

RoadTest

IF YOU'RE looking for the prime mover in BMW's spiralling success, look no further than its 3-Series range. Since the range was facelifted and up-dated in October 1982 it has gone on to become the most successful in the history of the Bavarian car maker, total production to June '83 cresting the 670,000 mark, making the 3-Series the third most-produced German car on the basis of daily production after the VW Golf and the Opel Kadett.

Earlier this year it also became BMW's widest range, the introduction of four-wheel drive, cabrio, diesel and high-performance M3 versions swelling the ranks of BMW's smallest car by around 100 per cent. The new-comer of immediate interest to the UK, however, is the 325i, the car that replaces the most exciting of the existing models, the 323i, and arrives in BMW's showrooms next week.

The 325i we test here is a four-door with a manual five-speed gearbox, at £11,920, but the car is available with the two-door body style (£11,495) and the much-acclaimed four-speed 2F automatic gearbox (£986 extra). According to BMW, the 325i is 8 mph faster and 0.7 sec more accelerative from rest to 60 mph than the 323i it superseded, which means 135 mph and 0-60 mph in 8.0 sec. The credit for this goes to its new 2.5-litre in-line 'six' which develops 14 per cent more power and nine per cent more torque than the 323i's 2.3-litre unit.

To cope with the extra power, the 325i gets lowered suspension (by 5 mm at the front and 10 mm at the rear), gas-filled dampers and revised geometry for the rear semi-trailing arms, changes which, according to BMW's engineers, improve ride comfort without sacrificing cornering power. Spring rates and anti-roll bar diameters remain the same. Completing the changes, the 325i's 195/60 VR 14 Pirells have been replaced by 190/65 VR 14 Michelin MXVs, the non-assisted steering now features a variable ratio rack (power assistance remains a £457 option) and the battery has been relocated to the boot to improve weight distribution.

The big interest, however, is under the bonnet. The new 2494 cc engine is based on the block of the economy-concept 2.7-litre eta unit and capped by a new cylinder head with large intake and outlet tracts and valves, a new combustion chamber, double valve springs and a modified

radiator system. Of equal significance is the switch from mechanical fuel injection to Bosch ME-Motronic, which constantly monitors parameters such as engine temperature, engine speed and throttle opening to determine both the quantity of fuel to be injected and the ignition timing. An oil cooler is fitted to avoid overheating when the engine is running at maximum output. That now stands at 171 bhp at 5800 rpm and 167 lb ft of torque at 4000 rpm.

For the basic price of £11,920, the 325i is a basic car. Our test car had central locking (£216), an electrically-powered sunroof (£558), a limited slip differential (£312), power steering (£457) and alloy wheels (£492), all of which pushed its price up to a few pounds short of £14,000. The luxury of electrically-powered windows would have increased that by an additional £579. A lot of pressure is put on the prestige of the BMW badge when you consider that cars like the Alfa 90



(£11,095), MG Montego Turbo (£10,588), Ford Sierra XR4i4 (£11,914), Mercedes 190E (£12,135) and Mitsubishi Galant Turbo (£11,449) all offer more equipment and space than the 325i. Image, performance and build quality, however, still count for an awful lot.

You would expect the 325i to be fast, and it is. The temporary closure of Millbrook's high-speed bowl denied us the opportunity to verify BMW's 135 mph top speed claim but we know from experience that its engineering department isn't given to wild exaggeration. At this speed the engine is pulling 5970 in fifth, just a little over the 5800 rpm at which maximum power is developed; we'd be surprised if 135 mph wasn't realised on a flat autobahn. That being the case, the 325i places a useful buffer

between itself and the rivals we've ranged against it in the sub-£12,000 sporting executive class: the fastest among these are the MG Montego Turbo (128.6 mph) and the Alfa 90 (127.4 mph). Even Mercedes' vastly more expensive 190E 2.3-16 (137.1 mph) is hard-pushed to outpace the 325i; Merc's more obvious price-rival (the straight 190E) is left struggling at the back of the pack with 121.0 mph.

The BMW's sprinting ability is no less forceful, aided by fine traction off the line and an engine that revs exceptionally freely to the 6500 rpm ignition cut-out. From a standstill, 60 mph is reached in 7.4 sec and 100 mph in 21.3 sec, the quarter-mile and kilometer posts being passed in 15.7 and 28.8 sec respectively. These figures

(like the top speed, almost identical to the Merc 2.3-16's) help keep the Bavarian car near the top in our performance comparisons, though the furiously fast Montego Turbo is capable of matching the 325i to 60 mph (7.4 sec) and pipping it to 100 mph (20.9 sec). The all-action MG outshines the BMW when it comes to mid-range punch, too, but turbo-cars traditionally excel in this area. What the BMW's 2.5-litre straight six has in its favour — a remarkably wide power band with no appreciable peaks or troughs — is of more use on the road: in fourth, all the 20 mph increments between 20 and 90 mph are covered in under 8 sec. Some rivals have comparable 30-50 mph times (7.5 sec for the Sierra 4x4 and 7.4 sec for the Montego Turbo against the BMW's 7.5 sec) but

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