

BTCC

STAR! Stephen Jelley talks BMW racing



E64 645Ci The forgotten 6 Series?



BMWCCI

Independently written for real enthusiasts

3MW M2

Buying and owning BMW's popular pocket rocket...

GET ON TRACK

How you can drive the latest BMW M cars on track...





E39 B10

Is this the most desirable E39?







and spare parts at the best prices quaranteed!

The world's largest supplier of BMW & MINI styling-, tuning-

Free shipping to EU* countries on all orders above 167.50 € i<u>ncl.</u> vat

*Except: Czech Republic, Finland, Germany, Hungary & Sweden







from £ 38.76



thing for BMW from the

£ 11.21 £ 45.95 iedmarn fully syn-HIGH PERFORMANCE

£ 2,514.53

Transfercases for all 4x4







£ 3,496.43

The best braking kit for BMW G30; original BMW ///M-Perfr mance sport brake kit, that includes brake discs, calipers,



£ 107.68

With a Schmiedmann hortshift you will get the dvantage that you can djust the gearshift exactly



£ 492.20



£ 1.032.85 E46 coupé original BMW CSL trunkia incl. installatio



£ 446.05

most lurbo models, e.g. E92 335l + E92 335Xl + E92 335IS

Everything for BMW & MINI | Spare Parts | Styling | Tuning | More than 20 years of experience



SCHMIEDMANN NORDBORG BMW & MINI RECYCLING

USED & NEW PARTS FOR BMW & MINI

ALWAYS 400 BMW & MI CARS FOR RECYCLING

www.schmiedmann.co.uk/en/show-recycled-cars

 NEW BMW & MINI PARTS
 USED & NEW BMW & MINI PARTS

 Schmiedmann Odense
 Schmiedmann Nordborg

 Herfuf Trolles Vej 15
 Lyngmosevej 9

 5220 Odense SØ
 6430 Nordborg

 Phone: +45 65941545
 Phone: +45 W74491180

 E-mail: odense@schmiedmann.com
 E-mail: nordborg@schmiedmann.com



World's Largest Online BMW & MINI Catalogue WWW.SCHMIEDMANN.CO.UK
Reservations are made for goods sold and price changes

BMWC

BMW Car, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

Editor: Simon Jackson

Email: bmwcar.ed@kelsey.co.uk Tel: 07391 718134 Contributors Bob Harper, Andrew Everett, Guy Baker, Elliott Stiling, Rob Richardson, Dan Bevis, Jason Dodd, Mahomed Abdulla, Johann

Art Editor Lorna Mansford

ADVERTISEMENT SALES

Laura Crawte / Liam Stone Tel: 01233 228754 / 01233 228751 Email: laura@tandemmedia.co.uk / liam@tandemmedia.co.uk

PRODUCTION

Tandem Media Bmw@tandemmedia.co.uk Production Manager: Andy Welch Artwork enquiries: 01233 220245

MANAGEMENT

Chief executive: Steve Wright Chief Operating Officer: Phil Weeden

Chet Operating Officer: Phil Weeden
Publisher: Gaine Beesley
Subscription marketing Direct Gill Lambert
Retail Directs: Steve Brown
Pritri production manager Georgina Haris
Pritri production montpoler: Kelly Oriss, Hayley Brown
Subs Marketing Executives: Dave Sage, Gaine Aspirall
Affiliate Marketing Kate Chamberlain

SUBSCRIPTIONS
12 issues of BMW Car are published per annum UK annual subscription price: E64.87
Europe annual subscription price: E78
USA annual subscription price: E78
Rest of World annual subscription price: E85

CONTACT US:

CONTACT US:

UK subscription and back issue orderline: 0845 241 5159

Overseas subscription orderline: 0044 (0) 1959 543 747

Toll free LGA subscription orderline: -1888/T77-0275

UK customer service team: 01959 543 747

For customer service support, please visit: https://help.kelsey.co.uk

Customer service and subscription postal address:
BMW Car Customer Service Team, Kelsey Publishing Ltd,

The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

WEBSITE

Find current subscription offers at shop.kelsey.co.uk/bmwc Buy back issues at shop.kelsey.co.uk/bmwcback Already a subscriber?

Manage your subscription online: shop.kelsey.co.uk/site/loginForm

CLASSIFIEDS

Tel: 0906 802 0279 (premium rate line, operated by Talk Media Sales on behalf of Kelsey Publishing Ltd. Calls cost 65p per minute from a BT landline; other networks and mobiles may vary. Lines open Monday-Friday, 10am-4pm) Email: cars@kelseyclassifieds.co.ul

For all transport titles, you can also view and upload ads via www.motorfreeads.co.uk Kelsey Classifieds, Kelsey Media. The Granary, Downs Court Yalding Hill, Yalding, Maidstone. Kent. ME18 GAL

DISTRIBUTION

Distribution in Great Britain

Marketforce (UK), 3rd Floor, 161 Marsh Wall,
London, E14 9AP Tel: 0330 390 6555 Distribution in Northern Ireland and the Republic Of Ireland Newspread Tel: +353 23 886 3850

PRINTING

William Gibbons & Sons Ltd

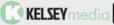
INDEPENDENCE

BMW Car is published monthly by Kelsey Media for all owners, drivers and enthusiasts of the BMW marque. It is available entirely independently of BMW UK Ltd or its dealers, or of any club or association.

leave UK. Lot or its clears, or of any club or association. Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emalls received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ld accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you bird details about how we would like to use your personal information. For full details, vist www.kelsey.com, or call 01995 943524. If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our patners may contact you about products and services that will be of relevance to you vid ineed mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.cou.kr or 01959 543524.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.cou.k/privacy-policy/ . If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at popelkelsey.cou.k



ISSN 1353-7954

www.kelsev.co.uk



Welcome

When the M2 first arrived on the BMW scene it did so with a of British Racing Driver's Club (BRDC) members – the club for racing driver royalty that counts world champions amongst its number – opt to drive the M2 as their road car of choice. If it's good enough for a racing driver, then it's good enough for most of us mere mortals, right? In this issue we take a look at everything you need to brow, about however.

one of triese popular brink pocker rockes, and the very poker specialists to get their take on them too – p10.

Sticking with racing we sat down with Team BMW British Touring Car Championship (BTCC) driver Stephen Jelley this month for a chat about life in the UK's top tin top championship. Find out how driving the G20 330i M Sport this season compares to Stephen's old F21 125i M Sport – his ride during the previous few seasons on page 36.

Stephen's old F21 125i M Sport — his ride during the previous few seasons on page 36. If reading about one of the hottest M cars for years, and hearing what it's like to race in the exciting BTCC series, has got you in the mood for driving fast, we've got something else for you. Take a look at how you can get behind the wheel of the latest BMW M cars yourself at the fast and historical Goodwood circuit — home of Goodwood Revial and the popular Members' Meeting. We sent intrepid contributor Dan Bewis to have a go for himself. Our resident Goodwood obsessive never misses an event at the famed Sussex venue but he had never driven around its historical 2.4-mile circuit. We had to correct that — page 53. As Dan found out, nothing really beats driving BMWs on the limit — driving thrills are ingrained in the marque's DNA. Enjoy the issue.

Simon Jackson, Editor 📘 @retro_jackson



MEET THE CONTRIBUTORS



Everett

Technical guru

Bob Harper Marque expert



Elliott Stiling

BMW enthusiast Market analysis



John Baker Glynn



O' Donoghue BMW columnist Road tester

Follow us on social media:









Contents

Independently written for real enthusiasts

BWWCCIF Independently written for real enthusiasts



Regulars

006 News

Catch up with the latest BMW news

025 Comment: Bob Harper
Our resident marque expert talks
all things BMW

026 Comment: Elliott Stiling
Elliott imagines a small, luxury, BMW

028 New Products

Shop for the latest and greatest products

032 Motorsport Month
The latest BMW motorsport news

035 Letters Have your say

036 First Drives
Behind the wheel of the latest BMWs

058 Market Watch

BMW marketplace analysis

061 Workshop Wisdom

Andrew Everett gets his hands dirty with a range of BMW technical issues

065 Our Cars

The trials and tribulations of the BMW Car fleet

072 Subscriptions

Subscribe to BMW Car and save money!

074 Trouble-Shooter

Technical tips and fixes for common BMW problems

079 Reader's Rides

Your BMW's five minutes of fame – did your car make print?

080 Classifieds

Find a bargain in our free classifieds

082 Next Month

What's in the next issue of BMW Car?









Follow us on social media:







October 2021

Features

010 M2

The M2 is the car of the moment – find out everything you need to know about owning this BMW M pocket rocket.

018 E39 Alpina B10

You might not believe it but Stephen Horscroft's Alpina B10 V8 has covered over 185,000-miles. However, with a fastidious approach to maintenance and curatorship, it's more willing to play than ever...

036 Stephen Jelley

The third member of Team BMW's expanded British Touring Car Championship line-up, Stephen Jelley, has made the switch from 1 Series to 3 Series racing this season. We caught up with the man himself...

040 E64 645Ci Convertible

Many have forgotten about the early E64 645i - the expensive V8 6 Series Convertible that arrived in explosive style dividing the opinions of passionate BMW fans the world over.

046 E36/8 Z3M Coupé

BMW South Africa cloaked 39 of the last Z3M Coupés in a rather special Schnitzer package. We trace the model's origins and take one for a spin.

053 Driving Goodwood

You can drive the full range of highperformance BMW M models on Goodwood's famous and challenging circuit. We couldn't resist giving it a try...



News 1



BMW TESTS HYDROGEN FUEL CELL

BMW is testing its hydrogen fuel cell drive train on European roads ready for deployment in an X5 sized vehicle in 2022.







Hydrogen fuel cell has long been mooted as an alternative to plug-in hybrid systems and battery-electric vehicles – BMW is among many manufacturers testing the technology. BMW has now begun testing near-standard vehicles equipped with its hydrogen fuel cell drive trains in everyday conditions on European roads. Prototypes of the BMW i Hydrogen NEXT will examine how effectively the CO2-free drive train, model-specific chassis technology and vehicle electronics systems work together under real-life conditions.

The BMW i Hydrogen NEXT is a pure electric vehicle that uses hydrogen as fuel by converting it into electricity and storing it in a fuel cell. The recently launched testing programme will pave the way for BMW to present a small-series model with the technology, developed on the basis of the X5, in late 2022. Extensive field testing of these vehicles will provide practical experience in the use of this sustainable drive technology.

Fitting within BMW's flexible drive train strategy, the technology could become an attractive alternative to battery-electric drivetrains – especially for customers who do not have access to electric charging infrastructure or who frequently drive long distances. The other benefit of the technology is that it plays to our existing habits of filling a vehicle at a feeling station and could make use of existing infrastructure, and also it allows driving for extended distances. Just like the fuel tank of a conventional combustion-engine car, the hydrogen tank can also be filled within three to four minutes with a fuel that ensures a range of several hundred miles in all weather conditions.

The BMW i Hydrogen NEXT uses fuel cells designed in cooperation with Toyota two heads are better than one after all. The individual cells come from Toyota, the fuel cell stack and drive system are original BMW developments. The partnership was established in 2013 and seeks to ensure everyday practicality and scalability of hydrogen fuel cell technology for use in each company's production vehicles via an exchange of experience. The BMW i Hydrogen NEXT combines hydrogen fuel cell technology with fifth-generation BMW eDrive technology - as found in the iX3 and soon, the BMW iX and BMW i4, too.

How does hydrogen fuel cell work?

Energy is generated in the fuel cell as the result of a chemical reaction between the hydrogen carried by the vehicle and oxygen in the air. This delivers an electrical output of 125kW/170hp. An electric converter located below the fuel cell adjusts its voltage to that of the electric motor, which powers the vehicle.

Energy stored in a performance buffer battery is also used for dynamic acceleration – for example short bursts of speed for overtaking. As a result, the system delivers an output of 275kW/374hp - interestingly that matches exactly the most powerful six-cylinder in-line petrol engine currently used in BMW models.

The energy stored in the performance buffer battery is generated by recovering energy from coasting and braking phases. The hydrogen needed to supply the fuel cell is stored in two 700-bar tanks made of carbon-fibre reinforced plastic (CFRP), which together hold six kilograms of hydrogen. The precisely controlled reaction with oxygen in the fuel cell generates electricity, water vapour is the only emission produced by the drive train - you can even drink it. Seriously!

BMW LAUNCHES RINGGO APP

BMW drivers can now use their in-car infotainment system to pay for parking.



Paying for a car park used to involve rummaging around for coins in your ash tray, glove box or down the back of the seats. That's largely no longer the case as most sites now allow payment via telephone or online via mobile phone, often through a dedicated app. BMW drivers can have that convenience taken one stage further thanks to a link-up between BMW and RingGo - one of the UK's leading car parking apps. The new in-car parking payment solution is now available in over 150,000 BMW models across the UK, the RingGo app is accessed via the car's iDrive system, simplifying the process of making payment for parking. It means that drivers can now enjoy a seamless transition from navigation, to parking and paying - all through their in-car touchscreen eliminating the need for drivers to carry cash for parking meters, and avoiding the hassle associated with making calls to automated phone payment services.

The new feature will be delivered as an integrated vehicle app and installed automatically over-the-air on all BMW vehicles in the UK built from July 2018 which have Operating System 7.



BMW RETURNS TO PROTOTYPE RACING

BMW M Motorsport will battle for wins with an entry into the new LMDh hybrid prototype category from 2023.

BMW M Motorsport is returning to international prototype racing. The marque will enter the new LMDh category with a car that is being developed for use in the North the car will allow BMW to compete for overall race wins at prestigious classics such as

"BMW is back on the big motorsport stage," entering the LMDh class, BMW is fulfilling the prerequisites to challenge for overall victory at the most iconic endurance races in the world from 2023. We will be fully focussed on tackling this challenge. There is a spirit of in prototype racing - the Le Mans victory

in 1999 was unforgettable. Reviving this story in a modern prototype with M Power will thrill fans of BMW M Motorsport. The North America, an extremely important market for BMW M. We are all eager to get stuck into the LMDh category with a compact and

The man responsible for the development, testing and race outings of the new car, Mike same motivation: we want to test ourselves against our strongest opposition at the As such, the LMDh project is a real affair of

we were hoping for. An extremely exciting project awaits us. To challenge for overall victories in Daytona and Sebring is a massive motivation. We have a lot of work ahead of us, but the anticipation is immense."

The regulations for LMDh cars stipulate that they have both a combustion engine and an electric motor. While each manufacturer the electric motor and battery, as well as the transmission, are standard parts. The chassis is also built by an external partner. A BMW works team is planned with two cars entering into the 2023 IMSA season. The works team and the driver line-up for the two prototypes will be announced at a later date. BMW's last big prototype race win came in 1999 when the car (below) also won at Sebring that season.





SPOT THE DIFFERENCE.

BMW Approved Bodyshop

We know accidents happen. But our trained technicians know every inch of your car and will give it the care and attention it deserves when you visit a BMW Approved Bodyshop.

And, if it needs any repairs, they will only use Genuine BMW Parts with a Lifetime Workmanship Guarantee, to give you perfect peace of mind when you are back on the road.

Find out more or book a visit to a BMW Approved Bodyshop at BMW.co.uk





o what's the best M car you can buy and own right now? The one that will have enthusiasts of the future going all dewy-eyed and wishing for the good old days? You could probably make a case for the majority of the current M car line up, but there's a nagging doubt over some of the models on sale now. The SUVs, sorry SAVs, are just a little bit too big and compromised to go down in folklore as all-time greats. Very good cars, but ultimately their lofty ride heights cannot defy the laws of physics.

How about the M5 then? Yes, it still ticks the ultimate super saloon box but perhaps it's just that little bit too big, and just a little bit too luxurious. M3 and M4? Dubious styling aside - I'm sure they'll mellow with time, but like the M5 they're getting a little bit porky and are almost too big to be truly wieldy on our small and increasingly congested roads. Whether you agree or disagree with the above sentiments we're in no doubt which recent M cars are the ones to have - the M2 and its slightly spicier younger sibling, the M2 Competition. If you've got truly deep pockets then you might throw an M2 CS in there too, but for those of us with slightly more modest means the M2 and the Comp are where it's at.

Before we look at exactly what makes them so good it's worth a quick recap of what both cars have to offer. The M2 entered the market in 2016 and was effectively the spiritual successor of the limited run 1M Coupé. Compact two-door coupés with dramatic bodywork additions and enough M DNA to make them proper M cars, even if their engines lacked the coveted 'S' designation.

Under the M2's bonnet was a breathed-on version of the N55 six-pot found in the M235i but for its M2 application it added some extra pizzazz. It retained the twin scroll, single-turbo induction of the N55, but it used the S55's pistons, high-performance spark plugs and crankshaft main bearing shells. The result is 370hp at 6,500rpm (just 500rpm shy of the rather smooth rev limiter) and a useful 343lb ft of torque. Not only does the latter come on stream from 1,400rpm and hang around until 5,560rpm, it actually spikes to 369lb ft during ECU-regulated 'overboost' periods. Performance was impressive - 0-62mph in 4.5-seconds (4.3-seconds in the M DCT-equipped version) with a top speed limited to 155mph. Economy was an impressive 33.2 mpg.

The reason for the M2's blistered arches and dramatic front spoiler set up is that when compared to the M235i its front and rear tracks are 58 and 45mm wider respectively and that's down to the use of the M3/4's aluminium suspension and rear axle set up, and like its bigger siblings that rear axle is solidly affixed, rather than being bushed, for agile response. Bigger wheels and brakes completed the package along with some interior upgrades. All-in-all the M2 was a cracking little package. Priced at £44k when it was launched it was a bit of a bargain, too. Consider that it could comfortably outpace an E46 M3 which cost a smidgen under £40k when it was launched in 2001 and the M2 looked like conspicuous value for money.



The Competition model that joined the party in 2018 upped the ante still further. Out went the N55 straight-six to be replaced by the fullfat S55 from the M3/4 but for its M2 Comp application it was rated at 410hp from 5,250 to 7,000rpm while torque swelled to 406lb ft from 2,350 to 5,200rpm. Despite the extra firepower the 0-62mph time dropped by just 0.1-seconds when compared to the regular M2 but further changes under the skin were aimed at improving the M2's chassis. In came the M3/4s carbon fibre front strut brace along with some additional bulkhead bracing while ball joints replaced some of the bushes in the rear axle for increased agility. Software for the electronically controlled limited slip diff and DSC stability systems was tweaked too. There were some styling upgrades too, with a more dramatic front to get cooling air to the engine.

Where the M2 and M2 Competition really scored though was in their engaging personalities. No, they're not perfect, but they're entertaining and involving and reward the keen driver with the sort of responses that are missing in other machinery. Turn-in is excellent, resisting understeer unless vou're really over ambitious, with the quick-witted

steering feeling pretty communicative and the rear end staying well planted in most situations. The ride can be a bit firm and choppy at times and this can lead to a few issues which we'll come onto in a moment.

The changes to the M2 for the Competition model did bring a tad more fluidity to the chassis with a little bit more precision to the steering and a rear end that seems to be slightly more precise in its reactions to inputs. It also gains better seats and bigger brakes than the regular M2 and the changes made for the Competition do make it a better car. Despite this some people do still prefer the driving characteristics of the N55 powertrain in the M2 and it does perhaps have a more tuneful exhaust note, the Comp model being louder and a little brasher.

Both cars can suffer with a slightly wayward rear end in some circumstances, particularly on a typical lumpy British B-road - throw a damp surface into the equation and the M2s can become a little unruly which doesn't inspire confidence. The Comp is slightly better in this regard, but the main issue is a lack of compliance in their set ups and many owners who have taken the plunge and fitted aftermarket suspension set ups have reported significant improvements.

