

**BMW ACA
Puget Sound Region**

Zündfolge



January/February 1992

**See a Rare
BMW Veritas**

**Meeting at
Details, Details**

**Sonics Game
on March 3rd**



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Indeed, the editors of *AutoWeek* have already gone on record with their assessment that the new BMW 325i is "again

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Cover: A BMW-Veritas,
a clone of the car we
will see at our March
meeting.

Inhalt

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

Activities

Calendar

See the Sonics

On March 3, 1992 the club will have a special group discount night for the Sonics game. Here's the deal: tickets will be \$12 for what are normally \$15 seats. Plus you get a BMW/Sonic's Night tee shirt, thanks to sponsorship by BMW Seattle. The Sonics opponent will be the Denver Nuggets; game time is 7:00 at the Seattle Center Coliseum. To get your tickets and tee shirts contact Dave Carl with the Sonics at 281-5800, extension 123.

Details, Details

The club's March general meeting will be hosted by Details, Details, located at 13500 Bel-Red Road in Bellevue. The meeting will be on March 28th, Saturday, at 12:00 noon.

As you might expect, Details, Details is a detailing shop. They specialize in high end cars, especially European imports.

The meeting will focus on many of the "tricks of the trade" that can be used by a do-it-yourselfer. The demonstration will show both which products can save time and effort and the proper application of these products.

Subjects covered will include washing, preparing the paint surface for waxing, waxing, leather care and stain removal, engine cleaning, etc. In other words, a comprehensive guide to helping you prepare for the concours in July, or just keeping your car clean.

There will be more details (no pun intended) in next month's *Zündfolge*.

Combined Issue

During the winter months, we publish *Zündfolge* a little less often due to the club's decreased activity level. This is our combined January/February issue.

But next month we get back on our usual monthly schedule. Look for your March *Zündfolge* about the middle of March.

February 22

General Meeting at Phantom Restorations. Starts at 1:00 p.m. (this is a Saturday). See article for full details.

February 29

Track Day at PIR. Join the Portland Club at the track. Call Gary Parr, Driving Events Chairman, for details.

March 3

Sonics Game. A deal on tickets plus a free shirt from BMW Seattle. Watch Seattle whip Denver; starts at 7:00. See small article on this page.

March 28

General Meeting at Details, Details. Learn the tricks of the trade while you've still got four months to get ready for the concours.

July 12

Concours d'Elegance. Don't say we didn't warn you about this summer highlight.

July 18

Track Day at PIR.

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Track Events For 1992

In an effort to inform our members of the club's driving events for the upcoming year, we've decided to publish a calendar. Hopefully this will make everyone aware of future events and give them a chance to plan to attend. Aside from the calendar, we will be promoting the event in issues prior to the event.

At this time we are planning a school for sometime this summer which will most likely be held on a Monday (makes for a 3 day weekend). We have not yet confirmed a date with SIR but should soon. On July 1st we'll have a SIR "Wednesday Nighter." This is open track driving open to all members who have attained level 1 or have attended a club school and will ride with an instructor. Our annual Fall School will be on Sunday, October 18 at SIR. For those new members or those who have not attended one of our driving schools, here's a little insight into them. They are a far cry from drivers ed. We call them high performance driving schools. Although they are not racing schools

per se, we teach many techniques that are taught at the top professional racing schools. The objective of the schools is to teach car control and to make the driver more aware of the capabilities of their BMW. This makes for a safer and more competent driver. We also have a great time.

Besides the events we plan for SIR there are other events you can attend. The Golden Gate Chapter of the BMW CCA has a 2 day school at Laguna Seca March 14-15. (See more info in this issue). There are events held by the Portland Chapter of BMW ACA at Portland International Raceway you can attend.

So there's the line up for this year's events. Hope to see you track-side.

—Gary Parr

School At Laguna Seca

We have been invited to attend a BMW CCA driving school at Laguna Seca. This will be a two-day school held March 14 and 15. Laguna Seca is located about 15 minutes from Monterey, California.

If you have never driven this track, take it from me it's a GREAT track. It is certainly one of the top race tracks in the country, including "The Cork Screw," one of the most famous corners in all of motor racing. Besides getting to drive Laguna Seca you'll get to enjoy the beauty of the Monterey peninsula.

