never been able to leave anything mechanical alone or stock for long. These skills have come in mighty handy at times and these days provide a small supplement to the house payment, or maybe I should say the garage payment. It's allowed me to keep my 2002ti running for 380,000 miles and has also helped others in need.

Several months ago an old club member with a 77 320i that's been around the club for years contacted me about getting the old car running well enough to pass the state emission tests. He wanted to provide reliable transportation for his high school son. The 320i had a tired motor that at one time had been rebuilt with a cam and smog equipment removed. The compression was low, the car was hard to start and the owner wanted to have a reliable, smog-legal ride. He was able to locate an 83 320is in a junk yard and wanted to swap the later motor, 5-speed and limited slip into the 77 chassis. The 83 motor is an 1800cc with the more advanced L-Jetronic fuel injection system with electronic ignition, catalytic convertor, oxygen sensor and computer. In order to install the later motor into the earlier car I had to install the motor and wiring harness complete with convertor. The computer was located in the glove box like the 83 and the wiring was brought into the car from the motor. The distributor electronics were mounted on the fender again like the 83 320i. The complete 83 exhaust system was installed as a direct replacement of the old one. The engine wiring went in just like the old one into the fuse box with the addition of a revised back up light wiring for the new transmission. The 5-speed and differential were just basically a bolt-in following normal procedures. The 77 320i now had a 5-speed and 3.90 limited slip with a more responsive if slightly less powerful 1800cc motor. The car starts with a simple turn of the key and will pass 77 standards with ease. Next step, rebuild the 2.0 liter short block and put the later head and injection on it.

My next shade tree adventure came

when another club member towed his 83 533i to my garage with a flat cam in his old head and a newly bought used head that got damaged in shipment to him. (Shippers, be careful shipping heads with cams in place, the valves get bent easily if dropped). He had the new head placed in the car by someone else only to discover the valves were damaged and the car wasn't runnable. The biggest problem for me was I wasn't present for the removal of all the wiring for the Motronic system that the car has. I proceeded to remove the head, disassemble it and have the necessary machine shop work done. The head went back on fine and with the help of a Bentley 5-series manual (a good manual by the way) I got all the new heater hoses hooked up and the Motronic wiring in place. The big moment arrived to start the car and it wouldn't start. No spark, now what do I do? I thought it was properly reassembled considering it was half apart when it arrived at my garage and everything seemed plugged in right. Back to the Bentley I went and looked at every picture of the wiring I could find. Eureka! There are two almost identical plugs that are references for the ignition part of the Motronic. I swapped the two, the speed and reference sensors, and the motor started so nicely. The Motronic is complex but relatively straight forward as far as I'm concerned. No timing to adjust, just get the cam right and bingo! Checked everything again, no water leaks, no oil leaks, but the water temp gauge never moved. A call to the owner confirmed that the water temp didn't work before the work was started so everything was done. The owner was very pleased to have a fully functioning 6 cylinder 3.3 liter instead on a 4.5 -5 cylinder one that sounded like a diesel.

At a later date the owner of the 533i wanted to get his water temp gauge fixed. Previously I had tested what I could in the system, the sender was OK but the gauge didn't work. With the help of BMW Seattle the dash cluster was tested with a simulator that tests the instruments. The temp gauge itself tested OK but there was a chance the service interval board was

bad although it might test OK on the simulator. After testing the wiring again from sender to gauge, I took the cluster apart to discover a service interval board that had been "fixed" by the previous owner with a sloppy Nicad battery replacement. As Tom Nast mentioned last month and also in the November 91 *Roundel*, the batteries can be replaced "carefully" with a low watt soldering iron. This board had flux from the solder on the back side from excessive solder and then glued in place with too much glue. The signal from the sender goes through the board to the gauge. It became apparent the signal wasn't getting through somehow. Careful examination revealed what was probably a bad transistor in the circuit. A good used board was installed and the gauge now works properly. Electrical problems are real demons sometimes and are real tough when poor repairs have been attempted. It does feel good though to solve the mysteries in the end.

A final thought about emission testing. It seems that although the standards vary according to the production years, a well-tuned modified car ie: 2002ti with cam and Webers can pass the standards for its respective year 1969 easily, a later car, a 1983 Volvo for instance, with a bad catalytic convertor emits more pollutants. My mother's Volvo failed its original test with levels much higher than those of my well-modified 2002ti. So we can relax about some of those modifications we may have done so long as we keep the motors well tuned. My 2002ti was able to get down to 45ppm HC and 1.81% CO at the 25mph load test while the standards are 900ppm HC and 6.00% CO. The poor Volvo was over 450ppm HC and 4.00% CO on the same test. I would like to act as a resource, reference person for those out there who have modified their cars and still passed the emission tests. Anyone who wants to start a database of facts, tune-up factors and such can call or write me. I'd like to know things like mods made, tuneup stats and a copy of your emission test results. My phone number and address are listed as Roster Manager in the front of the *Zundfolge*.

