



PRACTICAL-SIZE PACKAGE OF COMFORT, SAFETY, ECONOMY



BAYERISCHE MOTOREN WERKE makes a rarely violated habit of turning out superior automobiles. They missed with their first one, a 1928 copy of the English Austin, and then resoundingly again with a booby-hatch on wheels called the Isetta, but in between there has been a gratifying string of cars that are, or will become, collector's items.

The 1800-TI, or Turismo Internazionale, we feel, is one such car that is destined to be treasured by its owner long after a useful lifetime as measured by Detroit standards. For less than \$4000, one may drive off in an adequately sized and powered car that need bow to none at any price in its attention to detail and standard of finish, both inside and out. There are faster cars and better-looking cars, but these plusses, were they provided by BMW, would compromise the basic design premise of transporting four adults as comfortably, safely and economically as possible from one place to another.

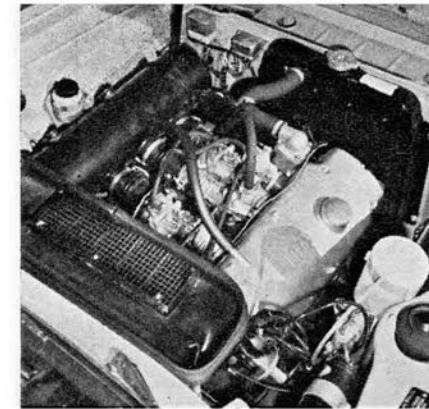
Although a measurable element of fun is built into it to the extent that it is a formidable contender in the new sport of sedan racing, the 1800-TI is primarily a family car. We achieved a cruising economy consistently over 20 mpg, and the disc-and-drum brake combination will stop the car from 60 mph in 160 feet.

A 0-60-mph time of 12.4 seconds doesn't lay a trail of rubber, but it is adequate. In fact, it is better than that which can be produced by any standard Detroit 6, and the BMW has only four cylinders. It is one of the few 4-cylinder cars on the market today that will top 100 mph with ease, and

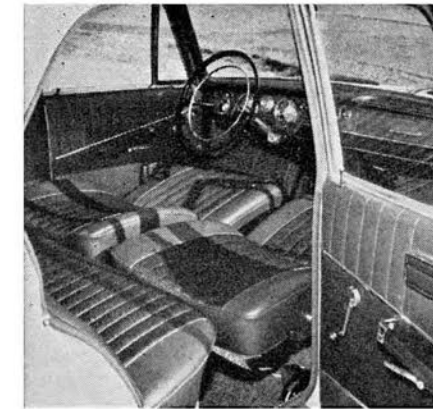
probably the only one to do this with a full 4-door sedan body in stock form. While none of these individual figures marks any sort of a record for our recent road tests, collectively they do. For example, the 1800-TI is only .1 second slower and 1 mph faster than the Porsche 912 in the standing quarter.

The heart of the reason lies in the well finished, canted ohc powerplant that differs from the more sedate but still potent standard 1800 unit only by the addition of a second Solex twin-venturi carburetor and a boost in compression ratio to 9.5 to 1. This adds 22 hp for a total of 124, and a little slide-rule juggling will prove that BMW has either worked some witchcraft in getting power to the wheels or, more likely, this rating is so conservative that it is meaningless. Actually, it is probably a combination of the latter plus the fact that the 1800-TI weighs only 94 pounds more than the much smaller Porsche at the curb.

Whether as passenger or driver, the seating position is reminiscent of the old Chrysler "chair-height" design. You don't need too much leg room to be comfortable. The instruments, mounted in solid, not veneered, wood are complete except for an ammeter. On the TI model, an 8000-rpm tach (the warning starts at 6000 rpm) takes the place of a clock directly in front of the driver. The latter is moved over to a formerly blank spot in the right-hand cluster, giving the impression of full instrumentation without the expensive addition of such marginal sources of information as a vacuum gauge and cylinder-temperature indicator. Full carpet-



Giant air cleaner feeds each barrel of the two Solex carbs separately. Note handy position of distributor, coil and oil fill.



Fully reclining front seats are an expensive (\$203) option, but kit for passenger side only may be purchased separately.



Front or rear, BMW is readily identifiable, and the growing army of U.S. owners keep at each other as VW drivers once did.

PHOTOS BY DARRYL NOREBERG

ing, sill-to-sill upholstery of the doors and chromed seat bases embellish the interior, an area of design where most German quality cars can teach other makers a thing or three.

The steering, with 3½ turns lock-to-lock, is obviously quick and therefore, while finger-light at road speeds, requires some muscle when parking. As you get used to it, you find yourself setting up for a corner rather than milking the car through.

The 4-speed, synchromesh gearbox with floor control is by ZF, and the smooth, short transition between speeds undoubtedly cut a second from our acceleration runs. Someday, someone will combine this with a pushbutton rather than pressure spring detent for reverse, and automatic transmissions will be needed no more.

The front suspension may be loosely described as the MacPherson type with a high-mounted coil enclosing a double-action shock absorber at each wheel. The coils move down at the rear, each mounted on an A-frame that acts as the radius rod. There are universals at each end of the two driving shafts, and the combined assembly avoids the undesirable variable rear-wheel camber that is the subject of the current Corvair lawsuits.