The cost of the school is \$195 and is limited to 75 students. If you would like to attend fill out the registration form and mail it with your check made payable to Golden Gate Chapter BMW CCA to the address below. If you have any questions feel free to contact me at 922-4378 days, and 472-4505 evenings.

—Gary Parr

Golden Gate Chapter BMW ACA
Laguna Seca Driving School
P.O. Box 1824
Novato, CA 94948

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Driver 2 _____

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CCA Chapter _____ Car Yr & Model _____

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Stalls

by Thomas B. Nast

Generally Electric Motors

Is it a coincidence that General Motors is closing 21 factories and paring its payroll by 74,000 just after announcing it will be the first to market an electric car?

When I first heard that GM waved the white flag before Japan's First Motorized Division (at least GM had the decency to wait until the passage of the 50th Pearl Harbor anniversary), I paused to think about the causes. Almost twenty sprang instantly to mind, in no particular order: Corvair, Nader, Vega, Arrogance, Chevette, Citation, Roger Smith, Greed, EDS, Pete Estes, Cimmaron, Fiero, Hughes, Myopia, UAW, Inertia. Let's face it, Rome didn't burn in a day and there were lots of fiddlers.

Well, the media say that GM is losing \$15M daily on its North American auto operations, a wholly untrustworthy number as GM's accounting is no doubt as creative as Charles Keating's and can be easily manipulated to achieve a desired result. As it frequently is when union contracts are negotiated. But it is inescapable that GM, like its top-heavy brethren (*viz* IBM and Sears Roebuck, to name but two), spent entirely too much time the last thirty years looking into mirrors which it thought were windows. One could hardly walk down the street without earplugs, so great was the chorus of voices shouting for modern American cars. But GM never could timely find its way clear to build light cars, nimble cars, OHC motors, multi-valve motors, smooth manual gearboxes, 4WD cars, etc. Plus (again like IBM) it did its beta testing in the field (e.g. Vega engine, V8-6-4 engine, V-8 diesel engine, Fiero chassis, arcade-game dashboards) convincing us that it is incapable of designing anything modern which will work correctly out of the box.

So GM lost respect and market share, and started sticking Chevy labels on Isuzus and installing Evinrudes



in its high performance cars and otherwise exhibiting the strange behaviors accompanying senile dementia. Meanwhile, it continued to be incapable of even facelifting a fender for less money than some competitors spend on a clean-sheet model. Like the Dodge Viper, for example. And then it said it would be the first to mass-market an electric car, even giving details about the motors and batteries.

Let me predict that the first generation (really the second, the first was about seventy years ago) of electric cars will be the mechanical equivalent of crossing a turtle with a camel. They will give new depth to the expression "designed by committee." They would tarnish even Toyota's hallowed name, were Toyota foolish enough to get mixed up in this business. Those who explore the cutting edge get lacerated, and nobody has exhibited more skill at grabbing the sword by the blade than GM.

The very idea of building a car around lead-acid batteries, as we know and love them today (and as GM plans to use them) is a bit like perfecting the radial-engined airplane. Other than being heavy, costly, having relatively short lives, and having insufficient capacity for their intended application, they are a pretty good choice. It is the company which significantly advances batteries (or power conversion

technology) that is going to clean up. GM would do better to engage in basic research on batteries, and let somebody else build the cars for the time being. Let me predict that technologies such as hydrogen power (which BMW has been playing with for a number of years) look like a more promising long-term investment than a lead-acid electric car. But since when (Saturn excepted) has GM looked long term?

As an aside, the very idea of building a product from the wheel bearings up solely to satisfy governmental regulations is preposterous. It offends our notion of free enterprise. More significantly, consider who will buy this beast. Would you buy one? Hell no! The primary customer for these cars is . . . the government itself! And the two-lipped bureaucrats who publish the requests for bids for zero emission cars will not give a rat's derriere about cost of operation, frequency of breakdowns, recharging time, or other insignificant matters. There is a principle he is charged with enforcing here, and that is that the government knows what is best for us and when it is best for us, and he will stake your last dollar on it. And it is into this market which GM jumps, feet first. End of aside.

