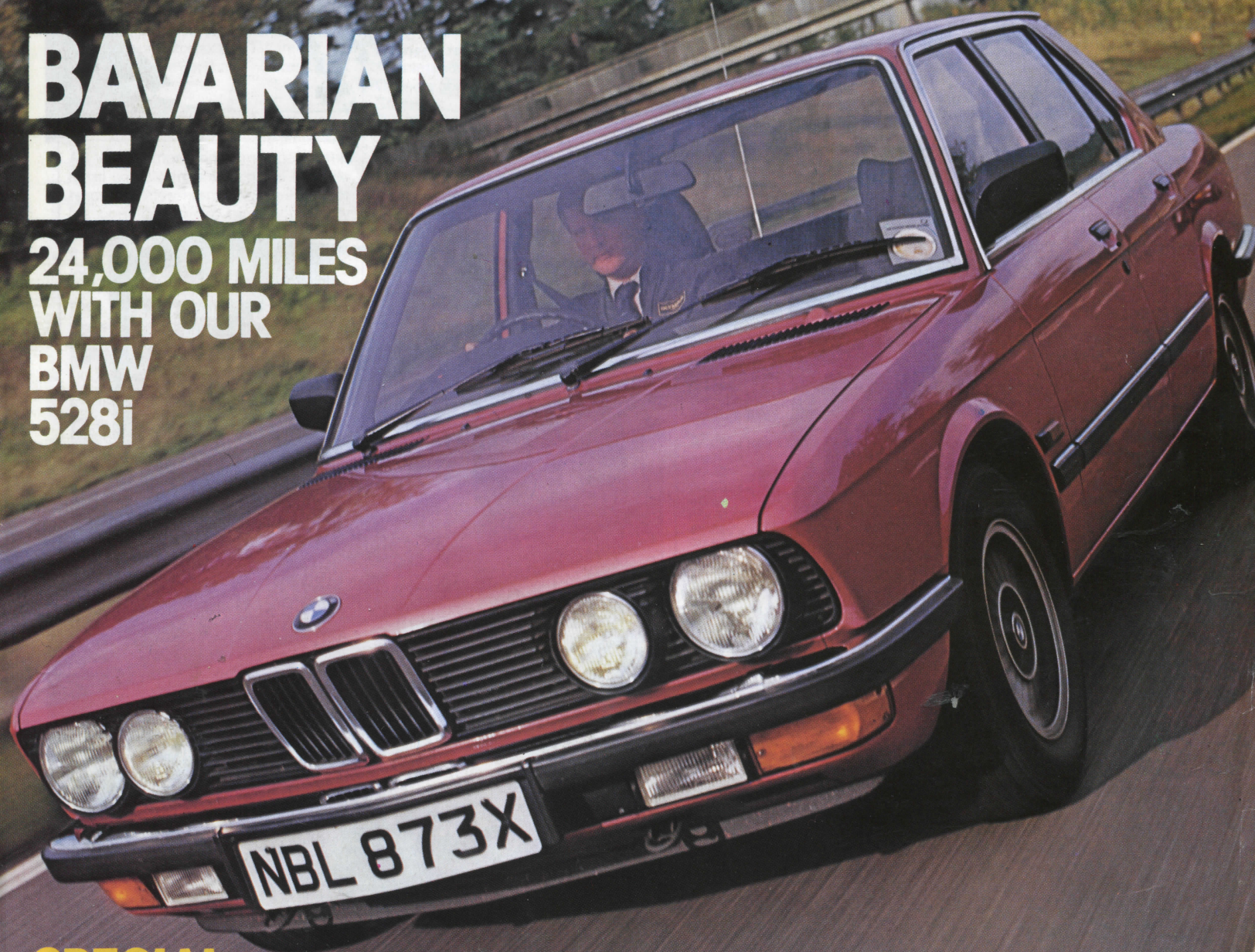


Motor

WEEK ENDING NOVEMBER 6 · 1982 · 50p

BAVARIAN BEAUTY

24,000 MILES
WITH OUR
BMW
528i



SPECIAL
SUPPLEMENT

FORD STEPS INTO THE '80s

FULL PREVIEW
BRIGHTON RUN

MUNICH MAGNIFICENCE

Martin Hodder reports on 24,000 miles of total reliability in our BMW 528i. One of the most dependable cars ever tested by *Motor*, it has also proved capable of combining rapidity with economy.

IT IS not very often that you see BMWs parked on motorway hard shoulders, bonnets raised and drivers wearing that look of exasperation signifying an expired engine. Having driven our long-term 528i for 24,000 miles I can see why; absolutely nothing has gone wrong with it.