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Here's BMW's model lineup and changes for 1994:

3-Series

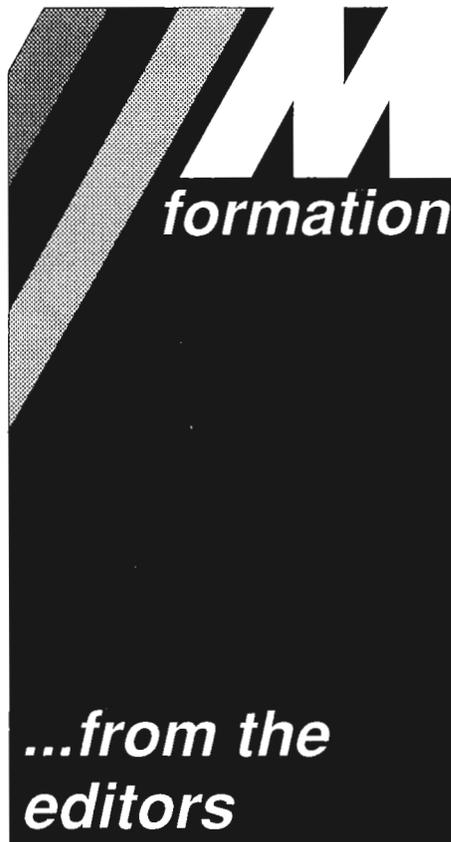
With the introduction of its 6-cylinder-powered convertible, BMW completes the changeover of its 3-Series whose minimal changes include a new front spoiler, standard-equipment passenger airbag, color-keyed bumpers (325 only), plus options such as an inclement-weather package (limited slip, heated front seats and mirrors) for the 318, traction control for the 325, and for the convertible, a ski rack for the softtop and an aluminum hardtop.

5-Series

Because of their introduction late in the 1993 model year, BMW's small- and large-displacement V-8s are carryover items for 1994. But their silky-smooth performance and mellifluous sound are worth mentioning again and again because of the rejuvenating effect these power-plants have had on the middle- and upper-end of the 5-Series, which is largely unchanged.

7-Series

No changes to the 1994 version of BMW's luxury 4-door could mean that the car is already perfect. Or that it'll be replaced by a new 7-Series that's longer, wider, roomier and (in top-line trim) slightly more powerful sometime next year when the 1995 models come along.



8-Series

Hoping to keep the price of its flagship within reach of wealthy buyers who may have suffered a slight financial downturn, BMW has broadened its 8-Series by adding the 840Ci, a slightly decontented version of the \$85,000-plus 850Ci. Powered by the company's 4.0-liter V-8, the entry-level luxury coupe costs a few thousand dollars less than the 850Ci, which, though unchanged from last year, is no longer king of the *Berg*. That honor goes to the sporty 850CSi whose aero bodywork, sport suspension, BMW Motorsport 17-in. wheels, 5.6-liter 376-bhp V-12, 6-speed manual gearbox—and \$100,000-plus price tag—make it an obvious competitor to a certain luxury sports coupe from Sindelfingen. (*Road & Track*)

In December, BMW will begin offering the 840i, powered by the 282-hp, 4.0-liter V-8. A higher output flagship, the 850CSi, will be offered with a 376-hp, 5.6-liter V-12, a six-speed manual gearbox, and seventeen inch Z-rated low profile tires. (*Automobile*)

The McLaren F1 road car has reached 231 mph in tests, making it unofficially the world's fastest production car.

Final production cars are expected to be even faster when a taller sixth gear ratio is installed and the 580 hp of this particular prototype is upped to the 610 hp, by way of the BMW Motorsport V-12, of customer cars.

Thus equipped, the F1 is expected to reach 240 mph, some 28 mph faster than the 212 mph a Jag XJ220 achieved at the Nardo test track in southern Italy.

The title of the world's fastest production car is currently disputed between Jag and Bugatti, which also claims 212 mph for its EB110. (*AutoWeek*)

BMW, Germany's luxury car maker, will assemble cars in Vietnam beginning next year, making a major coup for the investment starved nation.