GM probably needs to close domestic plants; after all, it has moved offshore, in the last fifteen years, more jobs than it is eliminating here. But GM needs a brain transplant even more. The plant closures are the result of mismanagement, and no change in management is forthcoming. This same management, which professedly cannot build gasoline cars at a profit, now wants us to think it can profitably make electrons run in circles and turn wheels at the same time. And be the first to do it. Perhaps the shareholders should consider electing Charles Keating chairman?

European Car Subscriptions

Lee Iacocca used to say, "Buy a car, get a check." Our treasurer says, "Buy a mag, get the club a check." Almost as good, right? Even better for your club which always needs funds to finance our magazine and the track events. By subscribing to *European Car* through the Club, you can not only get the low subscription rate of \$12 per year, but the Club gets to keep \$6.00 of each subscription. A clear win/win situation, for those comprehending psycho-babble.

For those not familiar with this magazine, it was formerly named *VW and Porsche*, has broadened its coverage, and is filled with a variety of interesting articles, from technical to general interest. It often showcases cars modified by both individual owners and professional tuners, describes how to purchase a good used interesting car such as a 2002tii, highlights new models as well as historic versions of European marques, and has a very good technical question and answer section.

Before investigating this deal, I purchased a couple of issues and found a number of articles relevant to BMW's. The October issue included features on:

- The 3.0 CSL
- Factory Upgrades for new cars
- BMW's 75 anniversary celebration in Munich
- BMW's art cars
- Headlight upgrades (aimed at VWs but directly applies to BMWs as well)
- For November, there were articles on:
 - Security systems in general
 - Installing a security system on a 2002tii
 - Legal power enhancing chips for BMW, Porsche and VW
 - BMW 325i Club Sport created by Ray Kormann
- Of course, if you are also interested in other European marques, in particular VW and Porsche, the contents are comprehensive. Personally, I like it

much better than *Roundel*, and at 2/5 the price it's hard to beat, the only thing lacking being classified ads.

To subscribe, merely copy the form, and enclose it along with \$12 to the club address. We will batch the subscriptions each week or so. If you are already a subscriber, you too can participate. Merely circle "RENEWAL." Still aren't sure? Stop by a newsstand and check it out.

Please make your check payable to BMWACA. Foreign subscriptions are available for an additional \$US10 for postage.

- Ted Rodgers

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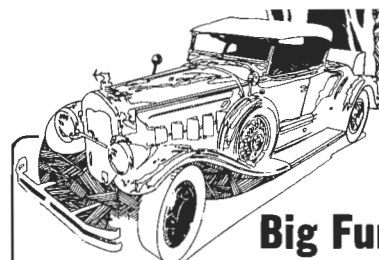
Tech Session Report

The trouble with BMW guys is that they can't leave things half done. Such was the dilemma of the "winterizing" tech session, held under the roof and on top the lifts of Herr Griffith's BMW Seattle. A tip of our Snap-On caps to him, for his generous provision of the best facility in Seattle.

You see, very few of the attending cars were in need of winterizing. With one exception, batteries and terminals were all fine, most cars had plenty of antifreeze in the coolant, wiper blades were ok, and so forth. Oh, a few needed oil changes or new hoses, and some antifreeze and the occasional belt was changed (parts permitting). But it was the non-winterizing complaints which made for challenges and delays.

Like the 528e with the rear caliper bleeder nipple snapped off. The 733i with the spalled camshaft. The 318i with wandering idle. A split intake boot, a split half-shaft boot, and a split steering rack boot. Broken exhaust system brackets. An oil leak where a chain pulley cover bolt backed out. And so forth; few cars escaped without some more or less unpleasant discovery. And, not that we could have predicted it, one even had a bad water pump!

Well, we fix as much as we can until the time, parts and donated pizza run out. Some cars left perfect, and some still need major surgery. It would have been so easy if all we did was winterize!



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February General Meeting

Phantom Restorations

Our first general meeting of 1992 will be hosted by Phantom Restorations located at 30 S. Horton St. This is two blocks north of the Spokane St. Bridge in a nondescript, unmarked building in Seattle's industrial heartland. The low profile is to avoid calling attention to the place due to the treasures within. If you read last month's *Zündfolge*, you know that Phantom Restorations brings fine automobiles back to their original glory.