Simon Watts is the owner of the rather delectable M2 Competition you can see in our pictures here and he'd definitely concur with this. He bought the car as a standard M2 Competition just before the first lockdown kicked in and is absolutely delighted with it. Straight out of the box it was excellent, but Simon knew that he'd always wanted to add to its already impressive specification, "I always wanted an M car after having owned an E36 318iS and an E46 320i and now the kids are all grown up I thought it was about time I got myself that M car," he says with a grin. "I've always wanted an AC Schnitzer equipped M car ever since I saw an E46 M3 with a full Schnitzer conversion and once I'd spoken to the chaps up at Rossiters who are AC Schnitzer UK I knew that I was going to go down that road with the M2 - they're very knowledgeable and enthusiastic about the cars and give great advice."

As you can see the M2 sports plenty of Schnitzer equipment - Type V 20-inch forged wheels, a front splitter, side skirts, rear screen spoiler along with a bootlid spoiler and Gurney













flap. Elsewhere there's a carbon rear diffuser and a Manhart exhaust system while inside there's a set of Schnitzer pedals as well as Schnitzer's paddles for the M DCT gearbox. Overall Simon's delighted with the aesthetic look of the car but he's under no illusion as to what the best upgrade on the car has been; "The guys at AC Schnitzer are very keen on suspension upgrades and to start with I wasn't sure whether to just have the Schnitzer lowering springs or the full coilover suspension. After discussions with Lorcan and Daniel at AC Schnitzer I decided I should get the full RS suspension and I'm so pleased I did - it totally transforms the car, even on our bumpy old roads it's an excellent option," says Simon.

"The coilovers are by far the best modification I've made," he continues, "I love the styling and aerodynamic modifications for the way they

look, but dynamically the coilovers are brilliant. It improves the handling no end, it's far more stable at the rear with so much more grip and gives you so much better traction. I've taken it to Bedford Autodrome and we had a bit of fun with a Porsche Cayman GT4 - it's a much more expensive car but he couldn't get past which I was very pleased about. He could catch me under braking but coming out of the corners I could just get the power down really well."

Daniel Parton at AC Schnitzer UK is a big fan of the M2 and M2 Competition. "They're fantastic cars," he tells us, "For my money the M3 and M4 are getting too big, they're more or less where the M5 used to be, and pretty expensive, too. But the M2 is superb, and it could become an all-time classic, one of the last of the traditional M cars. "We always like to start with suspension and we like to

	M2	M2 Competition
ENGINE:	N55, six-cylinder, twin-scroll turbo	S55, six-cylinder, twin-turbo
CAPACITY:	2,979cc	2,979сс
MAX POWER:	370hp @ 6,500rpm	410hp @ 5,250-7,000rpm
MAX TORQUE:	343lb ft @ 1,400-5,560rpm	406lb ft @ 2,350-5,200rpm
0-62MPH:	4.5- (4.3-) seconds	4.4- (4.2-) seconds
TOP SPEED:	155mph	155mph
WEIGHT (EU):	1,570 (1,595) kg	1,625 (1,650) kg
ECONOMY:	33.2 (35.8) MPG	28.5 (30.7) MPG
EMISSIONS:	199 (185) g/km	225 (209) g/km
PRICE:	£44,070 (2016)	£49,285 (2018)







"We had a bit of fun with a Porsche Cayman GT4 - he couldn't get past"

think that's our strongest suit, and the RS suspension for the M2 and M2 Competition is great. It's comfortable and dynamic - I tend to think of it as the way the car should have been from the factory. Sometimes we are of the opinion that many manufacturers - not just BMW - fall down this rabbit hole of thinking that in order for something to be sporty it needs to be hard like a race car. But as far as AC Schnitzer is concerned it doesn't build race cars, it builds cars for people who like to drive fast road cars, and if you want to drive quickly in a road car you need some compliance in

While there are many companies offering upgrades for the M2, Daniel thinks AC Schnitzer goes that little bit further with its RS suspension as he tells us: "The RS suspension is fully adjustable for rebound and compression and we set it to what we feel is the best setting for the road, but there are other suggestions from Schnitzer - for smooth circuits for example, or for winter when the roads tend to be wetter and offer less grip. We try to go that extra mile to ensure customers are happy with their set ups. We try to get that compliance into the set up that's so vital for our bumpy roads."

Of course many owners will be happy with their M2 or M2 Competition straight out of the box and while those in the know reckon suspension upgrades are the best way to improve the car there's also the possibility of massaging a little more power from their engines, as Daniel explains; "We offer performance upgrades for both cars - 420hp for the M2 and 500hp for the M2 Competition - and these are the sort of figures that we believe are the reliable maximums for the cars, and we offer a full warranty on these

admits he has been tempted to go for more power but reckons he'll stick with the factory 410hp for the foreseeable future; "Over 400 horsepower is more than enough for the road - it's hugely fast as it is so I find it hard to justify the additional outlay."

The only engine change he had made is to fit an Eventuri carbon intake which not only adds some visual pizzazz under the bonnet but improves the induction noise, too.

So, what to look for when buying an M2 or M2 Competition? Obviously you'll need to decide on which model to buy and to a certain extent that may be driven by the amount of money you want to spend. The M2 is older and therefore cheaper - used M2s can be up to £10k cheaper than an M2 Comp so for some that will be the deciding factor. There's also the matter of which gearbox to choose as both models came as standard with a six-speed manual with the seven-speed M DCT being available as a cost option. Which to choose does come down to personal preference and we can see the argument for both transmissions. The manual does offer an additional layer of interaction between the car and driver and does also give you a little bit more control over the speed of the cog swaps. As the manual is fast becoming a gearbox that's being consigned to the history books we may well be tempted to go the old-school route - if this is to be the last of the great traditional M cars it should surely be specced with the traditional 'box?

On the other hand, the M DCT does offer a great compromise between bumbling along and maximum attack modes. In its softest setting, the car burbles along at low revs, conserving its fuel, while the gearbox smoothly changes up and down, making it a doddle















modes and three different driving settings -Comfort, Sport and Sport+ - there's a setting to match your mood, but at its most extreme it can be brutal with full-bore acceleration banging in the next gear in a manner that could cause your passengers to wince and can unsettle the back end, particularly in the wet or on bumpy and pockmarked roads

But should you buy an M2 Competition for its supposedly enhanced chassis, improved driving dynamics and higher power output? We spoke to Kevin Bird who has been fettling BMWs for over 35-years and he's not so sure

that there's a huge amount of difference between the M2 and M2 Competition when it comes to the chassis. "The suspension is a bit of an interesting one," he explains, "As I've had a little look at these cars and I while I haven't looked at every single component there don't seem to be too many significant differences between the M2 and the M2 Competition. BMW has changed spring rates from time to time, but not by an awful lot, but from what I can see the shock absorbers seem to be identical throughout the range.

"Personally I can't really feel a significant

difference between the cars and on the road they feel very similar when it comes to their suspension. If you were to consider the E46 M3 for example you could feel every tangible difference between the standard M3 and the CSL but for me the differences between the M2 and the M2 Competition aren't anywhere near as significant."

Kevin is at pains to say that he hasn't checked every component for differences between the two M2s and does say that differences in wheels and tyres and even the way that their engines deliver their power can have a significant effect on the way they feel to drive. but he wouldn't necessarily view the standard M2 as being the poor relation. Having said that the N55 'six in the M2 might not perhaps be quite as robust in terms of reliability as the S55 in the M2 Competition. Either way our advice would be to protect yourself with a warranty - repairs can be expensive and BMW's extended warranties are still some of the best in the business.

Perhaps the best advice is to buy the best car you can afford and not to get too hung up on which model that is. Both are brilliant and represent an age of M car which we may not see again, a purer, less complicated machine without adjustable suspension and with a slightly more analogue response than their more advanced and complicated big brothers. We don't know what the next generation of M2 will be like - it could be the last hurrah for the M car, or it could become overly complex and uninvolving, time will tell. But for the time being the F87 M2 and M2 Competition are superb machines, buy now before it's too late and prices start to rise – who knows in 20- or 30-years the M2 might attract similar prices to those commanded by E30 M3s today. But most of all, enjoy the drive... electromobility is coming fast and it wouldn't do to miss out on the genius of the M2 and M2 Competition before they're ilk become a mere footnote in motoring history .





Give yourself enhanced grip as well as peace of mind during the colder months with a set of BMW Winter Wheels and Tyres.

Reducing braking distances on icy roads by up to 50% and on wet surfaces by up to 10%, these specialist tyres make light work of the heaviest conditions. As well as being safer, they also wear more efficiently than standard tyres in low temperatures.

To find out more, contact your local BMW Centre.



You might not believe it but Stephen Horscroft's B10 V8 has covered over 185,000-miles. However, with a fastidious approach to maintenance and curatorship, it's more willing to play than ever...

Words & Photography: Dan Bevis

gave it a right pasting on the way home." When this message from Stephen Horscroft pops up on our WhatsApp the evening after the photoshoot, we can't help but smile. He's a chap who really, really adores the pure hedonistic thill of a high-octane drive, just man and machine, and it's obvious that the vagaries of lockdown have created a certain pent-up frustration. Our shoot, taking place in mid-February, is the first time the car has been

out of the garage in 2021, and two things were immediately obvious when Stephen arrived at our meeting point: firstly, that leaving the car unused for this amount of time was an extremely unusual state of affairs, and secondly that having a legitimate excuse to leave the house and give the Alpina a bit of welly was exactly the tonic his psyche needed.

As medicinal remedies go, he's certainly got a potent solution bubbling away in the garage. The E39-generation 5 Series represented a golden age for BMW's long-running big saloon – the Bavarian supremos were on top of their game in terms of design, quality, engineering, performance, all the stars were neatly aligned. The model was instantly heralded as one of the very best cars available to buy back in 1995 (citation needed? Ah, if you know, you know), and it still represents a cracking buy today. It's fairly universally agreed among aficionados and insiders that the E39 was a high water mark: tastefully



designed, intelligently appointed, solidly built, and impressive value thanks to the quality and abundance of the specification.

Now, as you've probably deduced, we're not here to blow the trumpet of the M5. That wellworn path leads to an astounding machine, no doubt, but there's always an alternative - and in this instance, it's a massively appealing one. Alpina's modern classic B10 doesn't shout as loudly as an M car, but it packs just as big a punch; driving this car, those who recognise the badge will mark you out as a true connoisseur. You see, the position of Alpina has always been to present a sort of bon viveur's alternative to BMW's own M cars. The firm - Alpina Burkard Bovensiepen GmbH

& Co. KG - was first established in 1965 as a marque-specific BMW tuning concern, winning a lot of hearts in motorsport through the late-1960s and early '70s, and since the late-seventies the name has been synonymous with road cars which offer a certain stylistic and performance-oriented enthusiasm. Often recognisable by their trademark pinstripes (although, as you can see, not always) and 20-spoke alloys, they enjoy the distinction of being products of a respected automobile manufacturer rather than an aftermarket tuner.

In the 1980s, if the likes of the M5 and M635CSi seemed too raucous or uncouth, Alpina could offer a tasteful alternative. The C1 and C2 amped up the 3 Series, the E34generation 5 Series enjoyed various differentlyengine versions of the B10, and when the E39-generation 5 Series arrived Alpina had really got into its stride: buyers could spec a B10 of this era with a variety of six-cylinder or V8 engines, each variant engineered to combine fast-road thrills with trademark BMW refinement.

The car we're poring over today is a 1997 B10 V8, and you may be surprised to learn that it's recently ticked over 185,500-miles - and very few of those have been gentle and cosseting ones. This ballistic gentlemen's express was designed to be grabbed by the scruff of its neck, and that's precisely the sort of life it's always enjoyed. Not that it's been



thrashed or abused, of course - you can tell by the way that it's presented that this is very much a beloved and cherished possession; no, it's simply a case of allowing the car to fulfil its destiny.

The ingredients were absolutely right from day one. Rather than going the obvious route and using the M5 as a base for the B10, Alpina instead started off with a 540i and worked upward from there. (For the sake of historical accuracy, it's also worth pointing out that the M5 didn't actually hit the showrooms

until late '98, so the B10 was more of a preemptive strike...) Examples of the 540i were specifically prepped on BMW's Dingolfing line before being delivered to Buchloe for the reimagining as bona fide Alpina products. The M62 motor was bored and stroked out to 4,619cc, running Alpina-spec cams, customground crank, balanced sintered con-rods and Mahle pistons; at the top end, the heads were treated to a thorough porting and polishing with new valve seats, and the compression ratio was raised to 10.5:1. A Bosch Motronic



E39 B10 V8

ENGINE & TRANSMISSION: 4.619cc M62 (F3) V8, Alpina cams, Mahle pistons, Alpina crank, ported and polished head, Alpina exhaust system, Alpina Switchtronic ZF 5-speed auto

CAPACITY: 19" Alpina Classic wheels,

Goodyear Eagle F1 Asymmetric 3 tyres, Alpina suspension, E9x 335i/135i 6-pot BMW/ Brembo front brakes, Hel stainless brake lines front and rear

EXTERIOR: Individual Blau II Metallic, Alpina front and rear spoilers, M5 chrome grilles, facelift halos

INTERIOR: Buffalo extended leather 'Edition' Alpina trim

THANKS: BMR Performance (bmrperformance. co.uk), Impact Bodywork (impactbodywork.

The B10 clearly struck a chord with Stephen's dad, he kept it for fourteen years in regular use.

M5.2.1 ECU knocked it all into shape, and the mighty lump exhaled through a bespoke Alpina exhaust system. The upshot of all this was 340bhp at 5,700rpm, with the howling bent-eight revving out to 6,700rpm - huge lungs and improbable revs that characterise a pure driver's machine. The automatic transmission was heavily modified to Alpina's Switchtronic spec, with gears selectable via buttons on the steering wheel. This was thoroughly advanced stuff. Oh, and there was no speed limiter - 170mph was just an unrestricted autobahn stretch away. And vet this wasn't simply a ballistic missile; the interior was tastefully retrimmed to be cosseting and refined. Whereas other sporting marques may splash around the carbon fibre and strip equipment out, here you find quality wood trim and plenty of soundproofing. Externally it's the 20-spoke wheels that give the game away (the B10 V8 received 18" Softlines from the factory), but again everything was tasteful and refined. As with Stephen's example, it

was possible to delete the pinstripes too, for ultimate stealth wafting

So it's a supremely desirable machine, very well-specced from new, and impressively the car entered Stephen's orbit way back in 2003 when it was just six years old. It wasn't Stephen himself inking his name on the V5 however - it was actually his dad who bought it back then; in his early-fifties at the time. Horscroft Senior was the car's third owner, and he immediately pressed it into daily service as a commuter. "He initially struggled to insure it." Stephen recalls, "Alpinas weren't as wellknown among insurers back then, people just didn't know what it was!" Times change of course, and while certain folk among us may have it hard-wired into our brains that 2003 really wasn't that long ago, it's worth reminding ourselves that anyone born in that year would now be reaching voting age. And the B10 clearly struck a chord with Stephen's dad, as he kept it for fourteen years in regular (and enthusiastic) use.

"It took all that time to finally prise the keys out of his hands," laughs its current curator, casting a doting eye over his pride-and-joy. His boundless enthusiasm for the car is well founded - it's not simply the fact that the B10 V8 was such a stellar creation from the factory, or that he's taken on his dad's car and continued enjoying it in all-in-the-family style; no, there's significant investment in time and money at play here. You see, Stephen is something of a perfectionist, and he wanted the car's condition to belie its miles. Furthermore, he loves driving the car hard and wishes to continue to do so pretty much indefinitely, so the B10 wants for nothing every job carried out is done to the highest standard, with all-new parts wherever possible. Everything has to be correct and original Alpina spec too, save for one or two choice upgrades.

First in the crosshairs for the makeover was the bodywork - which was by no means rough, but any true-blue enthusiasts will relate to how easy it is to become carried away



E39 ALPINA B10







with the pursuit for excellence. "I was initially envisaging around £4,000 of work, but it was more like £7,000 by the time it was all done," laughs Stephen, with the chippedgranite gaze of a man who's been through a few things and come out the other side. Having a trustworthy and high-end bodyshop on side helps immeasurably here, and it was Uckfield's Impact Bodywork who did the business. Stephen shows us a substantial gallery of photos in his phone of the B10 in various states of undress, the bodyshop keeping him constantly in the loop and discussing methods to refine the metalwork. In the end, the work entailed new rear arches, jacking points, addressing the inside-out rust where the inner and outer sills meet - all done with the utmost sympathy, retaining as

much original metal as possible and refitting everything with new seals and rubbers. The works were carried out to the fullest extent, yet at the same time as little as possible was done to diminish originality. It's a beautifully balanced effort.

There was a lot more to this than bodywork too. "The suspension replacement cost over £3,000, a full nut-and-bolt job," Stephen explains. "The model-specific parts cost a lot, there's no getting around that, but there was no point doing it half-arsed - I replaced the shocks, knuckles, every last washer, everything bar the springs which were in good condition." This care and attention extends to the running gear too - in the summer of 2019 the engine had its timing chains renewed, and Stephen stalked through the motor with

ninja force, replacing everything in his path with new genuine bits: pulleys, belts, con-rod bearings, nuts and bolts, the lot, (Don't ask him how much the new radiator cost, it's a surprisingly massive number!) The engine and transmission are absolutely tip-top. Which they have to be, as this fella likes to give them some stick. BMR Performance are the experts who keep the mechanicals sweet for Stephen, and he's keen to point out that their expertise is unparalleled.

There's an interesting twist to the tale beneath the arches too. Anyone who's had a pop at v-maxing a car on the unrestricted segments of the autobahn will know the uniquely unsettling experience of having some slow-moving object trundle into your path, forcing you to leap on the anchors



F39 ALPINA B10







PDQ. It's a test of the mettle as much as the hardware, and this precise happenstance turned out to be an instrumental factor in the evolution of Stephen's B10 project. The squeak was narrow and the trousers brown, but thankfully no-one was hurt and no damage done. However, the expanses of stopping distance more than gave him pause for thought, and the first order of business on arriving back in Blighty was to investigate a front brake upgrade. A variety of options were mulled over, both aftermarket and OEM+, before the decision was made to swap in the setup you see today: they're six-pot BMW Brembos, as found on the E9x 335i and 135i the stopping power they offer is remarkable, and well beyond that which was standard spec on the B10. "I love the colour of the

callipers too," he says. "Originally I chewed it over with some friends and we'd all loosely agreed that they should be the usual Alpina colour, but I was struck by the inspiration to finish them in Phoenix Yellow - it turned out really well! A proper BMW shade, but also a signal to those in the know that something's happened here." They sit behind a set of sparkling 19" Alpina Classics - the standardissue 18" Softlines safely tucked away in

The cabin is a supremely cosseting womb, far removed from the underbonnet hysteria; the super-rare Buffalo extended leather is what Alpina refers to as the 'Edition' interior, and it's all original and surprisingly un-worn here. The equally rare rear window blinds are all present and, brilliantly, still functional. It makes for a

pleasant atmosphere when Stephen's tearing through the Alps, exhaust note popping and burbling and reverberating off the mountains. After the last Alpine trip, he headed straight for the rolling road at SRD Developments where the B10 registered a very healthy 351hp. This number, and all it represents, characterises the approach which he's taken with this car: build number 128 (of 490 saloons), it's been in the family for most of its life, and in his own tenure Stephen's taken it to impressive - and costly - new levels. A machine impeccably maintained and fastidiously looked after, to ensure it can keep having the very life wrung from it whenever he feels like it. Just as Alpina would have intended.