If our particular car is typical of the new breed 5-series from Munich, it would seem that the blend of design and construction has produced a car which, for many motorists, must come close to being a perfect vehicle. What other car — in any price range — provides such a pleasant mix of spaciousness, performance, reliability and economy as has proved to be the case with my 528i?

It is now just over a year since the new 5-series cars were announced to the world's Press with not a little self-confidence, even smugness, emanating from BMW's PR men. With the removal of the powerful 3.5 litre model from the 5-range, the 528i became the flagship of a totally revamped series, slotting in just underneath the 6-series and above the popular "threes".

Many were the improvements boasted of, in mechanical, ergonomic and aesthetic areas, and initial road tests confirmed that the improvements were indeed worthwhile. Perhaps most importantly in cars which had taken their share of criticism for handling characteristics were the changes to the suspension. Every one of the 5-series cars received improvements to the MacPherson strut front and semi-trailing arm rear suspensions, incorporating a developed version of the double-jointed front suspension pioneered on the 7-series. The 528i was, because of its power, taken a stage further, and given a 13 degree

trail angle for the rear suspension arms (it was 20 deg before) together with an auxiliary link in the suspension either side.

Additionally, brakes, steering and engines were improved, as were driver information facilities such as the unique service indicator and the optional (and very expensive) on-board computer. The bodysell was reshaped ever-so-slightly, but sufficient to improve both performance and economy.

In 528i form the result was a most desirable sporting saloon competing against such cars as the Granada 2.8i, the Rover 3500 SE, Audi 200T, Mercedes 280E, Saab 900 Turbo and others.

Right from the start it was apparent that the BMW was a runaway winner in performance terms, with a maximum speed of about 130 mph and a high enviable 0-60 sprint time of less than eight seconds. But what about comfort, economy and reliability.

ON DELIVERY

THE CAR was delivered to our Surrey House offices with 74 miles showing on the distance recorder and in a condition rarely experienced today. How often, for example, do new cars turn up with almost a full tank of petrol? My previous long-term car arrived with so little fuel in the tank that I was genuinely worried I wouldn't make the one-mile journey round Sutton's one-way system to the filling station just down the road. I could have jumped into the BMW and driven off on a 300-mile journey using the petrol it came with.

Equally importantly, the car was absolutely spotless, both inside and

out. Although it was raining on the day of delivery there wasn't — perhaps miraculously (or do BMW have a special arrangement somewhere?) — even any mud around the wheel arches. And neither were there any muddy footmarks on the sumptuous black pile carpeting.

The car's metallic paintwork, in delightful chestnut, was without a mark, chip or blemish anywhere. The chromework looked substantial and was in the same condition as the paint, and even the brightwork on the exhaust tailpipes was really clean, bright and shining.

The interior of the car was perfect in all respects. Not only was it totally clean, but everything was precisely as it should be. Even the rear seat belts were arranged correctly and neatly in their "unused" positions; not a bad idea, because they can get a bit jumbled up at times!

Determined to try and find something amiss, I spent a good hour checking all over the vehicle, under the bonnet and inside the boot. At the rear end the interior of the boot was as clean as the car's interior and the spare tyre was inflated to the pressure recommended for the rears.

Nothing amiss under the bonnet either. Everything was as it should be, with correct coolant level, a full washer bottle and the engine oil precisely on the full mark on the dipstick.

Lights and all controls functioned perfectly, with spot-on adjustment of the headlamp beams, and handbook-correct tyre pressures.

Unlike many of *Motor's* testers I don't use car radio/cassette players very much and am content with quite mundane in-car entertainment. I was, therefore, very pleasantly surprised with the (to my ears) superb quality of sounds which emanated from the Philips unit fitted to the car. The four speakers built into the car push out all the volume and quality I want and would, I suspect, satisfy people with more demanding tastes than my own.

I was, therefore, extremely happy to find that my new 528i appeared to be in a state of perfection on delivery. My thoughts, as I drove it out of the office car park on that first occasion, were largely that "it must be too good to last".

How wrong that was to prove.

LIFE WITH THE 528i

★★ IN MY view a car should be looked upon as a tool for doing a job — that of taking driver, passengers and luggage where they want to go. That a car should do this rapidly, comfortably, without fuss and, above all, reliably are the criteria by which I assess a vehicle. I couldn't care less whether the next-door-neighbour or a colleague at work has a "better" car, provided my own vehicle does what I ask of it.

My BMW has never failed to do anything asked of it. Starting has without exception been at the first turn of the key to the "ignition" position, with the highly efficient automatic choke and computer-controlled fuel injection system ensuring smooth running right from go.