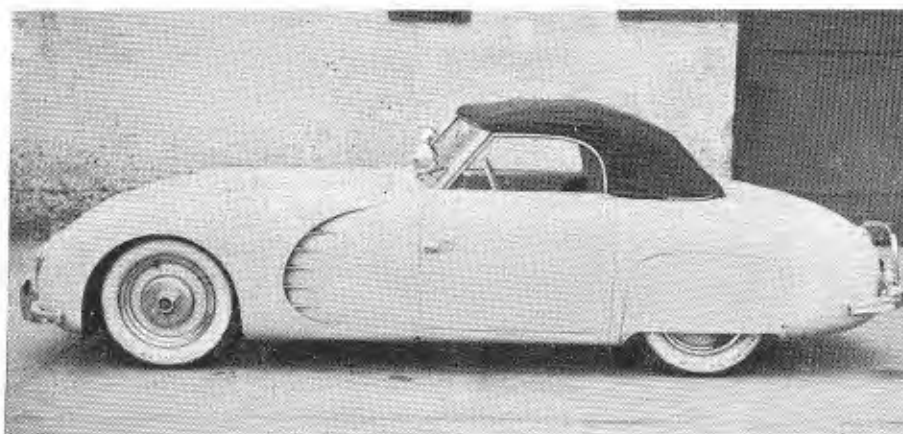
The meeting will be held on February 22, Saturday, beginning at 1:00 p.m. Refreshments will be served. You can look around at the various vehicles in the midst of restoration.

Owner Greg Soter will speak to the group about the various aspects of the restoration process. Of particular interest will be a very rare BMW Veritas undergoing a full ground up restoration. A history of the Veritas marque is provided in the adjacent article.

This particular car is a Veritas Scorpion Cabriolet. It has been in this area since about 1960. The current owner is Gordon Hoenig, who has owned the car since the early 1960s. Mr. Hoenig is expected to be at the meeting to talk to our group about the car's history.

Lest there be any doubt this is a rare classic, it should be noted that this car has custom body work by Spohn and has secured an invitation to enter the Pebble Beach Concours d'Elegance. These invitations do not come easily. But before then, the owner hopes to complete the car and bring it to our Concours! Thus, you have the opportunity to see the car in its current, dismantled and rough state and then, see the completed restoration this summer.

— David Lightfoot



A Short History of Veritas

by David Lightfoot

The Veritas was a BMW-derived car built just after World War II by former BMW employees. Most of the short Veritas lifespan was prior to the resumption of production by BMW.

The initiative for Veritas came from Ernst Loof, who was a former BMW engineer and was racing team manager when BMW was victorious at the 1940 Mille Miglia. The other two principals in the venture were Georg Meier and Lorenz Dietrich. Meier had been a European motorcycle racing champion several times riding BMWs. Dietrich had worked seventeen years for BMW, mostly in sales, but had also managed the motorcycle racing effort at one time.

It was not surprising then that racing was the early emphasis for Veritas. The three had laid out their plans while they were all stationed in occupied Paris. After the war, the fledgling Veritas effort began in a corner of the BMW Allach plant. The Americans were using the plant for vehicle maintenance. The U.S. officer in charge of the plant knew about the new vehicle development, but when the top brass found out, the group was sent to the French zone. This ended up being a blessing since materials were available

from France while Germany had nothing.

Development continued on what was to be called the BMW-Veritas. Veritas is Latin for truth. The name was borrowed from a French firm. Later, the powers at BMW objected to the use of their name, so BMW was dropped.

The first Veritas cars used BMW 328 mechanicals. The owner supplied the parts. Veritas would modify the engine and other parts, update the frame and build an aerodynamic body.

In 1948 "production" began with about 100 employees. Loof developed a tubular space frame which was superior to the pre-war 328 and weighed only 80 pounds. With a modified 328 engine the car was the fastest sports car in Germany. Karl Kling, later of Mercedes fame, won the German championship in 1948 and 1949 driving Veritas. Veritas dominated racing in Germany at the time partly because the cars were good and partly because there was little competition.