"I gave it a right pasting." Damn straight. And you can be sure the car appreciated it







"The suspension replacement cost over £3,000, a full nutand-bolt job,"



SPECIALIST SOLUTIONS FOR **BMW VEHICLE BODY REPAIRS**

Professional grade BMW paint from The Touch Up Paint Factory. Colour Coat aerosols with a Pro Jet Spray nozzle. Plus, 'All in One' combined colour and clear coat touch up paint and paint pens - NEW to the UK!

Mixed to order from registration number. 100% colour match quaranteed from 250,000+ colours available. Fast UK delivery.

10% DISCOUNT OFFER CODE: BMW10%

www.touchuppaintfactory.com







TO ADVERTISE PLEASE CALL LIAM ON 01233 228751

MAXIMISE ENGINE DRMANCE



- Reduces System Pressure
- Prevents Boilover
- Eliminating water based corrosion
- Increases Combustion Efficiency
- Frost Protection down to -40°C

For details on our full range of Waterless Engine Coolants or to find your local approved stockist visit our website.

www.powercool180.co.uk



WATERLESS ENGINE COOLANT

Non-Toxic All Year round protection



30B HARPER

Bob wonders why there isn't more love for the 7 Series...



ne of the very first BMWs I ever drove was an E32 735i. It was a very rare beast with the five-speed manual and sports seats and I thought it was absolutely fantastic and surprisingly sporting for such a big, heavy car and as a result I've been a bit of a closet 7 Series fan ever since. However, it would seem as if the rest of the classic community doesn't agree as the poor old 7 Series doesn't receive as much attention as it should.

There's a lot of love for the 3 Series with E30 prices seemingly going bonkers for the 325i Sport versions and the supply of decent reasonably priced examples of the iconic '02 has all but dried up. The E24 Six is on the up and up and E9 Coupés are riding on the CSL bubble and becoming seriously expensive. Perhaps you could argue that the 7 Series isn't quite as sexy as the icons listed above but if you ask me the E23 is looking better with every passing year and the E32 is classically pleasing on the eye. The E38's a fine-looking machine, too.

Perhaps it's because they've got too many doors? There does seem to be an unwritten rule with some classics that two doors is good, four doors significantly less so, with the coupés almost always becoming the more coveted, and hence valuable, machines. And consequently it's the two-door cars that tend to be saved and restored and you end up with the situation that far more coupés than saloons remain on the road even if it was the other way around as far as sales figures went when they were new cars.

And I think that's a shame as all the Sevens I've driven have been decent, entertaining cars to drive. Yes, they might not be quite as tack-

sharp as an E30 M3 but they're not exactly wallowy old barges either and quite frankly, the number of folk who drive the doors off their classic are few and far between so you don't need a car that will allow you to indulge in your Smokin' Jo Winkelhock fantasies.

And a 7 Series has plenty going for it too - you can bring the family along to your classic meets as they're pretty commodious and given most of them were equipped with air-con you won't have to get hot and bothered on the way. And if you're like me then you'll appreciate their style too, an effortless combination of perfect proportions and neat detailing.

These thoughts were partially prompted by one of my regular trawls through the online classic sites where I generally tend to use BMW as my only search term and wait to see what bargains, or otherwise. crop up. The other day I came across an E23 Seven - I'm afraid I can't remember which engine it had – but it had covered less than 60k miles, had just been the recipient of some recent expenditure and looked absolutely lovely. And all yours for a smidgen under £8,000. It seemed like ridiculously good value, especially when compared to some of the hugely overpriced tut that some people are trying to sell.

Delving a little further into the 7 Series world and it would seem that some examples really are as cheap as chips. Yes, I'm sure some of them need work, but even examples with decent MoT histories don't cost a king's ransom. I'm guessing I should probably get the E3 finished first, but I'm becoming sorely tempted by a 7 Series. An E32 735i I think, preferably in Glacier blue with sports seats and a manual 'box not that I'm fussy or anything!



ELLIOTT STILING

Elliott thinks now is the time for a BMW and Rolls-Royce collaboration...



It seems every week a car manufacturer releases yet another platform sharing samey-samey new model and I don't care for any of them, but there is something that I am baffled no-one has released and that's the luxury small car. Yes, manufacturers have trim levels or trinkets they can bolt onto a mainstream model to give it a slightly more premium feel, but that's just playing at it.

Once upon a time the luxuriousness of a car was directly linked to its size. If you wanted a truly comfortable steed, then you needed to buy a car with a wheelbase the size of a small bungalow. Think BMW 7 Series, Mercedes S Class, Jaguar XJ, anything Rolls-Royce or Bentley.

Recently I've been driving around in my Jaguar XJ-S V12, enjoying its limo-like qualities. The engine whispers and delivers its power in a beautifully discreet way, the gearbox slurring between ratios imperceptibly. The ride, assisted by 70 sidewall section tyres (yes, you read that correctly) is sublime, and practically everything the eye sees, or the hand touches is leather, deep polished wood, rich chrome or wool. Yes, it is very much luxury 1980's style but it is lovely, it works, it cossets and cocoons you in a blanket of pleasantness and comfort. It makes you feel special and surely that's what luxury is all about?

Back in the Jag's heyday the market was less sophisticated – the thought of spending serious money on a small car was completely alien, but in 2021 people spend nigh on 40 grand on a MINI! The lines have blurred, attitudes have changed, and now driving around in a huge barge of a car is deemed by some to be too flashy, or disrespectful of the planet's resources, so surely now is the perfect time to make a truly genuine attempt at a small luxury car – a proper engineered solution?

Given that practically every new car has massive computing power and adding specification is simply a matter of changing some coding somewhere, we'll take the toys for granted and concentrate on the things that create a luxury feel, and this is where the car industry can learn something from architects. Small spaces can be decadent, luxurious and classy – they just need to address their end user and the external environment appropriately.

First thing to change is the ridiculous focus on Sports specification and Nürburgring lap times — no-one drives like that, so both are largely irrelevant. Out goes lowered suspension, massive wheels and thin tyres, and in comes proper suspension, decent sidewalls with some give — our road surfaces are terrible after all so why create cars that don't deal with our actual environment as best they can? Sports buttons are also to be banned. If we need an extra setting to assist with overtaking let's rename it the "Making Progress" button and allow it to change the gearbox and engine delivery only — progress needn't be uncomfortable.

Given we spend our time inside the car, everything needs to focus on producing an inviting and appealing interior ambience. Let's flood the cabin with light in the same way an architect does with windows. Black leather and fake metal trim are to be banned, replaced with emerald greens, navy blues, tobacco tans with flashes of peacock colour.

Mass produced seat materials masquerading as leather gets replaced by soft buttery hides, Alcantaras, or maybe even a little velvet. Every surface in the interior needs to be properly considered. If the eye can see it, or the body touches it, then it needs to wreak of luxury and class. Externally let colour have its day and re-celebrate chrome and lavishness. Being able to express yourself through colour is one of life's great privileges.

I think what I've just designed is a 3.5 Series size car that BMW should let Rolls-Royce get stuck into. It would be an absolutely sublime motor car, and better than any of the irrelevant niche-filling garbage that's being pedalled these days ●



Do you want to join the Car Mechanics Ad Sales Team?

Third-party sales house **Tandem Media Ltd.** is looking for a target-driven individual with a 'can-do' attitude who is self-motivated, goal-driven, resilient and hungry to win business.

This role will be selling on the established Car Mechanics brand, as well as other market-leading classic car titles across multiple platforms including magazine advertising, online, awards and conferences.

The successful candidate will possess an awareness of the aftermarket automotive sector, and possess the ambition, personality and temperament to work in the fast-paced world of media sales.

Tandem Media are based at Evegate Business Park, Ashford, Kent.

Personal qualities: Commercially minded, determined, creative, organised, personable, good communicator – in person, over the phone and email – a tenacious negotiator, focused, driven, resilient with a positive attitude and a car enthusiast.

If this sounds like your ideal role please email Catherine Rowe, Managing Director on catherine.rowe@tandemmedia.co.uk





www.sussexautos.com



M-DCT NEW OEM CLUTCHES

STOCKLISTS OF

Clutches, Valve Bodies,
Mechatronic Units,
Torque Converters,
Rebuild Kits, Oils,
Transfer Parts,
Complete Transmissions,
and MORE...

Ø i

info@sussexautos.com 🌐











Products

G8x M3/M4 Brakes

How Much? From £73.36

Where: ebcbrakesdirect.com

Brake specialist EBC has added a range of high-performance brake pads for G8x M3 and M4 models. EBC's Yellowstuff pads - intended for street use, feature excellent cold bite and high temperature fade resistance, and are said to reduce stopping distances compared to OE equivalents, they offer progressive braking with what EBC classes as 'unparalleled pedal feel'.

EBC Bluestuff NDX Pads are 'fast street/endurance track pads', they are road legal for some European markets which require 'NDX' suffix pads, but all other markets can use Bluestuff on the road. They are

Two further non-road legal offerings, Racing RP-1 Pads and Racing RP-X Pads provide options for track-going G8x M3 and M4 cars. Suitable for the G80 M3 (2021-), G82 M4 (2021-) and G83

M4 Convertible (2021-) including all Competition models, they are available to purchase now from your local EBC stockist. Part numbers are as follows - Yellowstuff: DP42454R (front) - £262.39 - and DP42089R (rear) - £73.36 -, Bluestuff: DP52454NDX (front) -£303.83 - and DP52089NDX (rear) - £96.53.

surface scorched to eliminate 'green fade' and reduce bed-in time.





Custom Suspension Kits

How Much? £POA

Where: gazshocks.com

The range of off-the-shelf applications from GAZ is pretty extensive. However if, by chance, GAZ doesn't list an application for your BMW, or you require something more specialised, then the company can produce custom-made suspension kits to customers' own specifications.

GAZ uses donor hubs and reconditions them prior to precision welding them to brand new struts. When strut inserts are required, GAZ will produce new units from scratch to the customer's specifications inclusive of adjustable ride height, adjustable damper rates and lowered, uprated, suspension springs.

All struts and damper units now feature the new GAZ black zinc protective finish. The height adjustable platforms are anodised for long life. They also have a coarse acme form thread for ease of adjustment and to ensure that they remain in good order - even after considerable service. Damper rates are variable by means of easily accessible adjuster knobs.

To prevent cavitation and reduce fade, the dampers come with a gas cell in the reservoir which is filled with a high viscosity index multi-grade oil. If required, the reservoir can be remote from the damper itself (as shown) to enable it to be placed in the airflow to help keep it cool under racing and trackday conditions.

All custom units are individually tested before leaving the factory and are covered by a two-year manufacturer's warranty. Prices vary according to customer's specification so get in touch with GAZ for a quote and tell them BMW Car sent you!



New Powerflex Bushes

How Much? From £23.94

Where: powerflex.co.uk

Powerflex has launched a new selection of front and rear anti-roll bar mounting bushes for the F10/F11 5 Series, F07 5 Series Gran Turismo, F06, F12 and F13 6 Series, and F01, F02 and F04 7 Series. The front and rear anti-roll bar bush (PFRS-6003-28.2 – from £24.54) and rear anti-roll bar bush (PFRS-6013-* – from ££23.94) is supplied for the following popular bar sizes; 13, 14, 15, 16, and 18mm. Made from Powerflex's traditional purple 80A durometer material as standard, they are also available in its 95A Black Series material.

Furthermore, Powerflex's popular PF5-4660 Jack Pad Adaptor is also now available for a host of BMW models including; G20 3 Series, G80 M3, G22 4 Series, G82 M4, G30 5 Series, F90 M5, G11 7 Series, G15 8 Series, F91 M8, G01 X3, G02 X4, G05 X5, G06 X6, G07 X7, and G29 Z4.

Powerflex caters for a massive range of BMW models, so the best thing to do is to take a look at its website for a full list of options: powerflex.co.uk



Eco-friendly Waterless Wash

How Much? £16.99

Where: shiftcarcare.com

Shift Car Care is a new name offering environmentally friendly and economical alternatives to traditional car washing methods. An average car wash uses between 75- and 200-litres of fresh water per vehicle, this innovative zerowater solution is not only kinder to the environment, but it cleans, shines and protects all exterior surfaces with a single application, too.

The flagship of Shift's new range is this

eco-friendly Waterless Wash, Shift Waterless Wash boasts an advanced formula infused with polymer technology to ensure that cleaning paintwork, vinyl, glass, trim and wheels is completely safe and scratch-free. A simple 'spray-on and wipe-off' application immediately installs a quartz-based ceramic coating to stop water and road grime from sticking. The 500ml bottle contains enough solution to wash your car up to 20 times.



Racechip GTS Tuning Module

How Much? From £389.00

Where: mstyle.co.uk

M-Style has announced that it can now supply Racechip GTS Tuning Modules for almost all current and recent BMW models - as well as selected models dating back as far as 1994. A Racechip GTS module will typically deliver 30 percent more horsepower and torque and, amazingly, up to 20 percent greater MPG! Peace of mind is assured with a two-year engine warranty while an adiustable warm-up timer is included to help preserve engine life.

The Racechip module offers three distinct performance modes and is available with or without Bluetooth to communicate with the Racechip app via smartphone. The kits are available from M-Style priced at £389.00 without Bluetooth functionality or £512.00 with Bluetooth. Note that auto updates are provided and one-time re-programming is included should you change cars. For further details e-mail: info@ mstyle.co.uk, or call 0208 598 9115 and tell them BMW Car sent you!



NEW PRODUCTS

Webcon Universal Throttle Wheel

How Much? £44.03

Where: webcon.co.uk

Webcon has launched a Universal Throttle Wheel kit to suit the popular Weber 32/36 DGV/DGAV and 38 DGAS/ DGMS carburettors. Part number LP4026 is superbly made in the UK to Webcon's extremely high quality standards and will allow the installer to connect a car's throttle cable to the Weber carburettor regardless of the installation. It includes throttle wheel, cable clamp, return spring and outer cable support and is priced at £44.03. The kits are available directly from Webcon and appointed Webcon dealers around the world.



DEI 'Sound Barrier'

How Much? £48.95 (per yard) Where: designengineering.com

Keep your vehicle's interior cool and quiet using just one material. 'Sound Barrier' from DEI blocks outside noise and high temperatures for a cool, comfortable ride whilst insulating the interior during winter months too. It also provides vibration damping and is lightweight so it's easy to install. The sheets can be cut and glued, mechanically fastened or laid under the carpet for a tailored fit in any vehicle.

DEI 'Sound Barrier' can be ordered as part number 51135 and is sold in 55"-wide sheets by the linear yard at £48.95 per yard.

Prices shown are for supply direct from DEI in America and will be subject to import tax, shipping costs and handling fees. UK and European customers are recommended to check local DEI official dealers for prices, a list is available on the DEI website: designengineering.com



Portable Coffee Maker



How Much? £31.99 Where: firebox.com

AeroPress has improved its popular portable coffee maker. It works by using air pressure to force hot water through coffee grounds via a special micro-filter, brewing smooth, tasty coffee on the go. Easy and fast to use, the new AeroPress GO improves on the firm's original design by ensuring that the entire unit (and all of its accessories) fit inside the included travel mug. It is perfect for anyone out of the road on a regular basis as it means that you can avoid those overpriced mainstream road-side coffee options.

E30 Buyer's Guide

Where: veloce.co.uk

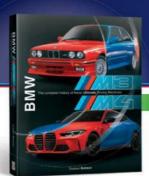
This BMW E30 3 Series Essential Buyer's Guide from Veloce is not a new book but it is due back following a period of being out of print - part of publisher Veloce's stock replenishment programme comprising nearly 200 books.

Written by qualified engineer and racer, Ralph Hosier, who has years of practical BMW experience, the book tells you everything you need to know about buying an E30 3 Series with advice on choosing the right model and condition, the key checks and how to spot a bad E30 quickly, a comprehensive inspection guide with unique points system, in-depth analysis of the model's strengths and weaknesses, discussion of desirable upgrades - as well as modifications to avoid, market and value data and details of clubs and support organisations. With clear text and a straightforward style supported with detailed photographs, this book is just like having a real marque expert at your side. ISBN: 9781845844431.



For BMW fanatics. By BMW fanatics.





£40.00 RRP Hardback, 23x28cm, 256 pages, 263 pictures Drive the ultimate driving machines? You need the ultimate reading materials.

History, tuning, buyer's guides, 2-wheels and more; creating fine automotive books for 30 years, we think we have something for every BMW fanatic

NEW EDITION!

BMW M3 & M4

The complete history of these ultimate driving machines

A brand-new edition exploring every aspect of M3 history, covering every model produced bet ween 2013 and 2021, including the M4, on road and track.



Use code STAY-INDOORS-AND-READ to get 35% OFF RRP of ALL our books - see website for details



Veloce Publishing Ltd
Parkway Farm Business Park, Poundbury, Dorchester DT1 3AR

Telephone: 01305 260068 www.veloce.co.uk



Motorsport Month

Formula E

BMW Wins in NYC and London

BMW i Andretti Motorsport tasted victory in both the New York and London e-Prix weekends...





The Big Apple beckoned for Rounds 10 and 11 of the Formula E season. German BMW driver Maximilian Günther showed strong pace in Practice for the New York City e-Prix - he was always near the top of the timesheet. In qualifying Günther drove to fifth which he translated to fourth in the Super Pole battle. The race itself saw him produce a clever and strategic race, managing his energy effectively to climb to third place, Günther took his attack modes at exactly the right time to ensure he had more energy at his disposal in the closing stages than his rivals. When Jean-Éric Vergne attacked leader Nick Cassidy in front of Günther both drivers strayed from the racing line, the BMW driver seized the opportunity passing both cars on the inside to take the lead. He then guided the car home to take the third victory of his Formula E career, his first of the season and BMW's second. Teammate, British driver Jake Dennis, started the race down in 15th place and suffered a puncture

which dropped him down the order before he made his retirement.

Round 11 took place the following day -Sunday - on the same circuit layout. Günther was unlucky in qualifying and would start the second race in New York from 23rd on the grid. Caught out by rain during his qualification group, Dennis would start only slightly higher in 19th. Günther made an impressive recovery drive via clever use of strategy and energy management, allowing him to gradually work his way through the field - climbing into tenth place on the final lap. Dennis quickly improved to 13th at the start of the race but fell back down the order due to missing the activation zone for attack mode costing him time. He eventually had to settle for 16th place. Günther and Dennis now sat 14th and 15th in the Drivers' Championship, each with 54 points. BMW i Andretti Motorsport was sixth in the Team competition with 108 points.

Rounds 12 and 13 of the season took place in London at a semi-indoor / semi-outdoor course designed in and around the ExCeL centre. The BMW iFE.21 duo made their intentions clear in Practice, Dennis recorded the second-fastest time behind Günther in difficult and rainy conditions, in qualifying the British driver grabbed a front row start alongside pole sitter Alex Lynn. The track layout made the session challenging, one section was located inside the halls of the ExCel, other outside - the drivers struggled with aquaplaning on the wet outdoor surface, while the track inside the exhibition centre was bone dry. That one is on the organisers who perhaps have never seen a motor race before - who might have guessed that a race in London would involve rain? Günther's session ended early after he slammed into a wall when braking into a corner. Come the race Dennis moved ahead in the opening third of the race, pulling away from his rivals before using his

BTCC

Back with a Bang!

Capacity crowds returned to the British Touring Car Championship at Oulton Park where three dramatic races awaited Team BMW...









second attack mode, he never looked likely to surrender the lead at his home race. Following his victory in Valencia it marked the second win of the season for Dennis.