The factory-supplied Boge double-action shocks deserve special mention. Not once, under some fairly severe conditions, were we able to bottom the car, and the usual harmonic rebound found on almost all non-sports cars was absent. Not having heard of Boge and their shock absorbers before, we questioned the BMW people. We learned that this brand is well known as a change-over item in West Germany and does not cost as much as Koni. Here, apparently, is one of those increasingly rare pieces of desirable performance equipment that has not been snapped up for U. S. distribution. Whether they would endure like a Koni we don't know, but at least they did for our 1000 or so test miles.

It may have been a matter of tuning the two Solex gas funnels, but every time we came to a stop that involved any kind of turn, the engine would quit. Other than this, it idled smoothly and was unusually quiet at speed. Even the rather low-ratio 4.22-to-1 axle on the TI didn't make the engine sound too busy.

Our experience with the 1800-TI makes us anxious to try BMW's new 2000-CS, which is just now seeping into this country. This is a much sleeker-looking sport coupe design set to retail for around \$5000. It has a bigger, 1990cc engine that perhaps because of just a slightly lower compression ratio, BMW engineers rate at 120 hp, four under the TI. It weighs 400 pounds more and the top speed (115.6) is 7 mph faster, all of which adds to the confusion of the catalog reader. Another version, the 2000-C, has the 1990cc engine with a single carburetor and a Hydra-Matic supplied by General Motors.

— Don MacDonald

BMW 1800-TI

4-door, 5-passenger sedan

SPECIFICATIONS FROM MANUFACTURER

ENGINE IN TEST CAR: Sohc, canted 4
 Bore and stroke: 3.31 x 3.15 ins.
 Displacement: 108 cu. ins.
 Advertised horsepower: 124 @ 6000 rpm
 Max. torque: 117.8 lbs.-ft. @ 5800 rpm
 Compression ratio: 9.5:1
 Carburetion: 2 double horizontal units
 TRANSMISSION TYPE & FINAL DRIVE RATIO: Fully synchromeshed manual 4-speed, floor-mounted lever. 4.11 rear-axle ratio
 SUSPENSION: 4-wheel independent; MacPherson-type spring axle with torsion-bar stabilizer at front, wheel-positioning links and helical coil springs at rear; tubular shocks at each wheel
 STEERING: ZF-Gemmer with helical gear and roller
 Turning diameter: 31.5 ft., curb to curb
 WHEELS: Steel-disc, 14-in. dia.
 TIRES: 6.00 x 14 tube-type
 BRAKES: Hydraulic; power-assisted discs at front, drums, rear
 Diameter: front, disc 10 35/64 ins.; rear, drum 9 27/32 ins.
 SERVICE:
 Type of fuel recommended: Premium
 Fuel capacity: 14 gals.
 Oil capacity: 4 qts.; with filter, 5 qts.
 Shortest lubrication interval: 3750 mi.
 Oil- and filter-change interval: 3750 mi.
 BODY & FRAME: All-steel unitized, welded to floor unit
 Wheelbase: 100¾ ins.
 Track: front, 52 3/16 ins.; rear, 53¾ ins.
 Overall: length, 177.0 ins.; width, 67¼ ins.; height, 57.0 ins.
 Min. ground clearance: 6.0 ins.
 Usable trunk capacity: 21.2 cu. ft.
 Curb weight: 2288 lbs.

PERFORMANCE

ACCELERATION (2 aboard)
 0-30 mph 3.8 secs. 0-60 mph 12.4 secs.
 0-50 mph 8.2 secs. 0-75 mph 18.6 secs.
 TIME & DISTANCE TO ATTAIN PASSING SPEEDS
 40-60 mph 6.5 secs., 476 ft.
 50-70 mph 7.4 secs., 651 ft.
 STANDING-START QUARTER-MILE: 18.5 secs. and 76 mph
 BEST SPEEDS IN GEARS @ SHIFT POINTS
 1st 27 mph @ 6000 rpm 3rd 78 mph @ 6000 rpm
 2nd 51 mph @ 6000 rpm 4th 101 mph @ 5800 rpm
 MPH PER 1000 RPM: 17.4
 SPEEDOMETER ERROR AT 60 MPH: 2% fast
 STOPPING DISTANCES: from 30 mph, 34 ft.; from 60 mph, 160 ft.

ACCESSORY PRICE LIST

AM radio	\$145.50
*Seat belts—lap type (per seat)	7.50
Seat belts—harness type (per seat)	21.95
Front radio antenna	19.22
Trailer hitch	52.80
Snow chain (each)	34.65
Ski carrier, chromed (per pair)	11.83
Anti-fog rear-window shield	6.22
Ski strap, 4 per car	1.60
Glove-box lock	6.17
Locking gas cap	7.88
*Wheel embellisher	4.81
*Chrome exhaust extension	3.19
Head rest (each)	24.75
*Set of carpets, Anthracite	47.30
*Floor glove compartment	35.75
Reclining-seat bracket, left or right	49.50
*Seat recliner, kit, front left or right	51.98
(std. on TI)	
Luggage rack	37.75
Heated rear window	106.00

*On test car
 MANUFACTURER'S SUGGESTED LIST PRICE: \$3583 (incl. taxes, safety equip't & PCV device)

PRICE OF CAR TESTED: \$3689.05 (incl. excise tax, delivery & get-ready charges, but not local tax & license)

MANUFACTURER'S WARRANTY: 6000 miles and/or 6 months



BMW IS NOT NEARLY SO TALL (57½ INCHES) AS THE LOW HOOD, EXPANSIVE GLASS, AND 6.00 X 14 TIRES MAKE IT LOOK.