Dietrich always wanted to build a road car and Veritas' first touring car was the Comet, introduced in 1949. It used BMW engines from either the 326 or 328. Later, other models were added. There was the Scorpion with a padded



folding top. Next came the Saturn coupe seating three abreast. Planned, but never introduced, was a four door sedan called the Jupiter.

Late in 1949 a new Veritas Formula 2 car was introduced called the Meteor. The Meteor used a non-BMW engine for the first time. At this point, Veritas diverges from BMW history but the end was near anyway.

Veritas was always undercapitalized. They moved several times and eventually went bankrupt. Only 78 cars were built, and almost every one was a little different. Attempts to get new capital for the venture were thwarted by Mercedes.

Dietrich tried building a rebodied Panhard. Loof moved to a small shop at the Nurburgring and built a few more race cars before going broke again.

Loof finally went back to BMW as an engineer. BMW was working on a competitor to Mercedes-Benz' 300SL, to be built using 502 running gear and chassis. BMW had contracted with Albrecht Goertz to design the 507. Loof thought he could do better and built a prototype using some of his old troops even though he was now on the BMW payroll. This prototype 507 was really the last Veritas, based on the 502 chassis. The Loof prototype was much faster than the Goertz proposal. But the Goertz design was chosen as it was much better looking. However, several engineering details were adopted from the Loof car for the production 507.

Dietrich stayed in auto sales and management. Meier owned a BMW dealership in Munich for years. Ernst Loof died of a brain tumor in 1956, shortly after returning to BMW.

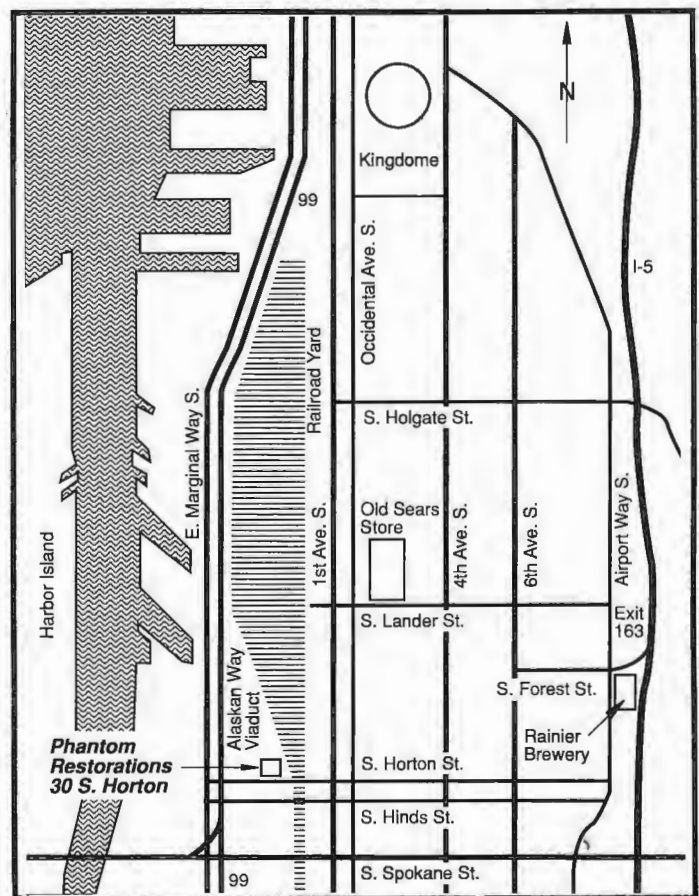


Opposite: A contemporary photo of a BMW Veritas Scorpion Cabriolet from the April 1950 Road & Track.

Above, left: Another R&T photo of the rather busy front end.

Above: Our subject car underway at Phantom Restorations.

Right: This place is hard to find but worth it!



Annual Banquet

Sixty-four people attended this year's banquet at the Manfred Vierthaler Restaurant and Winery. The room was a bit small for the group so it was cozy – we got to know each other a little better.