Günther crossed the finish line in 20th place. For Round 13 Günther would start sixth on the grid with Dennis back in 17th spot, Günther drove a commanding race after a disappointing Saturday, he was able to steer clear of incidents to maintain his position to the finish line. Dennis mounted a spirited recovery drive in the race to move up eight places, he spent some time ahead of Günther before being knocked back to ninth place due to a drive-through penalty for a technical infringement.

Dennis now sits fourth in the drivers' standings with 81 points, Günther 15th with 62 points. BMW i Andretti Motorsport is fifth in the Team standings with 143 points. The Season 7 finale will take place at the former Berlin-Tempelhof airport in Germany.

Following the relaxation of government guidelines the British Touring Car Championship welcomed a full crowd to its races at Oulton Park - rounds 10, 11 and 12 of the 2021 season - for the first time since 2019. Stephen Jelley (see page 36 for our interview with the man himself) led the Team BMW charge qualifying eighth for the first of Sunday's three races - getting to within just 0.290 seconds of pole position. Teammate Colin Turkington was just 0.020s slower, despite carrying 48kgs of success ballast, qualifying in ninth spot while local driver Tom Oliphant started 14th carrying 33kg of success ballast as a result of his win last time out at Brands Hatch (BMWC 09/21).

Turkington's weekend was dealt a severe blow just two corners into the opener as he was pushed off the circuit by Aiden Mofatt, dropping from seventh to last. He recovered to finish 18th, Oliphant endured an even more disastrous day, he was spun out of a points-paying position early in Race One by Jason Plato before being hit hard by two further drivers, the major damage to his 3 Series forced the race to be halted for 20 minutes. Jelley emerged in a strong fifth to bring some happiness to the team's otherwise miserable Race One.

The weekend's second race saw a now

ballast-free Turkington make gains to claim a solid points finish in 12th. Oliphant's car was still being repaired so he did not make Race Two. Jelley came home in seventh spot with another strong haul of points.

The final race of the weekend saw all three Team BMWs take the start following incredible work by the WSR team and Willie Poole Motorsport to get Oliphant's car back in action - he would start Race Three from the back of the grid. Showing all his grit and determination behind the wheel, Tom climbed to 14th by the flag. Starting 12th on the partially-reversed grid, Turkington progressed to finish eighth, less than three seconds away from a top-four result. But it was Jelley tasting the champagne, he got his season back on track with a superb first podium finish of the season, skilfully avoiding the type of incident that forced two of the day's three races to be red-flagged on a eventful weekend of motorsport that also saw a volunteer track marshal loose his life at Brands Hatch. Jelley's result helped maintain BMW's lead in the Manufacturers' standings leaving Cheshire. Oliphant now sits twelfth in the Driver's Championship standings, Jelley tenth and Turkington ninth. Knockhill in Scotland is the next stop on the BTCC calendar.





BMWCOI

READ YOUR FAVOURITE MAGAZINE ANYWHERE IN THE WORLD...



To subscribe digitally visit shop.kelsey.co.uk/bmc2021

You Write.

Beauty Contest (Part 3...)

I'm so relieved that the new 2 Series doesn't feature those horrible grills seen on the latest 3 and 4 Series BMWs. I have an F22 220d M Sport and I'm looking to trade it in soon



for another BMW, I love the 2 Series so the new version was top of my shopping list, but I was worried the styling would be too challenging. I must say that the G42 M240i looks especially fantastic - well done BMW!

Lance Wright, via email



Peak BMW?

I thought John Glynn's column in the September issue was quite interesting. While John, quite rightly, questions just how old cars could be the 'peak' of any car manufacturer's efforts when model evolution and technological advances are taken into account, I think most BMW fans of a certain age would say that the older cars are the best. While classic BMWs might not be as accomplished as their newer counterparts, for me they have character and soul which makes them far more representative of the BMW brand I fell in love with many decades ago. The question of when the brand peaked



is, for me, not one of evolution or efficiency, but a question of when passions were highest for BMWs. In my experience that was the 1980s, with cars like the E30 M3, but - as John points out - everyone will have a different answer.

Martin Craig, via email



BMW Leasing

I have been in the market for a new (to me) BMW for months but I'm finding the options less than appealing. With the combination of Brexit, the global semiconductor shortage and a renewed appetite for buying new and nearly new cars after lockdown, the used market has gone crazy. I was looking to spend around £25,000 on a nearly new or ex-demo BMW but prices of dealer stock has been gradually accelerating out of reach - cars are trading hands for considerably more today than they were just a few months ago and there doesn't seem to be a resolution in sight.

I've mostly bought my cars outright but a friend recommended personal leasing, having done my homework this now appeals to me over a PCP deal but there aren't many good "deals" around. I was considering a 1 Series (118 M Sport auto) when a recent offer on the outgoing 2 Series coupé caught my attention, but I hesitated and missed it! Now I have spotted a very cheap deal on a 2 Series Gran Coupé (218i Sport manual) - £197.99 over 48 months, 6000-miles per annum with £2375.88 down. What do you think of leasing in the current climate?

Steve Butler, via email

Oil tycoon John Paul Getty (one of the richest men in history), once said: "If it appreciates, buy it. If it depreciates, lease it" Leasing is a great option for many but you should do your homework. As you say the market is not what it once was and with the shortage of vehicles there are fewer hot stock offers about at the moment. Considering an outgoing model - like the F22 2 Series Coupé - is a wise move as dealers and brokers will be keen to shift these resulting in temptina offers.

If the F44 218i Sport Gran Coupé fits your requirements and budget then we're sure you won't be disappointed with it. One word of caution on a longer lease like the 48 month option you quote though, keep in mind that you would be liable for getting it through its first MoT and for repairs in year four, outside of the three year warranty BMW provides with all new cars. We doubt that you'll want to spend large amounts on a car you won't own at the end of the agreement, A more popular lease term is two- or three-years largely for these reasons.



If you've got a point to make, a view to express or a burning, BMW-related bee in your bonnet, then we'd love to hear from you. Email us at: bmwcar.ed@kelsey.co.uk, contact us via social media or write to: BMW Car, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

BMW Car magazine and Kelsey Media do not necessarily share the views expressed within the letters on this page and accept no responsibility for any inaccuracies they may contain.

Track Record

The third member of Team BMW's expanded British Touring Car Championship line-up, Stephen Jelley, has made the switch from 1 Series to 3 Series racing this season. We caught up with the man himself...

ritish Touring Car Championship (BTCC) driver Stephen Jelley began his racing career in 2002 when he tasted success behind the wheel of a humble Formula Ford. In 2008 Stephen made the switch to touring cars, joining West Surrey Racing (WSR), he took his first BTCC pole position driving a BMW E90 320si at the season finale that year and a double victory followed at Rockingham in 2009. Competition in GT cars came next but a return to the BTCC in 2017 saw Stephen go back to racing a BMW with an ex-WSR F21 125i M Sport in which he secured podium results – the 1 Series was a regular

fixture in the championship up until last season when he moved away from campaigning it.

Given Stephen's past it was almost poetic that for the 2021 season the 38-year-old Leicester racer would return not only to racing a BMW in the BTCC, but one run by West Surrey Racing at that. This season Stephen is driving the impressive C20 330i M Sport as team-mate to former champion Colin Turkington and race winner Tom Oliphant.

We caught up with Stephen to discover what life is like driving one of best BTCC cars on the grid, and how his new 3 Series compares with his old 1 Series on the track...

BMW Car: When did you decide to make the switch to WSR?

Stephen Jelley: "I think it become evident quite early on in 2020 that the 1 Series was no longer going to be competitive at all racetracks. It was competitive at tracks that suited the shorter wheelbase cars like Knockhill, Brands Indy, and Oulton Park, but the longer circuits, the higher speed circuits, and the circuits where drag is a factor – the 1 Series being a hatchback and sharing the same engine as the 3 Series was a big problem, because obviously, touring car engines are turned down by the organiser if the car is too quick. If the manufacturer team has a more aerodynamic package, their car gets turned down for being quick in a straight line, even though your 1 Series is still a brick.

"So, they turned our engine down because of the speed of the new 3 Series, because that's the only tool that the organiser had to make sure that the 3 Series didn't run away with it all the time, which is fair enough. That led us to try and find all sorts of ways of getting around it, which we did in a way. There was a safety related change with regard to our throttle body which helped a little bit, but the writing was on the wall, really.

"The guys brought a new car out because the new rivals were quicker, with new Toyotas, new Fords, new Infinities, all these new things, you know, your car that came out in 2013, isn't going to cut the mustard anymore. So, it was either stick with Team Parker who needed to find a way of producing or buying a new car, and that really wasn't going to happen as it was very difficult with the COVID stuff. So,

the decision was made to switch teams and obviously, Team BMW West Surrey Racing, ran three cars the year before, so had a seat effectively empty. There were a few drivers going for it and I managed to get myself in there, so it was very good!"

BMW Car: WSR was the team that you made your debut with?

S1: "Yes, I drove for the team before, so I had a good relationship there. I rang them up, found out if there was a possibility, sorted out the details, and realised that it was achievable. I'd always seen it as a step too far, but the guys wanted me in the team and we managed to put the deal together, so that was really good.

"The 3 Series is a lot newer car, it's not just an evolution of the 1 Series. To be honest, when you sit in the two cars they feel similar. The architecture of the car inside is very similar and it doesn't feel like a big car. It is quite a big car to look at from the outside compared to the 1 Series but it doesn't feel like that from the inside, you just feel that you've got a more stable platform underneath you.

"The rear of the car moves in a lot more progressive manner, whereas the 1 Series being that slightly shorter wheelbase tended to always have an oversteer balance. It also had a lack of downforce at the rear due to the placement of the of the rear wing on a hatchback — it's almost hidden behind the rear window, so it's very difficult for that rear wing to do anything.

"On the saloon cars, such as the 3 Series and the Infiniti, you've got that saloon shape

so the rear wing sits in the air, and you can use it, so you get a bit of downforce in high-speed corners. Not a lot, because again it's controlled by the organisers to not produce a lot of downforce, but It's better than zero and the 1 Series had zero, so that's a benefit.

"The wheelbase makes that rear end more progressive, and we've got that bit more downforce, so it is nicer in high-speed corners. I think the setup on the car has gone every which way in the three or so years that the car has been about. All the next generation touring cars are very, very similar and it's a lot easier to make them go slower than faster. They're quirky things, quite interesting things to get going. They're not a normal racing car by any stretch of the imagination. So yeah, we're getting there."

BMW Car: You've moved to a team with three years of experience running the car, but you brought your own engineer over – has that helped?

SJ: "Andy Miller, my engineer, is vastly experienced in single seaters, Andy was the Director of Operations at Stewart Grand Prix and we started to work together at Team Parker. Not initially, but when we started running the BMW, he was pleasantly surprised how the rear-wheel drive Touring Car is not too dissimilar to what he was used to, so it wasn't alien to him.

"On occasion, we managed to get that car going very, very quickly and I thought it was important to keep that relationship. I'm fussy, and it's difficult



STEPHEN JELLEY







WSR team boss, Dick Bennett, knows Andy from his time in Formula 3, he was happy to have Andy come along. It just means that the guy talking to me on the radio is the same person - he knows exactly how to talk to me

"It's taken a little bit longer than I thought, for us to get the 3 Series going in an area where I like it. We kind of managed it at Thruxton but messed it up at Brands Hatch, because there's a big temptation when you've got Colin Turkington as your team-mate to shadow them and to copy what's on his car a little bit, because he is who he is, and Brands Hatch we both went the wrong way. At Snetterton, we both went the right way. I think now, after our mid-season tyre test, we're getting to a point where we can see the slight differences in driving style, and we can tune the car a little bit more for that. So, I think going forward, we're looking really strong."

BMW Car: You started the season with a positive test session at Brands Hatch, did that help your confidence?

SJ: "The car was good to start off with, and I guess my performance relative to my two reguestry period and the state of the work of confidence because they've both been up there in the championship last year.

"We tested at Brands Hatch Indy, and I

was quicker than both of them, that was a big confidence boost. Unfortunately, we then came back to the race meeting, and messed



it up. But you know, when the car is there on the day, I can qualify in front of them, which is important. Again, they can do exactly the same thing. They both get the bit between their teeth, work with their own engineers, and tune the car to their liking to get the best out of them and their equipment. The BTCC grid is so competitive, that it can be anyone's day if they conditions on that day.

BMW Car: With the 3 Series you're qualifying higher up than in the 1 Series a much better place to start with, so what are the aspirations for the season?

SJ: "I mean, from where I am now, I'm just It's going to be possible to fight for pole at some circuits, so that's going to be good, and, with Brands Hatch where I didn't qualify quite as well, albeit I still qualified ninth effectively, and I should have realised that that's not a bad place to be either and been little bit more patient with how I was racing.

"But I put a bit of pressure on myself this year to be at the front and it's easy to get disappointed when that doesn't happen. But it's going to be possible to qualify on pole at places and the car is capable of carving through the field when it's right. Brands was difficult because the car wasn't in the right place and the lap time was so close, and we didn't have that option tyre either. Sometimes that option tyre can flatter a driver: you can

use at a certain point and blast through the field and look like a hero. But in reality, the top 15 to 20 cars on the grid have got less than a second between them, so all the breaking inside, it's going to be very hard to overtake. I think we'll see a lot closer touring car races going forward."

BMW Car: You've moved from a small one car team to a three car manufacturer entry which has been doing it for years and is closing on 100 wins. What are the differences between then and now?

SJ: "Yeah, both have got their pros and cons. Obviously, having three drivers in the team, you've got three lots of data, you've got three engineers working on the setup of the car, so you've got all the historic data to use. You've still got to use it in the right way, because it gives you more options, but it also gives you more options to get it wrong. Just because one guy is going quick with something doesn't mean that you're going to bolt it on and like it.

"In the single car team you've got a lot of space. You can go and sit in the back of the truck, get your head down, and you've got a lot of space to sort of chill out and make sure that you're fully focused on your thing. Three drivers, three lots of family, friends, hangers on, and people all around the garages: it's busy. Obviously, the bigger team, we've got a lot more sponsor commitments and people to talk to. You're busier, but you've

got better equipment, and you've got more information on your side to do well. I'd rather be in that situation with a manufacturer like BMW underneath me rather than the one car team. But at the same time, we had a really nice, friendly atmosphere at Team Parker where everyone could tell everyone else how they feel and when we won it was a really big satisfying feeling. That was enjoyable different. And it's a lot more professional and cutthroat almost.'

BMW Car: You've returned to a team vou've won with before and with the same mechanic too...

"I've got John Boy, the same number one mechanic working on my car as 11-years ago. A lot of the team is the same. Dick runs a great team. His ethos of knowing absolutely everything that's going on with the Touring Cars is why those cars go as well as they do. And his attention to detail. People think he's eccentric with it, and he is, but that's why they perform the way they do because it's his hobby as well as his job, and every hour of his cars go faster. And that's why West Surrey Racing is so successful."

SOCIAL MEDIA

Follow Stephen on Twitter via @StephenJelley

CONTACT

www.wsr-racing.com www.btcc.net



n contemporary times we are accustomed to the established evolutionary nature of vehicle designations. A uniquely styled 3 Series will follow the previous version like night follows day. That the next X5 could look absolutely nothing like its forebear and be powered not by internal combustion but magic beans would likely not surprise. In an automotive landscape where the Ford Mustang can be an SUV-style crossover largely anything is possible. But we haven't long been so blasé. Cast your minds back to 2003, the X3 has only just arrived, the 1 Series is a year away from joining BMW's model line up - things looked a bit different to today. Most cars from other manufacturers of the era played it pretty safe

in the styling stakes too, so an unusual looking car wearing a traditional model name was far from the norm. Enter a BMW bombshell. Not only did the E63/64 of 2003 revive the 6 Series nameplate, but it did so with a car that did everything but play it safe — to say that this new generation 6 Series was rather like Marmite at launch is fair. The bold new look of the second-generation 6 Series meant the motoring press and buying public alike either loved or loathed its brave aesthetic — there was seemingly no in-between.

Unusually, both Coupé and Convertible versions of the first offering – the 645Ci – were available immediately, driven by the press in late 2003 and in UK showrooms in

spring 2004. At their hearts the 645Ci models boasted the 4.4-litre Valvetronic V8 borrowed from the 745i of the time, and power was suitable impressive for the period - 333hp with a torque peak figure of 332lb ft. This enabled the 0-62mph dash to be competed in 5.6-seconds (manual) or 5.8-second (automatic), with an electronically limited top speed of 155mph and a perhaps surprisingly decent return of 25.9mpg. Those numbers were aided by extensive use of lightweight materials; aluminium bonnet, doors and chassis components, plastic front wings and boot lid. While the styling was new under the skin this 6 Series pinched more than its V8 engine from elsewhere in the BMW range.



Much of the technology came from the E60 5 Series and E65 7 Series.

In 2004 £55,000 was a lot of money to spend on a car, that was the sticker price of the new Convertible Six, yet few paid that for most versions were optioned-up to their eveballs with extras over and above the extensive list of standard equipment - read 18-inch alloys, sports suspension, Bi-Xenon headlights and more. Add in an automatic gearbox (£1350), Active steering (£675), Dynamic Drive (£1755), TV (£610) and more - as many did - and these quickly became very expensive BMWs. And vet, almost all were snapped-up before they even made landfall in the UK. Subsequent

E63/64 models followed in the tyre tracks of their forebears, and - such is the way of BMW model evolution - in October 2005 the 645Ci was superseded in came the 650i, its 367bhp 4.8-litre Valvetronic V8 engine (N62) borrowed from the 750i. A facelift version arrived in 2007 and production ceased but a few years later and today I'd say it's the rangetopping V10 M6 model - released in 2005 in both Coupé and Convertible guises - that are best remembered and revered. But what of those early V8 Convertible cars that made such a dramatic entrance into our lives and are now a rare sight on UK roads - are they now a forgotten 6 Series?

They certainly are not forgotten by 53-year

old Del Curtis who has been a firm advocate of the E64 645Ci Convertible - the car you see here - from its inception:

"I have owned three BMWs - a 3 Series Saloon, Coupé and this 6 Series. I have always loved cars, in my younger days I was an avid VW Golf GTI fan – I had a 1981 Mk1 Golf GTI," Del smiled. "But ever since I saw the 6 Series I loved the look of it, especially from the back with its rectangular window - I think it is a really nice looking car."

Del put his money where his mouth is all the way back in 2007 when he purchased the car you see here at just two-and-a-half years of age.

"It was mint in mint condition when I purchased it with 2500-miles on the clock.

E64 645Ci CONVERTIBLE

















Today's buyer can pick up a 645Ci from around £5000...

The lady who had traded it into a BMW main dealer in Lancashire had undergone a hip operation and could no longer get into it," we're told. "One thing I asked the dealer to do was to change the wheels, I never liked the multi-spoked wheels and opted to change them to what you see here now."

As we've already said, most of these cars left the factory with desirable upgrades and this one is no different - it boasts that £610 TV option though this sadly no longer works.

"I always get people looking at the car, I think it's because of the colour - there are very few of these in this colour as they all seem to be black or silver." Del smiled

Once something of a daily driver, today this 6 Series wears its 125,000-miles exceptionally well and is used sparingly as Del's change of career seven-years ago now calls for him to use a van for day-to-day driving. What's his secret for keeping a car like this in such tip top

shape when it's not tucked up on his driveway under the protection of a fitted car cover?

"Regular servicing and general upkeep are key. All work on the car has always been carried out with my local garage - who have an experienced BMW specialist working for them," Del explained. "I had the engine rebuilt last year as it was smoking and using a large amount of oil. But previous to that I have had no reliability issues whatsoever. Ownership of this car has been a joy, it's a beautiful car and lovely to drive. I love the rear view of it when you squat down and look from the back. And the combination of the Blue and Cream leather looks very classy."