BMW will initially assemble up to 200 cars a year under an agreement with Vietnam Motors Corp., a \$10 million joint venture 70 percent owned by Columbian Motors of the Philippines and 30 percent by Hanoi-based Hoa Binh, a state-owned bus manufacturer. (*Europe*)

The EPA is investigating aftermarket computer chips used to increase performance, to determine if they also increase emissions. The investigation is expected to be completed this spring. Enforcement action will be taken against chip manufacturers who are responsible for any offending chips. (*AutoWeek*)

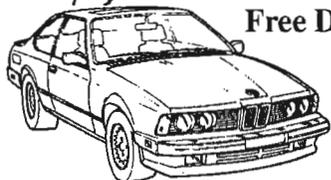
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Engineers in Munich updated BMW's E1 to match the rest of the hybrid concept cars shown at Frankfurt. In addition to the 65-hp electric motor, the E1 now features an 81-hp gasoline engine.

With accommodations for four and a small amount of cargo, the E1 is capable of 78 mph driven by the gas engine.

The designed-in-California E1 was displayed beside the three-passenger Z13 city car introduced last spring in Geneva. BMW officials say the two concepts represent the company's one-two punch for extending its model range for the next century. (*AutoWeek*)

Range Rovers will offer a turbodiesel engine option (but probably not in the U.S.). The motor will be the BMW 2.5-liter. (*AutoWeek*)

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Wanted: Stock, driver's side front seat for 1984 318i. Color of upholstery not important. Jed Miller 547-2342 or 633-3624.

For Sale: 1987 325i, 4 door, 5 spd, ABS, Royal Blue w/leather interior, sunroof, 77K miles, 2nd owner; absolutely perfect in every way, garaged \$11,000. Scott 334-4138 (Everett area).

For Sale: 1990 325ica. Drop top, low miles, alarm, black and beautiful, garaged. Recent level 2 and tags renewed 3/93. All maintenance done at Seattle BMW \$22,399. 206-698-0217 leave message.

For Sale: 1972 BMW Bavaria, white with navy interior, one owner, all records. Interior and exterior in good condition, but engine needs work. \$1500. 285-8742.

For Sale: '67 BMW 1600-2. One owner, picked up at factory, driven one lap of old Nurburgring. 2 spare engines, 1 trans. and 1 rear end. Not running. \$900 OBO. 509-529-5524 evenings or weekends.

For Sale: '88 BMW 325i Convertible. Immaculate. White w/blk leather, Blk top, 5 spd, 31K miles. Loaded, one owner. 747-5119.

For Sale: 1976 3.0Si, 4-speed, power everything, interior good, needs bodywork. \$1,500. Phil 621-0987.

For Sale: 1973 3.0CSi. Restored and painted in 1990. Rust-free California car. New suspension, Monroe gas shocks, new clutch, custom exhaust system, new wheels and tires. Best offer. Don Baldwin 277-8897.

For Sale: 1972 2002 Touring. Very rare hatchback. Strong engine with dual sidedraft Webers. 318 wheels. Fittipaldi steering wheel. \$4500. David or Lucetta Lightfoot. 282-2641.

Parting Out: 1979 320is. Straight body, no rust, Recaro seats, many new parts, 2.0 liter fuel inj. with 4-speed, rebuilt engine with 1,000 miles, limited slip differential, alloy wheels, leather steering wheel. This car was on its way to perfect when fuel line fire happened - even has new BMW logo floormats. This is your chance to fix those annoying problems in your car and help a 17-year old club member and his folks recover some of their investment. For specifics, call Ken at 825-9684 (Enumclaw). Please leave name and number and your call will be returned ASAP.

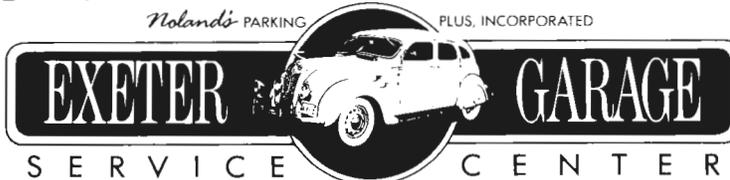
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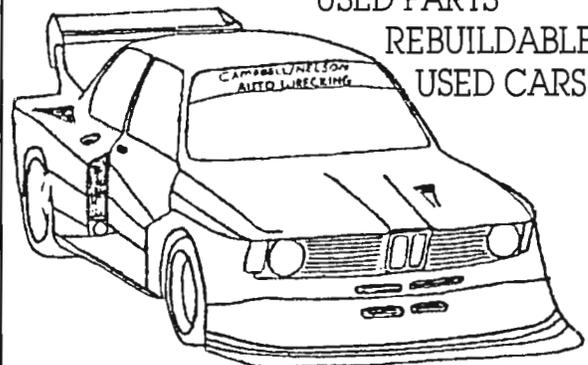
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