The food was excellent. How come there's so few German restaurants in the Puget Sound area? I think this is the first time we've had authentic German food at the banquet. The restaurant serves its own wine which is made downstairs. The wine was, well . . . I'm sure glad they served some great German beers.

Phil Smart, Sr. was our featured speaker. Phil surprised us by talking about volunteering some of our time to help the less fortunate. He told of his own experiences as a volunteer at Children's Hospital, including playing Santa Claus. It was an emotional talk and a few tears were shed. A good dose of reality for jaded yuppies. Like me.

Bill and Grace Muse organized the event and gathered the items for the auction. Donors are listed below; please patronize these good folks. Bill also served as MC, his last duty as club president. Thanks Muses. And thanks to Linda Mierz who greeted everyone and checked them in. Most of all, thanks to Phil Smart for his inspiration.

–David Lightfoot

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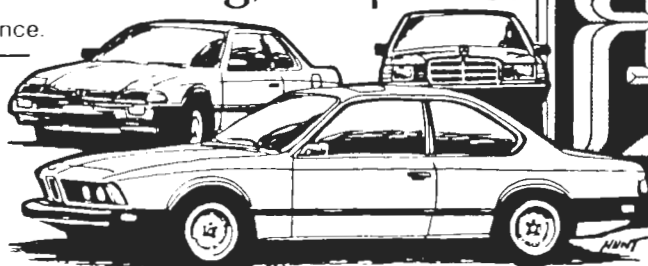
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Please limit phone calls to these volunteers between the hours of 9 a.m. and 9 p.m.

The Foreigner

What is a rising rate fuel pressure regulator and who gave it a passport into this country or what is a British performance part doing on a BMW? A British firm, Microdynamics to be specific, figured there must be a way to get some throttle response out of the Bosch L-Jetronic fuel injection system. What they came up with is sort of an accelerator pump for fuel injection.

Typically the Bosch fuel pressure regulator takes a vacuum signal from the intake manifold, indicating load, and increases the fuel pressure in the fuel rack. This in turn gives a little extra gas spritz when the injector is opened. The typical pressure raise is 5-7 lbs. and is very short-lived. The Microdynamics unit is a direct replacement for the fuel pressure regulator, adaptors needed for some applications, and functions much the same. The difference is that this unit is adjustable at its leanest setting and has a rise rate up to 17 lbs. or more. They supply units with different ratio of rise as well as models for turbo installations. The result is a filling of the gap between the moment of engine load, read pedal to the metal, and the response of the ECU to said throttle position.

What does this mean to your BMW? It means that there is a drastic difference in performance. If you want to do one thing to make that bimmer hum this is it. This unit will really help if you have installed a Schrick or Tisa cam and maintained your fuel injection. It should keep you legal at the state sniffer at license renewal time. Remember the base lean side is adjustable. The increased fuel is only supplied when you need it.

The change in character of the much maligned ETA motor is just short of fantastic. There is also a unit for K-Jetronic fuel injection; it helps with drivability and throttle response, but overall the results with a stock motor are not as dramatic. All in all a very straight forward solution to an inherent fuel injection problem.

- Steve Worthington

Classified Marketplace

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For Sale: Four MSW wheels, 15 x 7, fit M3, 5, 6 and 7 series. Silver. Used only twice, virtually new. \$620 for the set. Save \$100 plus tax or shipping from new. Includes center caps and removal tool. Also: 320i Brake calipers and rotors - Upgrade your 2002. \$125. 2002 engine parts, everything except bare head. \$250 for all or call for individual pieces. Ted Rodgers, 432-2336, evenings.

For Sale: Four (4) 13" steel rims - fits BMW 320i '77-'83, great for snow tires. All four - \$40 total. Lance 747-8915.

For Sale: 4 - 16" wheels for 5 or 6-series BMW, DP5 five spoke pattern, excellent condition. New cost over \$800, buy these at \$500, Denny Organ. 228-2539.

For Sale: 1984 Dodge GLH Omni, low mileage, only driven on Sundays. O.K., so it was a former showroom stock race car. This would make a fun car for the high school student that wants something with a little zip and Omni insurance rates, \$1,200 or best offer. Call for details, Denny Organ. 228-2539.