Del is certain that the E64 is a future classic BMW, he stresses that he has no plans on selling this car, though a second BMW could be added to the driveway in the future when a van is no longer the order of the day:

"I think BMW is a quality brand, I wouldn't

hesitate in purchasing another in the future - I like the 3 and 4 Series hard top convertibles, and love the new 8 Series!'

While you can't buy Del's pride and joy, he whole heartedly recommends E64 645Ci ownership: "You get a lot of car for your money, I would highly recommend anyone to own one - just make sure all then usual thorough checks are carried out," he said.

Del is absolutely right. Much is said of the E63 – the Coupé version of this model, far less of the E64 Convertible, a car that offers much once that vast canvass roof is lowered better connecting the driver to its sonorous V8.

Depreciation was an enemy for this generation of Six, but that's not the problem of today's buyer who can pick up a 645Ci from around £5000. The problem might be that there are a few similar and equally attractive options in the E64 line-up; 630i, 645Ci and 650i, but don't discount the early V8s for

E64 645Ci CONVERTIBLE









these are fine cars. As Del can testify the N62 engine is known for oil leaks, so too rocker cover gasket failure, but do your checks as he advises to avoid inheriting a problem. A good E64 645Ci will reward with an exhilarating, relaxing, driving experience accompanied by a petrol V8 soundtrack the likes of which is fast being consigned to the history books. There are few BMWs of this price point with such road presence.

The E64 was eventually replaced by the F12, and while much is said about how that is a far better car, getting on for two decades since we first saw the E63/64 generation of Six, might even its most impassioned detractors now see its appeal as a bargain modern classic BMW? The E63/64 successfully resurrected the 6 Series name for the brand, while some at the time might have felt it too much of a departure from the original recipe or the rest of the BMW range, with hindsight and knowledge of today's mixed-up automotive model ranges and wild styling cues, to my eye its once radical styling no longer looks unusual. Rather, this is a 6 Series that absolutely fulfils its brief - carrying people in style across long distances as quickly and comfortably as possible .



We sell everything but . . .





WWW.CAARPARTS.CO.UK

























WITH OVER 350,000 PARTS & ACCESSORIES FROM OVER 300 INDEPENDENT MEMBER STORES





















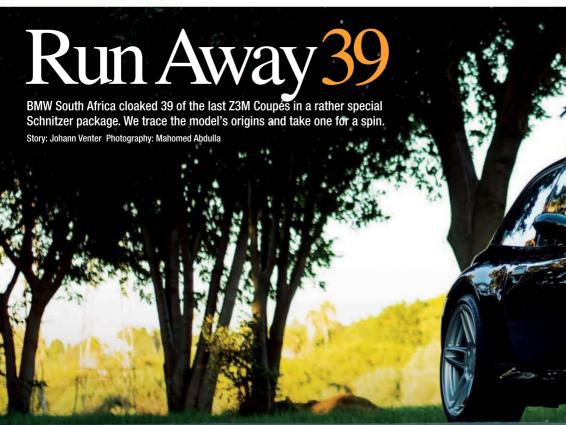












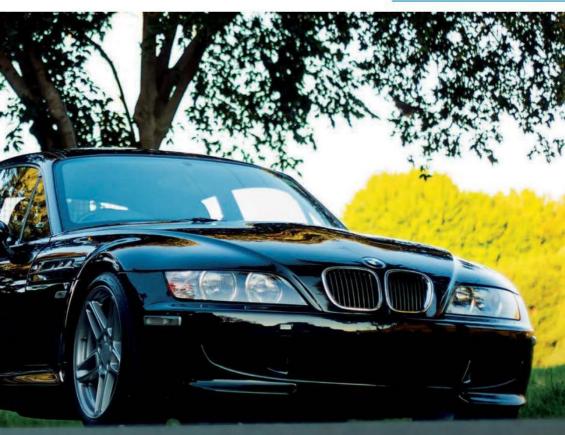
n 1st August 1986, BMW announced that the newly formed BMW Forschung und Technik GmbH had successfully carried out their first technical experiment, the BMW Z1 - "Z" standing for Zukunft, which in German means future. Almost a year to the day, on the 10th August 1987, BMW announced that it would unveil the Z1 at the Frankfurt Motor Show, which caused an outright frenzy amongst BMW enthusiasts. As such, sufficient orders were placed prior to the show for BMW to commit, that it would put the Z1 into production. The Z1 would be the first Roadster since the achingly beautiful 507 that nearly bankrupted the company, thirty years earlier. The Z1 was a highly specialised car that was mainly built by hand, resulting in only 8,000 being produced, when production ended in 1991. By this time the Mazda MX-5 had shown how a well-built, inexpensive, open-top two seater could revive demand for small roadsters, reminiscent of the '50s and '60s. Keen on tapping into this market, BMW got designer Joji Nagashima to delineate a successor to the Z1, which

could be produced on mass, the Z3. I was first exposed to the Z3 watching the Bond movie 'Golden Eye', on the big screen and was quite taken by it. BMW would continue its role in the James Bond franchise for three more instalments, and then switched to the Mission Impossible franchise. The chase scene in the latest instalment, 'Fallout', through Paris in an E28 M5, is absolutely mind bending and exhilarating at the same time! It evokes memories of another death defying chase through Paris, when an E34 M5 is trounced around by Natasha McElhone in 'Ronin', enough with the movie trivia. The first Z3s rolled off the Spartanburg (South Carolina) production-line in September 1995, fitted with a four cylinder 1.8-litre engine, capable of 113hp. Initially it was not offered in the US, or in a right hand drive and came under criticism for being underpowered, with poor handling dynamics, due to the E30 semi-trailing arms being used at the rear.

Some even saw it as more of a fashion accessory, but it did have styling cues from what many consider the most beguiling BMW ever, the 507, with well-rounded rear

arches and a long front end, including the side grilles. BMW would however redeem itself, in the form of the 2.8-litre six-cylinder, with a wider track and improved suspension, which was released in 1996. That same year BMW launched the sledgehammer in the Z3 arsenal, the M Roadster at the Geneva Motor Show. It was fitted with the 3.2-litre, 32 1hp power-plant from the E36 M3 Evo, giving it a power-to-weight ratio of 242hp, dispatching from 0-62mph in just 5.4-seconds. The Z3 could now firmly put the SLK and Boxster in their place and ascend to the throne. In South Africa only the 2.8-litre was offered, followed by the facelifted 3.0-litre, the M Roaster never touching down on our shores.

Burkhard Goeschel head of the Z3 project, was of the firm belief that the Z3 M Roadster could be even better, if it had a fixed roof. But BMWs top brass would not have any of it, so he conspired with his colleagues from the M division to install a roof onto one of the Z3 prototypes, in secret...real 'Skunk Works' stuff. Sound familiar? The 1M was also developed in secret and shares other similarities with the Z3 M Coupé, see BMW



well that they would need to keep the costs BMW board to approve their experiment. The Coupé is therefore identical to the Roadster from the A-pillar forward, even using the same doors. The Z3 M Coupé was unveiled at the 1997 Frankfurt Motor Show. The styling was highly controversial, and a complete departure from BMWs staid design philosophy. Many criticized the M Coupé, calling it a 'Clown Shoe', 'Breadvan' some even going as far as comparing it to a hearse. Nonetheless the objective had been achieved, as the M Coupé's structural rigidity was more than twice that of the Roaster. Of the 821 right hand drive models, 186 made their way to South Africa, all fitted with the S50 3.2-litre Evo engine, as found in the European cars. In some European markets buyers were also offered the Z3 Coupé in 2.8-litre guise and later 3.0-litre, with a fourspeed automatic as an option. By June, 2000 production of the Z3M Roadster and Coupé was halted as production of E36 M3 came to an end, and it did not make economic sense to produce the S50 engine for the low volume Z3

this time round with the S54 engines that were performing duty in the E46 M3. The S54 is probably the most significant

naturally aspirated in-line six cylinder engine developed by BMW. In 2001 it won the 'International Engine of the Year' award, as well as 'Best New Engine' also clinching the 3 to 4-litre category for six years in a row from 2001 through to 2006 - these awards are organised by UKi Media & Events. It was also on the Ward's 10 Best Engines list for 2001 through to 2004. The S54 only further cemented the cult status of the M Coupé, growing the number of disciples by 1,112. Only 165 were produced in right hand drive, of which 123 were destined for the UK, while 39 made their way to South Africa, including one pre-production car.

Initially BMW SA made it public that only 35 would be available but managed to increase their sales volume by ten percent, not bad for a car costing R375,000 in 2001 - approximately £30,840 at the exchange rate in April 2001. BMW SA knew that the M Coupé was not the biggest seller in their M line-up, so decided to make the proposition of owning one an offer

Motors, one of the oldest BMW dealerships in Johannesburg, and the sole importer and distributor for AC Schnitzer on the African continent. BMW SA tasked JSN to convert the standard M Coupé into a unique package, that evoked sportiness and performance - the M Coupé you see in front of you, is one of the best examples. This was not the last time JSN would be called into service by BMW SA. Having missed out on the opportunity to acquire the E92 M3 GTS for SA enthusiast, BMW SA in conjunction with JSN would once again put together an exclusive package. This came in the form of a SA special E92 M3 Frozen Edition, comprising of only 26 units, which received Schnitzer upgrades, including a remap - read all about that in the September, 2016 issue of BMW Car.

The stand out feature for me on this exclusive M Coupé Schnitzer package are the Schnitzer Type III alloy wheels, which are 30 percent lighter than the M 'Roadstar' wheels. In my opinion the best wheels Schnitzer has ever done. A Schnitzer rear silencer was also fitted, together with the Schnitzer tailpipes, these

<u>E36/</u>8 Z3M COUPÉ







optimised the exhaust gas flow, improving the throttle response. In the handling department, stiffer Schnitzer springs were fitted with sports dampers from Bilstein, lowering the car by 25mm, which allowed for higher cornering speeds and more precise handling.

Inside an aluminium Schnitzer gear-knob replaced the leather illuminated shift, linked to a short-shift kit, allowing for quicker, more precise gear changes. There is a myth that these Coupés were also fitted with the Schnitzer pedals, one that I also fell for. This is not the case, most owners retrofitted these. Some claim that the Schnitzer Coupé was

faster than the standard car, but BMW SA stuck with the script from Germany, stipulating a power output of 239kW at 7400rpm (325hp at 7400rpm) while kicking out 350Nm at 4900rpm (258lb ft at 4900rpm). And the 0-62mph time, you guessed it, 5.4-seconds a mere one second quicker than the S50 variant.

To get a better perspective, I caught up with Patrick Hathorn the authority in SA on the Z3 M Coupé Schnitzer. Patrick has compiled a list of all 39 M Coupés, with each individual buildsheet, listing all specifications, including colour combinations and date of manufacture. He is in the process of launching a dedicated website on the cars, with all the information he has gathered over the years, tracking the history of each of the 39 examples. I started by asking Patrick what brought about such dedication? "I have been obsessed with the M Coupé ever since I saw an Evergreen one spinning around on a car turntable, at the 1999 Durban Motor Show, I was twelve at the time, but ever since then I knew I had to own one. It turned into an obsession, which I could only satisfy many years later, and even when I was by the means, it took years to find the right low mileage example," he declares. Today both Patrick and his dad own Z3M Coupé Schnitzers, Patrick's





"The M Coupé offers a unique ownership experience. It hits the sweet spot"

being Titanium silver over red, a 2002 model, purchased in 2013 with just 26,000-miles on the clock at the time. His dad's a 2002 model, Sapphire black over blue, acquired in 2018, the odometer showing 47,200-miles at the time of purchase. Both represent unique colour combinations out of the 39.

"The first M Coupé that came to South Africa was manufactured on the 15th September, 2000 it was a preproduction car, and according to the build-sheet was not designated for preservation. This car was however eventually sold to a professor at Wits University. It was quite unique, in terms of the colour, Oxford green and was the only M Coupé to be equipped with a sunroof and headlamp washers," Patrick said.

"Out of the 39 cars only seven colours were chosen, as mentioned the Oxford green, one in Steel grey, two in Alpine white, the most popular colour being Titanium silver of which fourteen were produced, followed by Sapphire black of which nine were made. Twelve of the cars had unique exterior and interior colour combinations. The first car from the normal production-line was made on the 29th March 2001. The swansong was the one-off Steel grey, which rolled off the production-line on the 20th March 2002, and was destined for a dentist based in Johannesburg. There were also some anomalies, two cars had front loading CD players, whereas the others had a tape-deck with a six disc CD shuttle in the boot. Another idiosyncrasy that stood out for me, is that some of the aluminium Schnitzer

gear-knobs had a sticker stating short-shifter while the others had it engraved," he declares.

"In my opinion the second iteration of the Z3 M Coupé are special to begin with, due to the S54 engine, which it borrowed from the E46 M3. In terms of the upgrades, there is not a significant increase in performance, but it did change the dynamics of the car, making it a much more involved drive with a heightened sense of engagement, which includes the sound track. This is due to the Schnitzer sports suspension, which comprises of stiffer springs with Bilstein shocks, the closest comparison would be the Bilstein B12 kit. The Schnitzer short-shifter gear linkage, comprising of an aluminium bracket, allows for shorter more precise gear changes. While the wider wheels provide better handling dynamics and the Schnitzer rear silencer enabling slightly more grunt, while hitting all the high notes," Patrick affirms to us.

Is there a significant difference between the S50 and the S54 Coupés, we wonder? "The S50 and S54 cars are quite closely matched, on paper the difference in terms of the 100km/h sprint is 0.1-seconds. The biggest differences you notice is in the throttle response, the S54 drive-by-wire throttle is instantaneous," Patrick points out.

How does it compare to the E46 M3 we quizz? "At the time the E46 M3 was its closest rival, but you are kidding yourself if you think that it is quicker or handles better than the M3, however the entire package of the M Coupé is just that much more special. I adore the

E46 M3 but the M Coupé goes beyond just performance, it is the look, rarity and overall cache. Having said that the M Coupés are slightly detuned compared to the E46 M3, which is primarily brought about by the lower rev limiter and the five-speed as opposed to the six-speed gearbox," Patrick affirms.

Has his M Coupé lived up to expectations? "Let me put it this way. It is the only BMW that has never left!" Patrick declares, and continues, "The interior of the M Coupé is very special, it has aged extremely well, the design is brilliant, the retro feel in today's age is actually more authentic. I considered it more of a GT car than a Sports car. The low slung seating position quite close to the rear axle, with the long bonnet in front of you, makes you feel hunkered down. I recently had the suspension refurbished with components as close to the Schnitzer originals and fitted new rubber. It is amazing what a difference modern tyres makes, huge advances have been made in tyre technology in the last twenty years. It handles like a scalpel," he declares.

So, we ask, is this a keeper? "I think that the only other BMW that could surpass my M Coupé experience, is the E46 M3 CSL in manual guise... which has become a reality of late. And that is not going to happen so the M Coupé is here to stay. The M Coupé offers a unique ownership experience. It hits the sweet spot, having the perfect balance between comfort and performance, offering the total package in terms of driving experience, looks, power and character. The

E36/8 Z3M COUPÉ

further removed modern cars get from offering an involved driving experience, the more special the appeal of the M Coupé becomes. In the last ten years driving enthusiasts have found a new sense of appreciation for the M Coupé, compared to what is currently out there, it has really

come into its own," Patrick concludes.

We now turn to the owner of this M Coupé, Rick Loureiro a BMW enthusiast, collector

and formidable racing driver, campaigning in the BMW Car Club Gauteng Race Series and in the G&H Extreme Supercar Series. In the BMW Club Series Rick battles it out in an E30 Coupé fitted with an E46 M3 CSL engine, dressed up in Jägermeister livery. In the Extreme Supercar Series Rick competes in a F30 335i, a car which was piloted to a championship Class A win in the Bridgestone Production Car Championship, in 2014 by Johan Fourie. This particular BMW together with the sister car, represents the first BMW race cars in the world developed on the F30 platform. ADF Motorsport with cooperation from BMW SA built the cars within six weeks, at the beginning of 2012, for Team Afrox. Rick's brother Paolo also competes in a F30 335i in the same Extreme Supercar Series. Whilst admiring Rick's pristine M Coupé Schnitzer, a car with a mere 20,000 miles on the clock. It aptly won the M Class at the BMW Car Club Gauteng Concours, fittingly held in 2017 at the BMW SA M Festival.

I turn and ask where his appreciation for

the blue and white roundel began. This is how he responded: "My passion for BMW started when I was knee high and my dad bought my Mom a Ruby red E30 323i Coupé, with a beige leather interior. It was an early E30 with the chrome bumper, which my father had kitted

"The free-revving engine

just spurs you on to push

even harder"

out with a Zender body kit. One of the first BMW's I drove was my grandfather's E30 318i, we were a BMW family, back then my dad predominantly drove

BMWs. Not surprisingly my first car was a BMW E46 323 Ci, in black with the M Sport kit and tan leather interior. It was a bit of a let-down, as it did not have a limited slip diff, so I could not light up the rear tyres. I traded the Ci for an E46 M3 and that cemented just how special

the M3 was," he remarks. So how did he latch onto the M Coupé? "The car was listed on the 25th December 2014, if you can believe it! One Christmas that could not have been more special. The sole owner was based in Constantia, in Cape Town, who had purchased it from Auto Atlantic. It was listed with a mere 18,640-miles on the clock, a true gem. I dispatched an associate to have a look at it, and within a week it arrived." Rick proclaims. It doesn't look a day older than new, is this the condition he found it in? "Pretty much, it had been extremely well cared for, and all I did to complete it, was to source the Schnitzer pedals and handbrake lever from Wheel Nutz, who carried old new stock of these sort after Schnitzer bits," he states.

"These M Coupés were more expensive than an E46 M3, and less powerful, also less practical and not the most comfortable. But they have become extremely sort after and rare, especially the Schnitzer variant made exclusively for South Africa, so this is definitely a keeper," he emphatically declares.

Time to get better acquainted with the car you see in front of you. There is no doubt that the M Coupé looks like a caricature and for me that takes the form of a pint-size shooting brake, adorned with quad tail-pipes, a tradition that would be continued by all M cars that followed. The aggression is clear, with a deep front airdam and exaggerated haunches at the rear. And yet it conjures up images of the 328 Mille Miglia Touring Coupé and the ornate gills on the flanks scream 507. The black hue on this Coupé is so deep that you can dive into it. Stepping inside calls for some dexterity as this car is rather low. Once inside you are transported back in time, this cockpit definitely has some elements of the E30, with modern BMWs I tend to feel out of place, in here I feel right at home... tells you something of my age.

I definitely do not have the biggest stature but even I fit in with a pinch. In here you still need to turn a key, resulting in a subtle yet distinctive drone from the extraordinary inline six. Slotting into first you can immediately tell that this is not the normal M.O. The clutch is quite light and there is a fair amount of travel, squeeze the accelerator and the quad pipes start singing. The sound is like a mechanical snarl which immediately conjures up memories of the glorious time behind the wheel of a M3 CSL. The ease with which



the M Coupé picks up speed is criminal, the free-revving engine just spurs you on to push even harder. Snapping gear chances is a cinch, this short-shifter is worth its weight in gold. It enhances the overall driving dynamic, making the M Coupé more responsive and engaging. The larger Schnitzer wheels and 18-inch Bridgestone tyres provide for a wider track, which is 25mm lower than the standard car allowing for greater confidence when cornering, needing less braking and harder acceleration through the bends... the DSC III also helps. The M3 brakes do an adequate job of reining in the horses, but with this amount of power bigger stoppers wouldn't hurt. For a 20-year-old car it holds up extremely well at anything you throw at it, and feels so solid, the build quality, fit and finish in my opinion is top draw... that might, again, have something to do with my age though?