For Sale: 1972 2002, AT, sunroof, 200,000+ miles, body 99% straight, Glass 100%, needs paint & engine rebuild, front brakes completely rebuilt, second owner, open to offers, 206-833-5055 after 8:00 pm.

For Sale: 1972 2002 Touring. Very rare fastback. Dual Webers, 318i wheels, Fittipaldi steering wheel, factory sunroof. Mechanically strong, needs paint. \$5000. David or Lucetta 282-2641.

For Sale: BMW Alloy Wheels, 4-14", fit 5, 6, & 7 series, \$300 total. Alan Carr 684-5719 days.

For Sale: 5 speed trannies, motors, diffs, distributors, some sheet-metal, 320i spoilers, carbs, manifolds, right-hand mirrors, seats, shocks, wiper Motors, wheels/tires to fit everything. Contacts in Germany will find anything legal. Bill Proud, eves. 206-824-8242.

For Sale: 4 factory steel wheels, size 6JV14, factory original 4-spoke leather steering wheel fits 5, 6 & 7 series, one new set Bosch fog lamps, Price . . . any reasonable offer. Call 778-6514 evening or leave messages.

Wanted: '83-'85 533 or 535, 5 speed, sunroof. Paul Johnson 840-2087.

Classified Advertising Policy: Classified ads are free to members in good standing (paid up dues). There is a \$5 fee to non-members. Photo classifieds are \$15 to members, \$20 to non-members. Ads will be run for two consecutive months, space permitting. *Zündfolge* staff reserves the right to edit all classified ads. Ads must be typed or neatly printed and sent to BMW ACA; P.O. Box 1259; Bellevue, WA 98009; Attn: Classified ads. Make checks payable to BMW ACA.



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BMW showed a purple 3-series sedan with purple leather seats at the Detroit Auto Show. The company is considering offering U.S. buyers the opportunity to custom order a BMW, just as the Europeans have been able to do for years. The initial program would cover trim, wheels and color combinations only; no suspension or engine upgrades. The suspension program may be added later. If offered in the U.S., the wait for a special order would be three to five months. (*Autoweek*)

BMW Seattle had its most successful year ever in 1991. Despite BMW sales being down nationwide, the dealership's sales were up 60% compared to 1990. According to owner David Griffith, BMW Seattle is now the 30th largest BMW dealership in the country based on '91 sales.

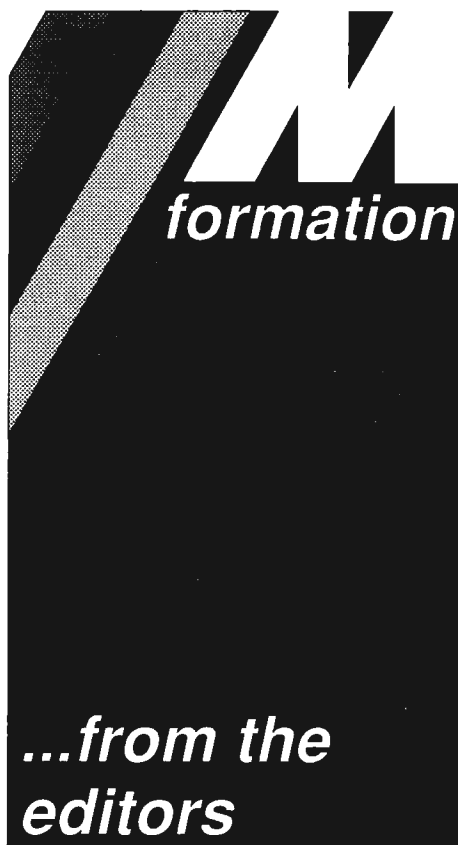
BMW denied reports that they are interested in buying Rolls-Royce Motor Cars. Rolls says the company is not for sale. (*Autoweek*)

BMW showed its E2 electric vehicle at the Los Angeles Auto Show. The car is a variant of the E1 introduced at the Frankfurt Show. (*Autoweek*)

Der Spiegel has reported that Porsche is for sale and that BMW is going to purchase a major stake in the company. Porsche denies the report. (*Autoweek*)

Local auto mogul Bruce Leven is selling many of his dealerships, probably due to an impending divorce. *Autoweek* reports that his Bayside Racing Indy car team is also being sold.

BMW 7-series sales are down 43 percent for 1992. A new factory-to-dealer rebate of \$10,000 on a 750iL, less on the 735, is intended to help move the cars. (*Autoweek*)



BMW Motorsport is building 500 special 325i cabriolets. The cars feature special paint schemes, two color leather interiors, M Technic bodywork and M Technic badging. The cars are not being promoted but have been in dealer showrooms for a couple of months. (*Roundel*)

BMW is again testing an 850i convertible. The last prototype 850 had been shortened to a two-seater. The new prototype retains the full 850 length and its four seats. (*Road & Track*)

BMW is considering a plan to sell electric cars without the batteries. To save customers the estimated \$5,000 to \$10,000 that it would cost to buy new batteries as often as every year, batteries would be leased. (*Automobile*)

Dinan Engineering is preparing a twin turbo 850i that should satisfy enthusiasts. Predicted 0-60 time is 4.6 seconds and top speed is expected to be 190 mph. (*Car & Driver*)

The new 325i was the only European car to make *Car & Driver's* annual Ten Best Cars list. The list is limited to cars costing under \$40,000. The 325i also made *Automobile* magazine's All Stars list. This list has no price limit but excludes all cars subject to the gas guzzler tax.

While the U.S. remains BMW's most important market outside of Germany, accounting for more than 53,000 sales in calendar 1991, BMW of North America suffered a sales drop of more than 15 percent from 1990. The U.S. sales target for '92 is 60,000 cars, with the new 3-series accounting for about half. (*Autoweek*)

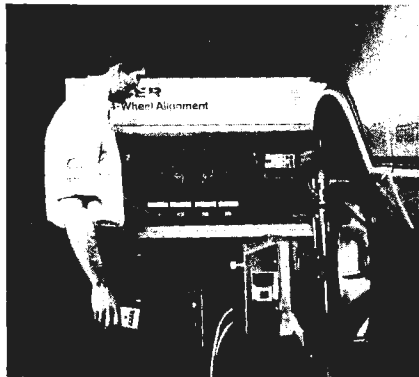
Officers were surprised to find a man at the back door of their St. Louis police station recently. Thomas Hall was surprised himself. He had pulled up to the station's side window and had begun placing an order when . . . Well, let's just say Hall never got his Whopper and fries and that he wound up *taking* orders when the booking clerk alerted officers, who promptly arrested Hall and charged him with drunken driving. (*Seattle Times*)

BMW has developed park distance control, which gives an audible warning when bumper mounted sensors approach other objects. The \$650 option is already available on 7-series sedans in Germany. (*Car and Driver*)

Car and Driver road tested the new 325i. The high points were "the performance of a wing-footed god, an engine that can sing Mozart, German good looks." The only low point they mentioned was the BMW association with yuppie excess. The verdict was "a sports sedan with its priorities straight. BMW has moved the market again."

The 3-series coupe was introduced at the Detroit Auto Show as planned. The coupe has a larger hood and shorter rear deck than the 4-door. The 325is goes on sale in April with a base price of \$29,100. The 318is arrives in May at \$23,600. (*Autoweek*)

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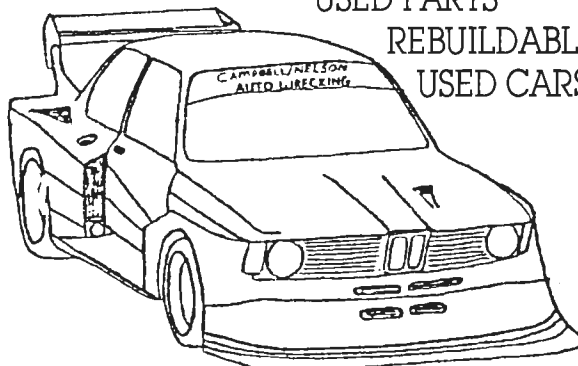
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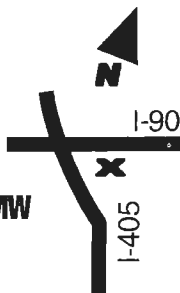
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