Downsides? The cabin is cramped and I can imagine that it could be a strain over long distances. I do however think that the seats are superb and do a great job of holding you in place, through the tighter arch of a bend. I think I would have preferred the steering from

By today's standards the M Coupé is not considered that quick, but it will bite you if you don't give it your undivided attention at full throttle. Walking away from the M Coupé I immediately realise just how special it is and that BMW will likely never make an odd ball car of its type ever again. And certainly not one powered by a snarling petrol engine. It's easy to see why these cars have now gained a cult modern classic status

E36 Z3 M Coupé Schnitzer

YEARS PRODUCED: 2001 - 2002

ENGINE: Inline six-cylinder, DOHC, 24-valve

CAPACITY: 3246cc

POWER: 239kW (325hp) @ 7400 rpm

TORQUE: 350Nm (258lb) @ 4900 rpm

BRAKES: FRONT: Vented discs, 315x28mm

REAR: Vented discs, 312x20mm SUSPENSION: FRONT: MacPherson struts

REAR: Semi-trailing arms

SCHNITZER: Springs, lowering the height by

25mm, with Bilstein Sports dampers

STEERING: Rack and pinion, power-assisted

TRANSMISSION: ZF 5-Speed manual, limitedslip diff

SCHNITZER: Short-shift kit

WHEELS: FRONT: Schnitzer type III 7.5x18-inch

REAR: Schnitzer type III 9x18-inch

TYRES: FRONT: 225/40 ZR18

REAR: 245/35 ZR18

EXHAUST: Schnitzer rear silencer

INTERIOR: Fully specced, leather seating and six-disc CD shuttle, a sunroof was not an option. an aluminium Schnitzer gear-lever was included

PERFORMANCE: 5.4-secs (0-62mph)

TOP SPEED: 155mph

NUMBER PRODUCED: 39

PRICE: R375,000, approximately £30,840 in













FROM THE PUBLISHERS OF



AN EXCITING NEW MOTORING PUBLICATION OFFERING THE VERY BEST ADVICE FOR BUYING ICONIC AND DESIRABLE CARS FROM THE 1990S, 2000S AND TODAY!





SUBSCRIBE FOR JUST £19.99 EVERY SIX MONTHSI

STICK AROUND ALL YEAR AND NO ONLY WILL YOU GET 11 ISSUES FOR THE PRICE OF TEN, BUT YOU'LL ALSO RECEIVE THIS FABULOUS 2022 BEST BUYS BOOKAZINE WORTH 88.99 INCLUDED IN THE PDICE

CAR MECHANICS Bargain Cars

IS A 52-PAGE MAGAZINE
ON SALE EVERY MONTH*
OUTLINING THE VERY
BEST IN MOTORING FROM
THE 1990S, 2000S AND
TODAY. WITH ESSENTIAL
BUYING ADVICE AND
INSPIRATION, COVERING
A WIDE RANGE OF MAKES
AND MODELS — WE
SHOULD YOU HOW TO BUY,
OWN AND ENJOY MODERN
CI ASSIC CARS.

FOR MORE INFORMATION, SIMPLY VISIT SHOP.KELSEY.CO.UK/CMB2021

2. EASY WAYSTO SUBSCRIEE Visit shop, keleey on uk/C/MB2021 or Collic 101959. E43 7.47 and quote c/MB2021. Lines open Monday - Friday 8.30cm - 5.30cm. Calls are charged all your standard network rate. "Full terms and conditions can be found at shop, kelsey, on uk/terms. Bargain Cars publishes January to November 2022 Best Buys Bookazine, publishes in December 2021. Offer appries to UK subscribers only when paying by direct debit. Your subscription will start with the next available size with your first 6 issues charged at just \$19.99. Payments will continue to be taken at the low rate of \$19.99 every months thereofter? You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shook elsey on UK/CMB.

Apex Predators

You can drive the full range of high-performance BMW M models on Goodwood's famous and challenging circuit. We couldn't resist giving it a try... Words: Dan Bevis Photography: Jason Dodd

he venerable Goodwood organisation offers a variety of high-octane treats for the discerning petrolhead. If you're into leering over fresh new supercars as well as hardy old racers, and enjoy seeing them being mercilessly thrashed up a hill while you sup on a glass of bubbles (or a greasy burger), the Festival of Speed is for you. If you prefer your retro action to be more circuit-based, and feel that this kind of thing is eminently improved by the donning of vintage attire, you'll prefer the 'magical step back in time' of the Revival. And if you just fancy bounding out of bed before dawn, blasting in spirited fashion across the South Downs and chewing over some cool motors with a cup of coffee and a bacon samie in

hand, the Breakfast Club exists for you.

For the last few years, there's also been another string to the Goodwood Road Racing Club's bow: the Members' Meeting. Back in 2014, the 72nd Members' Meeting revived a name from back in the circuit's history books. the first seventy-one meetings happened in the 1950s and '60s, and the event has again become a firm favourite on the calendar in the

The thread that runs through all of this is heritage. It's something Goodwood trades very heavily on, and has every right to. The Goodwood motor circuit dates back to 1948; in the post-war period, race tracks were popping up all over as RAF sites were repurposed for motoring pursuits, and RAF Westhampnett's perimeter road welcomed the Junior Car

Club in September '48. It rapidly grew into a stalwart of the racing calendar, and the stories are legendary: Graham Hill and Mike Hawthorn had their first single-seater races on this hallowed ground, Peter Collins won the Goodwood Nine Hours in 1952, Stirling Moss had his career-ending accident here in 1962. The circuit officially closed for racing in 1966, but when the Revival launched in 1998 the circuit hummed once again. It's been buzzing ever since. And now it's possible for any paying customer to come and drive in the wheel-tracks of all of those great and revered names.

The circuit offers a number of driving experiences, from spin-and-slide training on the skid pan to track days in punters' own cars. But the one that really piqued our interest is the BMW Performance Track experience.



VING GOODWC







Why? Because they've got a fleet of shiny new BMWs to play with, and that's very much our cup of tea

The way it works is this: for £359, enthusiasts get a full three-hour session, which includes teas and

coffees with an official briefing, and a selection of cars allocated on a firstcome, first-served

For £359 enthusiasts get a full three-hour session

basis. Each person is assigned an instructor, and these are all people with a huge amount of professional race time under their belts; my instructor for the day has raced all sorts of historic racers at Goodwood over the years. as well as competing in the Porsche Carrera Cup GB and lots more besides. A safe pair of hands, then. "We have a great partnership with BMW, and Michelin, and the two work together so well on this track," he was keen to point out. "It's sometimes hard to believe they're road tyres!"

That's very much the point of the experience - it takes what you think you know about driving, and entirely reframes it. The first level is the fact that you're driving on track (in someone else's car, of course, so there isn't that niggling voice at the back of the mind

fretting about how you're shredding your tyres and knackering your brakes), so you're pushing way harder than you ever would on the road. And the next level is the fact that the instructor is right there in the passenger seat

at all times, egging you on, pointing out the apices and the braking points, finessing your technique, making vou as fast as vou

can possibly be. It's not like driving as we commonly know it. It's something else entirely.

With a broad spread of BMWs to choose from, I opted to start small and work up, beginning with the box-fresh MINI JCW. (Which is technically a BMW really, isn't it?) Having previously owned a tuned and modified R53 Cooper S, I was keen to see how this new model compared. The instructor helped me to adjust seat and steering wheel for the optimum position, making sure I'd fastened my helmet straps properly (which I hadn't, like a big dunce), and as is the way with the modern world, it was all Covid-cleaned and of course we were both masked up. An SD card was inserted into a recording device, with various cameras through the car filming the laps for future pub bragging (or otherwise).

And how did the MINI compare to my old one? It felt a lot, lot more rapid! Naturally part of this was down to being on track - I never drove my MINI like that on the A286, for obvious reasons. The instructor helped me to find the most aggressive braking points and smoothest lines, aiding me in perfecting trail-braking in the tricky double-apex through Woodcote, until it was all flowing beautifully. Indeed, it's a beautifully flowing track overall, you can really stitch the corners together once you've got the hang of it. And perhaps the most pleasing thing was actually driving the circuit rather than spectating; I've watched more races at Goodwood than I can count, but from the sidelines you don't get any idea of how much the track undulates and how extreme some of the cambers are. It's a steep learning curve, but it never feels like hard work.

There are all sorts of levels of ability on track at any given time. With a couple of dozen paying customers in the group, some will be absolute beginners and others will be experienced old hands, and the instructors keep an eagle eye out for this. They manage overtakes by commandeering the indicators on slower cars and telling the faster ones when to get their toe down and overtake. They also have a brake pedal of their own, just





in case - it's a He-Man dual-control setup, just like your driving instructor had in that learner car when you were seventeen.

Interestingly, of all the cars available on the day, my instructor reckoned that the Z4 was the most balanced option for this fast and swooping circuit. But being pig-headed, I decided to ignore his recommendation because, as the second track session started, I'd spotted that the M5 Competition had been left unguarded, and that wasn't an opportunity I was going to pass up. And goodness me, that thing's rapid. An absolute animal. Simply incredible power delivery, and the car disguises its not-insubstantial mass really well... right up until the moment the brakes wilt. This occurred just after I was pulling 153mph along the Lavant Straight; jumping on the brakes hard into Woodcote, the pedal went distinctly mushy approaching the chicane. My instructor had a go on his pedal, and suggested that perhaps a cool-down lap might be in order... this did the trick, and the M5 was soon fighting fit and performing hard again. It's truly impressive how quickly it gathered its mettle and shifted back into maximum attack mode; almost as impressive as the sheer balls-to-the-wall brutishness of the thing. Anyone who buys a new M5







DRIVING GOODWOOD





Competition ought to have a few track sessions thrown in as part of the package, as simply driving it on the road can never provide even a hint of what lunacy is possible given the right amount of space. It's a genuinely astonishing machine.

Before the next session, snapper Jason and I caught up with a fellow paying driver, Steve Johnson, who was there celebrating his 40th birthday with a mate (see page 54). Very much proving the point that these sessions aren't just for 'I AM THE STIG!' hardcore behaviour, and that they're accessible and fun for anyone, Steve's birthday crown and sash brought everyone back down to earth. "I'm a Subaru man, I've had an Impreza for years," he told us. "I'm used to all-wheel-drive, and I drove the M2 Competition first today — so I



'ING GOODWO(







have to admit I was holding back a bit at first. But when I got in the M5 Comp I was back in my comfort zone. It's like being strapped to a rocket! Yes, it's safe to say I'm now a BMW convert." he smiled.

Good man, that's what we like to hear. And with that, it was time for our third session. In the crosshairs this time? I fancied a go in the M2 Competition. And it really was a revelation. After the sheer hedonistic assault of the M5, the M2 just felt so much more accessible. Instead of grappling with the power and fighting to rein it back in, this car felt more balanced, and that instantly helped to build a rapport with it. Having that sense of connection, you trust it sooner, and are more able to provoke it. Sure, there was one fairly dramatic slide when I took the mickey a bit

and carried far too much speed into Fordwater, but no drama! And there's no shame in having the instructor grab the wheel and straighten you up, is there? It only happened once...

After three full-bore sessions in someone else's high-performance cars with an instructor goading you on, it's natural for the average driver to suddenly start feeling like a bit of a hero. And this is where the true genius of Goodwood's package comes to the fore: they don't want everyone leaving the circuit thinking they're invincible and having a messy accident on the way home, so after the track shenanigans are over you get a hot lap as a passenger with your instructor showing you how it's really done. This is a very effective method of pulling everyone back into reality. He didn't drive the M2 Comp the way I did!

It neatly illustrates that there are whole levels above what you've just learnt, allowing you to enjoy the experience to the fullest and park it in your brain as 'something awesome I did'.

And, of course, there's the obvious point that you get to drive three cars, but there are seven or eight different ones to choose from - so every time you go, it'll be a different experience. We'll definitely be back for more. It's a slick and smooth operation, run by true enthusiasts who go to great lengths to ensure everyone's having an excellent time. Outstanding on every level, I can't wait to have another go

CONTACT

BMW Performance Track Experience

Price: £359

Web: www.goodwood.com



Market Watch

540i xDrive M Sport

BMW's low-profile G30 540i xDrive M Sport Saloon is quick, readily tuned and much better value than an M550i or M5.

he eye-wateringly expensive £102,000 G30 M5 and £72,000 G30 M5 and £72,000 G30 M550i xDrive might grab most of the 5 Series headlines, but the understated G30 540i xDrive M Sport has all the power and grip you'll ever need – and is far better value. Readily tuned to 550i levels of performance with a simple remap it's also capable of returning 40mpg-plus – and you can now pick one up for just £25,000.

Four-wheel drive is standard fit on BMW's M5 and M550i Saloons but it's also a popular option on the 540i Saloon, with xDrive transforming this under-the-radar 335hp cruiser into a proper performance machine. So whilst it may not appear to possess the power and aggression of its more illustrious siblings it can still breeze to 62mph in just 4.8-secs and accelerate with alacrity right up to the 155mph factory-limited top speed.

Reach for a stage 1 remap and the 2998cc straight-six turbo is good for 440hp and 460lb ft – with accompanying exhaust overrun burbles and bangs, recalibrated sports dials and a potential top speed of greater than 175mph. And the relatively low-profile M Sport styling means you're far less likely than M5 drivers to suffer unwanted attention.

driving experience too — with a ride as smooth as silk. And it's eminently well equipped: with front LED fog lights, sweeping headlight clusters, privacy glass, an electric glass sunroof, M Sport aerodynamic bodystyling, an M rear spoiler, twin tailpipes and 19-inch alloys — as well as head-up display, a Harman Kardon sound system, full smartphone connectivity with Apple CarPlay, Bluetooth, wireless charging and wi-fi hotspots.

UK sales started in early 2017 and ran until May 2020 when BMW introduced a facelifted Life Cycle Impulse (LCI) version. Facelifted 540is have a redesigned front and rear bumper along with new headlights and taillights and a sharper kidney grille design. The daytime running lights were also redesigned, whilst previously-optional adaptive LED headlights became standard.

New options included 20-inch two-tone aerodynamic wheels as well as various new









could choose either red or blue brake callipers. Meanwhile the interior make-over included a new 10.25-inch touchscreen infotainment system, featuring over-the-air updates, Personal Assistant Voice Control, integrated Apple CarPlay and Android Auto and BMW maps.

Prices for decent examples range from £25,000 right up to £46,000, with almost all cars over £30,000 in excellent condition. Like the 19,000-mile Alpine White 540i xDrive M Sport Saloon advertised at KT Green in Leeds (www.ktgreen.co.uk) for £30,995. A mint 2017 67-plater, it comes with a full BMW service history and Black Dakota leather upholstery - as well as over £8000-worth of optional extras. These include style 759 20-inch M alloy wheels, Variable Damper Control, head up display, a Harman/Kardon sound system, electric memory seats, a reversing camera, Comfort access and a heated steering wheel.

Condition and mileage play a bigger part than age in defining 540i values, with the similar-mileage Metallic Black 2018 18-plater advertised for just £995 more. For sale at Targa Florio Cars in Sussex (www.targafloriocars.com) it's covered just 17,934-miles and also comes with Black Dakota leather, 19-inch gloss black M Sport alloys, blue M Sport brake callipers, heated front seats, a reversing camera and gloss black window trim.

Add a few miles and the price falls further - even at BMW dealers. So the immaculate 41,064-mile 2018 18-plate Metallic Bluestone 540i xDrive M Sport Saloon is stickered at just £29,000, on the forecourt of Sytner BMW Oldbury. It is an above average mileage, but this car comes with the reassurance of a BMW Approved Used warranty - and some tasty optional extras too.

These include 20-inch Individual V-spoke







759 alloys, a heated steering wheel, a reversing camera, front and rear heated seats, adaptive led headlights, enhanced Bluetooth wireless charging, Gesture control, wi-fi hotspot, head-up display, the Visibility pack and the Technology pack.

But however well-equipped your 540i xDrive might be it's vital that you only consider saloons packing a complete BMW service history, just one or two owners and all recalls and software updates properly addressed.

Watch out for any iDrive screen display issues. broken oil filters, problems with the stereo, creaking from the dashboard and noisy runflat tyres. And check with the BMW dealers mentioned in the service record that they really did service the car you're looking at as these things can be forged .

WITH THANKS...

Grant Darling and Darren Parker at James Paul (www.jamespaul.co.uk), the BMW Car Club of Great Britain (www. bmwcarclubgb.uk), British Car Auctions (www.bca.com), Silverstone Auctions (www.silverstoneauctions.com), Bonhams (www.bonhams.com), Coys (www.coys. co.uk) Luzzago.com, Classic Car Auctions (www.classiccarauctions.co.uk), Glenmarch. com, www.bimmerforums.co.uk, Redish Motorsport (www.redish-motorsport.com) and Glass's (www.glassbusiness.co.uk) their help with this feature.

Recent RMW 540i xDrive M Sport Saloon auction prices*

Model	Trans- mission	Reg	Mileage Year	Sale Price
BMW 540i xDrive M Sport Saloon	Auto	2019/19	25,018	£27,700
BMW 540i xDrive M Sport Saloon	Auto	2019/69	5,001	£41,400
BMW 540i xDrive M Sport Saloon	Auto	2019/69	3,961	£37,200
BMW 540i xDrive M Sport Saloon	Auto	2020/20	8,719	£39,800
BMW 540i xDrive M Sport Saloon	Auto	2020/20	8,075	£40,800
BMW 540i xDrive M Sport Saloon	Auto	2020/70	9,523	£46,400
*Sale prices of good-condition examples sold recently at British Car Auctions				

BMW Car retail price auide

Poor: Under £25,000 Good: £25,000 to £30,000 Excellent: £30,000+ Special editions: None

13 ISSUES FOR £13*34

Motorsport is back!
As the calendar fills
up, Motorsport News
will increase its issue
size to keep up with
all the latest from
the sport

- Extra content
- Extra value
- Extra excitement



- Motorsport News remains the go-to place for news, opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks up and down the country to bring you the very latest.
- The Motorsport News readers' questions section will be ramped up, with even more big names from across motor racing responding directly to the posers set by our community of readers.
- MN will continue to focus on all that is great about Great British motorsport everything from the grassroots of the sport to the top-flight, it is all here. MN is, after all, the Voice of British Motorsport.

VISIT SHOP. KELSEY. CO. UK/MTSJUL21P OR CALL: 01959 543 747 AND QUOTE MTSJUL21P

HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

Workshop Wisdom

E39 Front Damper Replacement

It is not easy, but with the right equipment you can replace worn E39 front struts in a few hours.



knackered internally.

There are many options from genuine BMW (i.e a fortune) down to spurious eBay units for 40 guid a pair, but GSF supplied me with a pair of Monroe Reflex dampers (often called shock absorbers of course) and Monroe have been around for decades so you expect them to be pretty good. Before you even start you need to examine the condition of the dust boots/gaiters and the bump stops - you can

buy a pair of new ones for fifteen guid or so from Amazon and Boge seem to make most of them

You will also need some serious spring compressors. Forget the usual threaded rod types as unless you are lucky, they just will not compress the spring enough unless you are fitting lowering springs.

So, we have a pair of new dampers and an old E39 - let's dive in...





The first job is to slacken (but do not remove) this 21mm top nut. If you don't, it can be a bit difficult to remove later without an air gun. On reassembly it's torqued up to 44Nm on an M12 thread and 64Nm on an M14 thread.



With the front wheels off and the car on axle stands, disconnect the anti-roll bar by holding the stud with a 16mm spanner and undoing the 16mm nut. With both wheels off there is no strain on the anti-roll bar and it's much easier.



3 Remove the brake calliper from the carrier by unscrewing and removing the two sleeve bolts with a 5mm Allen socket as seen here. Remove the steel clip on the front of the calliper, push the pads away from the disc with a screwdriver and hang the calliper up on a bit of wire out of the way.



4 Now remove the two bolts seen here. The upper one is a 16mm that goes into the hub, the lower is a 16mm pinch bolt and 18 mm nut that clamps the strut into the hub. Note that the bolt can seize.



5 Open up the plastic box seen here and disconnect the ABS sensor from the socket by pushing the locating tab in with finger pressure. On the passenger side you also have a black socket for the brake pad warning light sensor.



O Use an allen key in the hub slot, turn it to open up the slot and release tension on the strut. Spray plenty of penetrating oil into the gap (here, the strut has come out slightly). On RHD cars the line under 'R' must line up with the hub slot on the drivers wide, the 'l lines up with the slot on the passenger side.



/ We need to disconnect this control arm from the subframe, a 16/18mm combo. The bolt will slide out and is torqued to 110Nm. With that, the front suspension will become quite floppy.



Remove the 18mm nut and split the steering arm to hub balljoint, either with a balljoint splitter or just clouting the hub arm with a steel hammer – don't go mad. The joint will pop out, retrieve the alloy washer if it falls out.



9 Up top remove the three 13mm strut top mounting nuts that are torqued to 24Nm. The strut will now drop down so move the steering arm out of the way and pull the strut out from the front arch.



10 Support the hub on a block of wood or similar and withdraw the strut assembly from the hub. Use plenty of penetrating oil if needed and twist the strut around – they come out quite easily.



11 Here is the strut and the new Monroe replacement from GSF. The spring is quite rusty, I cleaned up the rust and painted them – E39 springs can snap and a rusty scab is as good a place as any for a break point.



 $12\,$ This is the serious (and expensive) spring compressor in action, here I have only got two coils in – not enogh. I had to try again with three coils in and that worked. It is just about possible with the threaded bar-type compressors but you need two pairs and a lot of luck.



13 With the coil compressed enough, you can remove the 21mm top nut. You may find that the damper shaft spins so clamp it lightly at the top only. Do not clamp anywhere lower down on the shaft that may damage the damper seal if you are reusing the strut, i.e fitting lowering springs.



14 Yep, that one is dead. The chromed shaft was pushed in very easily with little resistance and did not rebound. It should be hard work to push the shaft down and it must always return fully.



15 The spring was given a clean up on the rusty areas with both a wire brush in a bench grinder and also coarse wet and dry before being painted satin black. Ideally, tatty springs should be replaced and new ones from GSF are not dear - its Lesjofors spring range is extensive.



16 The new Monroe dampers go one better over the marks on the BMW (Sachs) originals. They have a welded on plate with a protruding tag that slots into the hub slot. Note that the Monroe part numbers end in L or R for left and right.



17 Reassembly is simple enough, but you must only torque the damper top nut and the suspension arm to subframe nut and bolt with the car on the ground or the suspension at normal ride height. I used a jack to raise the suspension. To re-tighten the steering arm nut (65Nm) you may have to hold the ball pin with a Torx of Allen socket as seen here.



Tel: +44 (0) 1932 787100 Fax: +44 1932 782725









New genuine BMW original equipment and aftermarket Classic BMW Parts and accessories Worldwide shipping

www.jaymic.com

T: +44 (0)1263 768768 E: bmw@jaymic.com NR11 7NY UK

Classic Power For Classic Cars



Email: sales@webcon.co.uk Web: www.webcon.co.uk | www.facebook.com/webconuk



Welcome to BMW Car magazine's fleet of vehicles... Here we share the trials and tribulations - both good and bad of running a range of BMWs in the real world...



Jason Dodd







1989 E30 318i SE



















Bob Harper



E61 530i SE Touring









Rob Richardson 1973 2002

Grounded?

Rob's feeling like a live wire this month...

"Did the earth move for you Nancy?" Mick Hucknall questioned in the 1985 Simply Red cover of "Money's too tight"; a song about financial turmoil which, in one sense is relatable when owning any classic car, but more applicable to my current situation was reference to "movement of the earth"... though not in the way Nancy was being questioned about. No, I mean good old electrical ground.

I've been using the car lots and the miles have been plentiful and fault free, so despite my contempt for electricals I can forgive the car a minor earth problem which manifested itself in the cluster. specifically causing erratic fuel and temperature gauges. While they still worked sufficiently to give me the information I needed, they had started to flicker and ping around; a common fault that comes to all E10s with time, a rite of passage almost. Thankfully, it's an easy fix.

There are a few earth points around the car that can influence this if they're crusted up with time in service and less that perfectly clean: the first is on the inner wing by the voltage regulator. I knew this was okay as I'd replaced the voltage reg and cleaned/ remade it at the same time. The second is in the boot which likewise I'd cleaned and remade when I fitted the fuel pump, so the last suspect was in the cluster itself. The printed circuit boards breakdown over time and the earth goes bad. The simple solution is to build an earth harness off the existing earth points and add a new earth directly to the body. A simple job with the cluster out which is also remarkably easy having survived ten minutes upside down in the driver's footwell disconnecting the speedo, harness and removing the two knurled fixings that hold it in. I tied the new earth harness into an existing under-dash earth point which I also refreshed. With the cluster out I cleaned it up including the dial glass and the circuit boards, removing decades of fluff and no doubt worse. With it back in the car it was back to driving and proof of the pudding:

success. Rock solid gauges. Lovely job.

After that little afternoon project, the rest of my month has been spent enjoying the car in the sunshine. Trips have included coffee in Morton-In-Marsh as always, but while in the 'Walds venturing a little further south to Bibury and the Classic Motor Hub. They have an Abarth 1000TC Corsa in, one of my all-time favourite cars, so I had to go and see it. That and it's a lovely leg stretch through some fantastic scenery. They also do good coffee; when I call my '02 a "café racer" I really do mean it! Another good jaunt was down to Bicester Heritage for the inaugural "We are Scramblers" meeting. It was a hot hatch theme though all were welcome and the '02 found a nice spot out of the limelight by the old fire section building. The car certainly wasn't on show but got a huge amount of attention to my surprise and I had some great conversations with other enthusiasts. Lalso made friends with an old '70s touring car rival

in the shape of a Dolly Sprint that parked up next to me... I thought they looked quite good together.

What's next? Well, touching some wood, nothing on the horizon mechanically but the paint shop is now booked to take care of the driver's side. It has some dinks from the previous owner storing the car, plus some cracking to the paint where I've rolled the arches. Curiously the rear quarter panel on that side is also a slightly different shade of silver; there's probably a story, but I'd rather not know, it and my paint man is a wizard so will deal with it and have it back good as new. But that's not until the end of August/early September so until then, more adventures...and coffee. Lots of coffee.

Rob Richardson





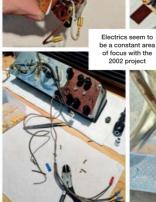














Bumper Cars

It's been a little bit of a bumpy ride for the Harper fleet this month...



Nothing earth shattering this month for the Harper fleet, but there have been a couple of trips away, some niggles, some repairs and a dealer visit. Let's start off with Mrs H's X3 which, incidentally, now seems to be my job to write about - it's hard to get the staff these days!

The X3's first task since the last report was to ferry some of the Harper clan up to Scotland for a half term break. There was some debate as to whether we should

go in the E61 as Mrs H reckoned she didn't want the dog swimming in lochs and then leaving that delightful wet dog smell in the car, but given I still had work to do on the laptop in the car on the way up I managed to persuade her to take the diesel SUV so she could do some of the driving. As usual the X3 made light work of the slog up to Scotland, proving refined and smooth on the motorways which certainly aided my typing. As Mrs H's right foot seems to

be rather lighter than mine it also returned over 40mpg which wasn't too bad either.

I did take the dog for lots of long country walks up in Scotland and he managed to find every peaty bog he could in order to get the X3 as dirty as possible. He also sampled a couple of lochs, but he soon realised they were rather cooler than the London ponds he's used to and emerged shivering so decided to stick to the peaty bogs much to Mrs H's delight.



Once we were back in London it was time to drop the X3 into the dealer to have a brake fluid change carried out and for some investigation into the inoperative park distance control. In case you didn't see an earlier report the X3's PDC had effectively failed with a 'No parking assistance' warning flashing up on the iDrive screen every time reverse was selected. Stephen James in Bromley carried out the necessary work and I was impressed with the emailed video that was sent to us highlighting the fault with the PDC. The technician traced the fault to the nearside rear sensor, but when he swapped it for the offside rear item the fault was still there on the nearside rear which led him to believe it was a wiring fault.

Once he'd partially dismantled the rear bumper he discovered there was a wiring fault caused by someone bumping into the back of the car. Behind the rear bumper is a horizontal piece of metal that acts as a crash bar and the bumper had been pushed into this as evidenced by a vertical slash on the inside of the bumper that corresponded exactly with where the wiring was damaged. It's been neatly











In association with



F25 X3 xDrive20d SE

TOTAL MILEAGE: 60,043 MPG THIS MONTH: 39.7 COST THIS MONTH: £180 (brake fluid and PDC repair)





E3 3.0L

YEAR: 1976

MILEAGE THIS MONTH: 4 TOTAL MILEAGE: 11,697 MPG THIS MONTH: 0 COST THIS MONTH: £ Nil



E61 530i SE During YEAR: 2006 MILEAGE THIS MONTH: 561

TOTAL MILEAGE: 70.524 MPG THIS MONTH: 22.7 COST THIS MONTH: £ Nil

repaired and it's certainly nice to have the PDC operational again as parking in our tightly packed street has been a bit stressful without it as it's difficult to gauge where the X3's rump ends from the driver's seat. I'm not sure whether I'm more surprised by the fact that the exterior of the bumper looks undamaged or more annoyed that BMW decided to run the PDC wiring where it could easily become damaged by this sort of slow speed impact.

There have also been some bumper shenanigans with the E3 as my neighbours, or their visitors, or the plethora of builders who are currently camped out on projects in our road, must have broken PDC systems as they seem to be magnetically attracted to the E3's front bumper. The bumper horns do stick out a little and these seem. to take the brunt of the attacks which had ended up with a slightly twisted bumper that had also been pushed out of their brackets which are fitted to the front wings.

Armed with a selection of spanners and sockets I managed to wrestle the bumper away from its brackets and I was somewhat delighted that none of the nuts and bolts were rusted solid and that it was a relatively simple

operation. It would have been easier if I had smaller fingers but even for a ham-fisted lump like me the bumper removal was straightforward. A bit of twisting of the bumper and adjustments to the inside face of the fixings saw it looking rather better and with the help of my son I managed to get it back on the car and fairly well aligned. Certainly better than it looked before.

Once I'd done the bumper I decided to double check that the boot was no longer leaking after I'd replaced the boot seal and after I'd wrestled the carpet and the boot boards out I was somewhat dismayed to discover that if anything there was more water sitting in the spare wheel well than there had been before. The new seal is very tight to the bootlid so I reckoned it couldn't be that so I stripped out a little more trim to examine the rear light clusters to see if they were the cause of the leak.

They both looked well sealed and dry and it was only then that it dawned on me to check the aerial... sure enough, pouring a jug of water over it saw a torrent of water entering the boot. I took it off and tried repositioning it, but no matter how many times I

tried I just couldn't get a decent seal. Eventually I removed it and fitted a blanking plate for the time being. The radio in the car has DAB which doesn't use the electric aerial to get its signal so I can use that if necessary, but to be honest most of the time I tend to stream music over Bluetooth anyway so for the time being having a disconnected electric aerial won't be too much of a problem. I was more annoved that I didn't consider the aerial as a possible source of the water ingress in the first place as it's quite probable that the original boot seal was still doing its job. Live and learn, eh?

The 530i has had a relatively quiet time of it recently, although a weekend away with friends in North Norfolk did see it being pressed into service - Mrs H had had the inside of the X3 cleaned and fumigated after the Scottish trip so I don't think she wanted the wet dog back in it any time soon. The mileometer tripped over the 70,000-mile mark on the journey which means I've only managed to cover around 15k miles in the four years that I've owned it. Must try harder to get out and about a bit more!

Bob Harper







Andrew Everett 1994 E36/5 318Ti Compact 1997 E39 528i Auto

Rolling Tally

The ever-evolving Everett fleet welcomes a 5 Series and Compact...

I've always been a sucker for a cheap banger, and the offer of a 1997 E39 528i Auto with five months MoT and four recent Yokohamas for a virtually 'just take it away' price seemed like a deal, especially when it's a two owner car that has been looked after.

The 150-mile drive home however was what you might call 'interesting' and one that makes you think 'what the hell am I doing with this sort of thing at my age?' The car itself drove quite well although I did detect a hum from a front wheel bearing, not surprising after 213,000-miles plus the dampers were pretty tired. I used the cruise control on various roads, and by the time I'd got onto the M40 I was ready to engage cruise again... and of course it didn't work. I would have checked the time but the clock had stopped working and

so had the radio. Oh, and the interior lights were fading in and out. What the hell am I doing with this sort of thing at my age?

The rain stayed away until Junction 27 on the M1 when the first spots started to land on the screen. A quick flick wash wipe? Absolutely nothing. Whoops. By leaving it on, the wipers would occasionally sort of do something but I had to do the last 15-miles in light rain without the benefit of working wipers. Oh yes; what the hell am I doing with this sort of thing at my age?

I Googled the fault and it looked to be the usual E39 ignition switch problem - but the wipers? The following day I was at the workshop inspecting the wiper relay. This caramel coloured unit lives in the ECU box underneath the nearside pollen filter housing and early cars used a relay with the part number

61368364501. It was replaced with a later, identical looking relay with the number 61368364505 and the wipers have worked fine so far. I keep another relay on board and coated the screen in Rain-X however, just in case.

Petrol É39s have rather valuable catalytic converters that are very easy to steal when you're a toerag with a pipe cutter. To that end, I contacted BM Catalysts in Mansfield who manufacture and donated a much cheaper ceramic unit that is worthless to converter thieves and this was fitted before the car was pressed into service. With the exhaust removed, I seam welded the new converters on for a perfect joint, I planned on keeping the originals 'just in case' until I learned the actual value of them, i.e lots. Well, this car is not a long term keeper and it's one big failure away from Valhalla.

On the parts front, febi Bilstein donated some lovely free bits including an ignition switch - it's easily replaced and this seemed to work from the off but longer term we'll see if that cures the problem. Also in the febi box was a service kit plus a wheel bearing. The old air filter and pollen cabin filters

were grotty and I had all three replaced in less than five minutes.

However, replacing all four dampers with new ones donated by GSF was a long winded, daylong swear fest. After all those miles, the driver's front and passenger rear units were well and truly shot but like most tired E39 struts they weren't leaking. Still, with the humming wheel bearing and dampers replaced it drives like an E39 should, unremarkable by 2021 standards but perfectly pleasant.

The E32 730i has been taxed and MoT'd since I last reported on it. The MoT was achieved with nary an advisory since I spent some coins on it last year - I had the complete passenger side repainted to deal with a slight colour mismatch between the rear wing and the door, it's just easier to paint the whole side and be done with it. The Style 3 wheels were refurbished (last done in 2012) as it proved impossible to colour match new centre caps to the wheels. I replaced every single rubber fuel hose with new stuff from BMW - I was fed up with trying to find proper ethanol resistant stuff and



most of its wasn't much cheaper than what BMW asked for three metres. Whilst under there I released the brake pipes from the plastic holders to be cleaned up and smeared in grease - after 32-years, every one of its factory fitted brake pipes is still fitted.

Last but not least, the 1994 318Ti Compact. In the face of a project car for another mag being savagely unreliable it ended up being used through winter and it was only on a Cadwell Park trackday in June that I realised how tatty it had become. One of the steel fuel tank retaining straps breaking on the way back forced my hand to sort it out. Those benevolent BMW folk wanted over £150 for two new ones (good luck) so a pair of stainless steel E46 ones were bought for a fiver and were cut and seam welded to the correct length. The passenger front wing and the rear quarter up to the waistline were repainted, the BBS 16-inch alloys powder coated and for the first time in four years, I actually took a clay bar and a polishing mop to the poor thing - the results speak for themselves.

Andrew Everett





Below left: Compact's fuel tank retaining strap was replaced. Left: BBS alloys have been freshly powder coated too.



COST THIS MONTH: £400



MILEAGE THIS MONTH: 350 MPG THIS MONTH: 28 COST THIS MONTH: 0





HOW TO BUY YOUR SUBSCRIPTION OFFER 1. DIGITAL EDITION: SHOP.KELSEY.CO.UK/BMC202 OFFER 2. PRINT EDITION: COMPLETE THE ORDER FORM BELOW

YES! I WOULD LIKE TO SUBSCRIBE TO BMWCAR MAGAZINE YOUR DETAILS

Mrs/Ms/Miss/Mr Forename Post / Zip code .. Country..... Davtime phone Mobile IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW Mrs/Ms/Miss/Mr Forename

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us Email Post Phone Text Message. We will not pass your details onto third party companies.

Daytime phone Mobile .

BEST UK DEAL • SAVE 20% • BEST UK DEAL • SAVE 20%

I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £23.99 FOR MY FIRST 6 ISSUES (SAVING 20%). I UNDERSTAND THAT MY SUBSCRIPTION WILL CONTINUE AT THE SAME LOW RATE WITH PAYMENTS TAKEN EVERY 6 MONTHS - UNLESS I WRITE TO TELL YOU OTHERWISE. Instructions to your Bank or Building Society to pay by Direct Debit Name of Bank

Sort code Account number

Direct Debits from the account detailed in this instruction are subject Originator's Id number to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so,

details will be passed electronically to my Bank or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

8 3 7 3 8 3

UK 12 issues (one year) - £58 EUROPE / NORTH AMERICA: 12 issues (one year) - £70.20 REST OF WORLD: 12 issues (one year) - £76.50 I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account) ☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number Security number

Signature Date UK ONLY: PLEASE SEND COMPLETED FORM TO:

Valid from / Expiry date /

FREEPOST RTKZ-HYRL-CCZX, BMWCar, Kelsey Publishing Ltd. The Granary, Downs Court, Yalding Hill, Yalding, Kent. ME18 6AL

INTERNATIONAL ONLY: PLEASE SEND COMPLETED FORM TO:

BMWCar, Kelsey Publishing Ltd. The Granary, Downs Court, Yalding Hill, Yalding, Kent. ME18 6AL

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST) Γ INTERNATIONAL ONLY PLEASE CALL: 0044~(0)1959~543~747

YOUR EXCLUSIVE **SUBSCRIPTION** OFFERS TO

wcor

the ultimate BMW magazine

- Never miss an issue
- Free delivery
- Exclusive content
- Great savings

OFFER 1. DIGITAL EDITION

12 ISSUES FOR £37.99



DIGITAL & PRINT EDITION

6 ISSUES FOR £30.99

TO SUBSCRIBE DIGITALLY

VISIT: SHOP.KELSEY.CO.UK/BMC2021

SUBSCRIBE TODAY

OFFER 2. UK PRINT EDITION

6 ISSUES FOR £23.99





*UK Direct Debit print offer only

VISIT SHOP.KELSEY.CO.UK/BMC2021

OR CALL OUR SUBSCRIPTIONS TEAM ON **01959 543 747**& QUOTE OFFER **CODE BMC2021**HOTLINE OPEN: **MON - FRI 8.30AM - 5.30PM**

TroubleShooter

We look at the common issues concerning the E84 X1 - here are the essentials that you need to know...

Words & Photography: Andrew Everett

he original E84 X1, as launched in 2009, was a hard car to justify when new, I should know, I had the unenviable task of trying to sell them at a BMW dealer I worked at. They were hard work because they were both expensive and, let's face it, ugly. But time is a great healer when combined with depreciation and what was considered a joke at £26k-plus (almost X3 money) becomes more palatable once they're a quarter of that. They're actually not bad cars. They drive well, have a good driving position, are easy to get in and out of and they're practical, being just an E91 3 Series Touring on stilts - no, it's not based on the 1 Series, although much of the componentry is the same. To counter that we have some of the usual reliability issues that afflict older BMWs and none of them are cheap to put right.

The F84 was launched with a choice of X

Drive and S Drive, the latter being rear-drive only. Engine choices were the N47 2.0d in both 18d and 20d versions with 141 or 175hp. There was also a 23d with the twin turbo N47 and 201hp as an X Drive only. It wasn't until 2012, around the time of the 2013 model year facelift, that a petrol engine was offered in the UK. BMW had built a right-hand drive 2.0i version of the X3 and UK buyers just didn't want to know so they weren't doing that again. In LHD markets though you could have a 1.6 turbo N20, an N46 2.0, an N52 3.0 or an N55 3-litre turbo with 300hp.

The 2013 facelift came and went, not that it did much for the styling. Revised headlights. rear lights and mirrors plus some new wheel designs and the eight-speed automatic box went along with a revised centre console, new seat trim and steering wheel design to bring the car into line with the new F30 3 Series and F20 1 Series. Efficient Dynamics versions as well as electric power steering were phased in.

The last E84 was built in 2015 whereupon it was replaced by the new version - a mini-X3 based on the MINI platform that is front-wheel drive with the RWD bits tacked on. The E84 sold steadily but never really hit the spot in the UK, massively outsold by cars like the Nissan Juke, Qashqai and Toyota RAV4. When a 18d S Drive started at £26,000 and a base Qashqai started at £15,000, the BMW badge was just being pushed too far.

As for buying one, we'd avoid the cheap ones unless you have solid proof that the timing chain has been replaced and to a lesser extent that it's had a front diff rebuild. The X1 hasn't been a bad car but the oldest ones are getting on now and the days when cars could shrug off 150,000-miles seem to have gone. Buy with your head.



ROUBLE SHOOTER

N47 **Timing** Chains

Well, if it has one of these engines then the timing chain is going to be the monkey on your back unless the car is low mileage or it has already been done. Some engine are in trouble at 70k, others do twice that. To replace it all is a £1000 iob



and on X Drive cars it's easier to take the engine out. The N47 never threw off a reputation and they can all fail no matter what year the car. The E84 did not receive the massively better B47 engine either. You could take the view that if it breaks, it breaks and you just have to repair it, but if it writes off the entire engine it suddenly becomes a case where the repair bill is close to what the car cost. A tricky one and with the cheapest £3000 cars normally having 150,000-miles or more on the clock, well...

High Pressure Diesel Pump

This isn't as much of a problem as you might think but it's still a pretty expensive fix. The plunger roller in the pump starts to eat through the case hardening on the pump rotor and millions of steel particles get fed through the fuel system, writing off the injectors and

ending up back in the tank before being sucked through and doing it all again. A main dealer repair costs four figures (starting with a five) and a repair using good used parts and thoroughly cleaning out the tank (a magnet dunked in the fuel collects most of the bits) costs about a grand. The first you know of this is when the car starts to lose power and run roughly and by then it's too late



Front Differential

Thankfully the X1 wasn't foisted with the small 1/3 Series-type diff (even on the 2.0 petrol) and that means the rear diff is pretty much unbreakable and they very rarely fail. The front diff however most certainly does. Noisy bearings are the first sign of trouble and they can just let go altogether. A good used one is £500 and some gearbox and diff specialists can rebuild a noisy one if it hasn't gone bang. A new one is thousands so don't go there. Unlike the rear diffs on 1 Series cars, X1 front diff bearing kits were quite hard to find but are now available online for around £160.



ABS Trigger Rings

A less expensive fault compared to the previous three but a common one nevertheless Like the 1 and 3 Series, the alloy trigger rings are pressed onto the steel outer CV



joint and it rusts, the resulting corrosion

bulges the trigger ring outwards until it either splits or damages the ABS sensor. If the CV joint hasn't seized into the rear hub with rust then it's about two-hours per side to remove the driveshaft, clean it up and fit a new ring before refitting it. X1 driveshafts are of course unique so you can't just buy a £40 shaft for an E90 and bang that on. But trigger rings are cheap enough so it's not too dear to have the job done properly and really cheap to do it yourself.

N20 Petrol Engine

The UK didn't get the N46 - that was fitted to cars for markets like the USA where the dreaded N43 would not meet emissions regulations. Call that a dodged bullet. We did get the N20 though on the ultra rare petrol cars, so rare that of the hundreds of E84's on Auto Trader, only one is a petrol. The N20 does have timing chain problems but unlike the N47 where half the car has to come apart, the front mounted chain is much easier to replace and can be done in a day by a decent garage. The sump has to come off though as it's essential to replace the oil pump chain. There have been instances of excessive crank end float but that's not so common and overall, the N20 is a decent engine. Turbos and injectors are all pretty reliable and the X1 goes well with this unit.

Interior Trim

The E84, like the original E83 X3, was not renowned for its interior plastics and a lot of them can look and feel pretty average now. Rattles and squeaks are quite common and it's not just early ones either - look online and you'll find that even the later ones could be beset with such



issues at just a few months old. The more common noises are a light knocking noise from the screen pillars, creaks and rattles from the dash, the top of both front doors, rattles and thumps from the boot area as well as creaks from the leather seats. A lot of them will have been put right under warranty but if you're expecting the solidity of an old E46 Touring then you might be a bit let down.

Suspension, steering and brakes

There are no notable dramas here as it's basically all tried and tested E90 stuff. That means worn front dampers after 100,000-miles with the rear ones not far behind. Bushes



and balljoints are very long lived but beware rusty rear subframes on early cars that have lived in a harsh climate. Power steering racks rarely fail, both the hydraulic type and the later EPS (electric power steering) types that have a big motor bolted to them.

The brakes are also guite good with just the usual discs, pads and occasional seized rear calliper. ABS control units are good and don't often fail and we mentioned the rear ABS trigger rings earlier.

Transfer Box Noise

This is quite a common problem, but it is normally caused by having rubbish. worn or mismatched tyres. The X1 is very sensitive to this - compare the overall diameter of a new tyre and the same one with 2 or 3mm of tread left and it's very noticeable. If you have new rear tyres and worn fronts (or vice versa) then the axle with the worn tyres is trying to turn faster than the other. That just puts strain on the transfer box and it does them no good at all. So, when you're replacing a tyre or two it's worth looking at the rest - a pity they were runflats on these cars as they're not cheap. A conversion to four new moderately priced quality non-runflat tyres (such as Kumhos) and carrying a spare in the back might work out better long term. Changing the diff and transfer box oil every 40,000miles is an excellent idea



Manual Gearboxes

These have been a bit so-so. The six-speed GS6 17DG box as fitted to the 18d and 20d can lose first gear, the GS6 37DZ about the same and the GS6-45DZ fitted to the 20d is similar to the box used on the E90 320d Efficient Dynamics and F10 520d and that can lose reverse gear as well as first. Of the two, the 45DZ is worse and what's more, you can only just buy bits for a repair they're expensive to fix as well.

Used gearboxes are quite easy to obtain for the S Drive 18d but X Drive stuff is pricey at anywhere from £700 upwards.



Other considerations

The 20d X1s will have swirl flaps in the manifold whilst 18d models do not. To make up for that, the 18d N47 has all-steel diesel injectors that can seize into the head quite spectacularly. Dual mass flywheels can be rattling merrily by 70k but most do 100k. DPF problems - a failure to regenerate - can often be traced back to a faulty glow plug controller and/or EGR and coolant thermostats needing replacement. Like the E90 and 1 Series, the drain/vent in the base of the ECU box needs to be kept clean as well as the body drain in the bulkhead below - hose all the dead leaves and detritus so that rain water can escape easily. The eight-speed ZF automatic fitted to the facelift cars

is a good unit and has proven more reliable than the six-speed, not that the older unit has been bad because it too has been a good.





FOLDING

FIAT 500C

and get a



TENG TOOLS 6pc SCREWDRIVER SET

worth £51.48* when you subscribe to CAR MECHANICS



C IIIIII

WORKSHOP

2.0 TDCi service

BUYING USED

Porsche

DIAGNOSTICS

Visit: shop.kelsey.co.uk/CMETENG21H

Or call: 01959 543 747 and quote CMETENG21H

Hotlines open: Monday-Friday 8.30am-5.30pm. Calls are charged at your standard network rate

Overseas and other offers available at shop, kelsev, co.uk/CME

Full terms and conditions can be found at shop.kelsey.co.uk/terms **Offer applies to UK subscribers only when paying by direct debit. *RRP of Screwdriver Set. Gift is subject to availability. Offer ends December 31st 2021. Please allow 28 days for delivery of gift. You can cancel your subscription at any time and no further payments will be taken.

Back Issues

Complete your collection...



Cover Story: E36 and E46 M3 Cabriolets go head-to-head Inside: M535i, E61 545i/550i Touring, G12 740Li, E70 X5



Cover Story: Z3 versus Z4 Inside: 840Ci versus 850CSi, E70 X5 M, E46 330i, E93 335i, F32 435i, 545e xDrive driven



Cover Story: 15 classic BMW buys: 1970s-1990s... Inside: M2 CS meets siblings, E46 Alpina B3 3.3, E39 at 25



JANUARY 2021 Cover Story: E30 325i Inside: Birds 340i Touring, E93 M3 Convertible, BMW 1M coupé, 128ti driven



Cover Story: 2002tii Inside: Alpina B3 Touring drive, E36/5 Compact, Classic buys: 850 Vs M3, M440i drive



Cover Story: E46 M3 vs E92 335i Inside: 3.0 CSL, Z1 trio, E34 5 Series, E39 5 Series, X1 drive



Cover Story: E30 M3 Inside: E30 M3 collection: race, rally and road, £5k BMW Buys, E38 7 Series, 4 Series driven



Cover Story: E36 at 30 Inside: F15 X5 vs F16 X6, Frank Sytner interview, E39 5 Series Champagne, E30 325i Sport



Cover Story: E36 M3 track car & Compact rally car driven Inside: E39 M5 vs M635CSi, E30 325i Touring, Z4 3.0



Cover Story: 2002Tii at 50 Inside: F40 128ti meets E46/5 Compact ti, E30 M3 racer, E39 530i, E46 330Cd, G30 530e



Cover Story: E36 Alpina B2.5 Inside: Neue Klasse at 60, E53 X5, E38 7 Series, modified F80 M3, F86 X6M



Cover Story: £15k BMW Buys Inside: E46 M3 Cabriolet, F31 335d Touring, E24 635CSi racer, F25 X3, F90 M5 CS First Drive

TO ORDER YOUR BACK ISSUES CALL 01959 543 747 TODAY! OR VISIT shop.kelsey.co.uk/issue/BMC

Reader's Rides

Andrew Price's F20 1 Series 116d SE

he 1 Series is a popular daily driver with readers of BMW Car, and with good reason! The accomplished F20 generation represents a bit of bargain these days and good examples are pretty plentiful on the used market - depending which model you fancy of course.

Andy was searching for an M Sport variant when he purchased this F20 in 2019, but when this SE model came up at a good price it was too good to miss - he made it his own then set about making a few little changes.

"My first job was to swap the chrome grills to black, which improved the looks straight away," we're told. "Then came the tinted windows which was another massive improvement.

Keen to continue his colour theme of black-on-black. next Andy invested in a set of darkened, dynamic, wing mirror indicator repeaters to ensure the front of the car was a dark, chrome-less, affair.

"On the lighting front I changed the daylight running lights to LEDs, and also the number plate lights, too," Andy recalled. "They're lots better than the standard bulbs."

Brand new wheel caps - the ones fitted had faded - were the final item on Andy's shopping list. With the subtle changes Andy has made to this car, and his cherished number plate hiding its true year of birth nicely, he's served to modernise this 1 Series to his tastes. Andy's next car will be either a 3 or 4 Series, and yes, you guessed it - an M Sport model is on his wish list!







We want your car!

Want to see your BMW in print? Email us a handful of high resolution images of your car alongside a 100-200 description in your own words - we want to know why you bought it and what you think of it! We'll do the rest in our Reader's Rides page.

Email your entry to: bmwcar.ed@kelsey.co.uk



MOTORFREE ADS

TO ADVERTISE VISIT WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS >

BMW 3 SERIES



1998, 58856 miles, £6,500. Future Classic, Super investment with increasing value in exceptional condition, one Lady Owner suppled by Millcars BMW. Finished in Morea Metallic Green with Full Beige Leather Interior. Full Service History with Service Book and Invoices, Previous MOT's with HPI Certificate, 5 Speed Automatic Gearbox, Folding Rear Seat Backrest. Electric Tilt and Slide Sunroof, On Board Computer, ABS with Automatic Stability Control, Duel Climate Air Conditioning, and more. Please call 07976398044, East of England.

BMW 3 SERIES



1989, 74412 miles, Guide price: from £6,500 to £7,500. 320i Convertible (E30), White (Cat C), Petrol, Manual, 1990cc. Original bill of sale for £19,777 in May 1989 from Cronk BMW of Redhill. Two previous keepers, current owner since 2017. Original book pack including hand books. Subject to an insurance claim in 2016. New soft top in 2014. Create an account and Bid online on the Hobbs Parker website. Auction date - 28th and 29th July, Viewing from the 26th July. Please call 01233506266, South East. (T)

BMW 320



2003, 106000 miles, £1,650. 320i SE Touring. Rare, full service history, Japanrot red, manual, cloth interior, auto climate, tow bar electrics, two previous owners, new front disks, unused fitted mats, torch and toolkit. Please call 07971 174328, Scotland.

BMW 328I



1996, 150.000 miles, POA. All original mint condition inside and out and underbody fully stamped. BMW and local documented history, owned and enjoyed for 16 years with all invoices. Very rare based upon factory spec left hand drive body with bill sheet, M-Tec sport suspension supplied and fitted by BMW dealer. Sport mode exhaust system, extra wide wheels, pipped interior, one touch locking system, appreciated in value, classic collectable, MoT Jan 2022. Please call 07903805145, East of England.

BMW 330



86000 miles, £12,995. Rare low mileage Alpina B3 3.3 Convertible. Factory removable hardtop. Alpina Factory made car #117, a full spec B3 3.3 convertible with full service history and old mots etc. Finished in Estoril blue with grey leather electric heated seats. Blue electric hood, climate control, cruise control, wind deflector, etc. Superb condition, one of a very few made. Moted until 26/02/2022 just 168 miles in the last year. Please call 01932 241843, South East. (T)

BMW 330



2002, £6,995. Titan silver with full black leather and Alu Black Cube interior mouldings, anthracite headlining, high gloss Shadowline, automatic transmission, dynamic stability control, sports suspension settings, alarm system, M Sports package II, warning triangle and first aid kit, interior mirror with auto dip, smoker package, electric memory front seats, front armrest, sports seats, rear centre headrest with three point seat belt, headlight cleaning system, park distance control (rear), and more. Please call 07711645465, South East. (T)

BMW 2800



1970, £45,995. 2800 Coupe Sports automatic. A beautiful looking car that is equally impressive to drive. The attention to detail on this car is excellent throughout. A fantastic car that will not disappoint. Please call 01944 758000, Yorkshire and the Humber.

107585

BMW 635



1989, 121441 miles, Guide price: from £10,000 to £12,000. 635 CSI Auto, Diamond Black, Petrol, 3430cc. Current local owner since 2003, four previous keepers, comprehensive history file. Original BBS TRX wheels with tyres included in sale. UNDERGOING CHERISHED NUMBER TRANSFER. LOGBOOK TO FOLLOW. To bid online please create an account on the Hobbs Parker website. Auction 28/29th July. Viewing from the 26th July. Please call 01233506266, South East. (T)

BMW ALPINA



2005, £24,995. A very rare and powerful Alpina B5 with just 3 owners. In fantastic condition throughout, with no dents or scratches just very minor stone chips to the leading edge of the bonnet, the alloys are almost perfect and recently refurbished, the interior is beautiful with no rips, tears or marks. There is no rust anywhere on the car and the headlamps are clear. Please call 07711645465, South East. (T)

109008

BMW ISETTA



1963. Auction date 28/29th July. To bid online please create an account on the Hobbs Parker website. Viewing available from the 26th July. Please call 01233506266, South East. (T)

108952

BMW M



1985, 870 miles, P0A. Alpine white with black Merino leather and Alcantara. One of 200 edition cars produced. Please call 02083485151, Greater London.

108370

BMW M5



2000, 37100 miles, £47,995. Le Mans blue metallic with black/blue leather. 6-speed manual transmission. Please call 02083485151, Greater London. 108371

BMW X6 M



2011, 24000 miles, £29,995. Titanium silver with black Nevada leather interior. Please call 02083485151, Greater London.

BMW Z3



2000, 19584 miles, £14,995. Straight Six. Topas Blue with Black trim. Auto. 1 Previous owner. Owned from new and used as a second car. In the last 6 years the car has only covered just over a 1k miles. Drives like new. Please call 01636812700, East Midlands.

BMW Z3



1 999, 43000 miles, £24,995. Z3 M, 3.2 convertible, two door petrol, manual. In near faultless condition. Silver coach work with black and red leather interior. Great spec. Please call 01623 411476, East Midlands.

BMW Z4



2006,£14,750. A beautiful Montego Blue Z4 coupe in fantastic condition. Please call 07711645465, South East. (T) 109788

NEXT ISSUE ON SALE:

24 SEPTEMBER 2021

Pre-order your copy at shop.kelsey.co.uk

WHAT'S INSIDE THE NOVEMBER 2021 ISSUE?

- Believe it or not it's now 10-years since the F30 generation 3 Series arrived in our lives. We delve deep into the model to reveal everything there is to know...
- As the latest James Bond film hits our cinema screens we revisit the E38 7 Series from *Tomorrow Never Dies* to pay tribute to one of 007's most underrated cars.
- We meet an F13 M6 that has received a few choice upgrades making it quite the driver's car.
- The E30 Touring is a favourite with enthusiasts we examine a 320i that has been the subject of a full restoration.
- Has the G80 M3 and G82 M4 grown on the naysayers yet? Perhaps it's time we found out...
- How is the rare and highly regarded BMW Z8 fairing on the open market?
 We find out in our regular Market Watch analysis.





SINGLE PRINT ISSUES ONLY £5.50

Receive the print version of BMW Car magazine for just £5.50 per issue. Including free delivery and a free digital version! Visit: shop.kelsey.co.uk/issue/BMC

FREE DELIVERY!

Can't get to the shops? Have single issues of BMW Car delivered to your door free! Visit: shop.kelsey.co.uk



PARTS • MECHANICALS • BODYWORK • PAINT • TUNING

M-STYLE | UNIT 1 NORTHGATE PARK | COLLIER ROW ROAD | ROMFORD | RM5 2BG





Follow us @ MSTYLEUK • 020 8598 9115 • www.mstyle.co.uk



TUNING



BRAKES



WHELS & TYRES



EXHAUSTS



PESTORATION



SUSPENSION



PAII

FITTING SERVICE AVAILABLE ON ALL PARTS AND EQUIPMENT

THOUSANDS OF PARTS LISTED ONLINE TO SUIT YOUR EVERY NEED



Learn more at BMW.co.uk/GenuineParts

Why compromise on perfection?