During the coldest weeks of the '81-'82 winter, with temperatures down at times to minus 15 degrees Centigrade, the car never missed a beat. And, somewhat to my surprise, it performed exceptionally well in snow; on several occasions it maintained traction when other cars — even some with front-wheel drive — had given up the ghost.

But it is not the slippery roads of winter which show this car up in its best light. Bright, dry days and beckoning Continental horizons encourage its driver to keep his right foot down, stir the excellent gearbox, and keep the speedometer on the high side of 100 mph.

To my mind the car does not look sporty; in fact, I see it as a fairly staid, boxy and totally conventional saloon. So when you drive it with exuberance, using all of its very satisfying performance, the pleasure becomes all the greater.

But lack of torque at low revs means that this unassuming-looking car has to be driven in the style of a sports car in order to bring out its in-built flamboyance. Change up at 2,000 rpm or below, and it merely eases itself to higher velocities. Once above 3,500 rpm, however, the car simply flies forward, the engine note changing from little more than a whisper to a sporting bite as the tachometer needle rushes round to 6,500 rpm.

With 60 mph coming up from rest in 7.8 seconds and 100 mph in 22.7

continued over

MOTOR LONG TERM TEST

BMW 528i

Total mileage: 24,878	Value now: £9,250
When acquired: November, 1981	Overall mpg: 25.4
Price when new: £11,745	Days off road: none
Price now: £12,755	Extra visits to dealer: none

Make: BMW

Model: 528i

Maker: Bayerische Motoren Werke, AG, 8000 Munich 40, Petölr-ing 130, West Germany

UK Concessionaires: BMW (GB) Ltd, Ellesfield Ave, Bracknell, Berks RG12 4TA. Tel: 0344-26565

Price: £10,283.13 Basic plus £853.17 Car Tax plus £1663.70 VAT equals £12,755.00

Extras fitted to test car: electric sliding roof, £538.00; metallic paint, £277.00; computer, £464.00. Total as tested, £14,034.00

★★★★ excellent

★★★ good

★★ average

★ poor

☆ bad



seconds (when tested with 24,000 miles on the clock) it's a real flier, and the quickest in its class by a comfortable margin. As to the opposition, the Audi 200 Turbo Automatic reaches 60 mph in 8.6 secs, while the nearest in top speed is the much bigger engined Rover 3500, which is about 5 mph behind the BMW.

This performance is the most noticeable feature of this essentially unobtrusive car, and means that there isn't very much on the roads that will live with the 528i . . . in dry weather.

It remains a characteristic of the bigger engined 5-series that rear-end stability on wet roads is not quite what it might be. Experience with the 528i has taught me to take it easy with the right foot when cornering on wet roads; treating the car with the correct degree of respect has avoided nasty situations in such conditions, and although I have fish-tailed it once or twice, the car has stabilised very quickly with slight easing of the throttle.

It would be wrong to assume that the car cannot be driven rapidly in the wet, because it can. But when "competing" with less-powerful, sometimes mundane, cars around roundabouts and other tight urban corners, the BMW will often lose ground in the wet if dramatic rear-end sliding is to be avoided.

But few cars will live with the 528i on dry roads. Although a medium- to large-sized car it can be thrown around twisting roads with near abandon, so stable and vice-free is it. The steering has just the right degree of power assistance which decreases with road speed. At all speeds there is remarkable feel to the steering, and quite surprising sensitivity when compared with some power systems.

Some of my colleagues on *Motor* have been slightly critical of the springing of the 528i, although I have few adverse comments. For me there is just the right amount of firmness and roll stiffness to permit really hard driving with maximum safety and comfort, yet not so much as to give it a harsh ride. True, one is aware of the bumps when using poorly surfaced, irregular roads, but there is seldom any discomfort.

For optimum ride comfort, though, I've found the car at its best when reasonably well loaded with, say, four people. When driving solo, I've found the ride just a bit jiggly at times.

Although the 528i is a car to enjoy with high revs and low gears on twisty, difficult roads, it is perhaps even more at home on motorways. The overdrive fifth gear does not provide the car's maximum speed — this comes with fourth — but it does give very long-legged motorway cruising. At 80 mph the tachometer reads only 3,000 rpm, at 90 mph just over 3,300 rpm, while at an indicated 100 mph the engine is still only rotating at around a leisurely 3,700 rpm, and the level of wind noise is low.

A quiet car is no good if it's not comfortable and restful in other respects. There are no problems here with the BMW, although I do find the seats just a shade too firm: I tend to develop a slight ache in the rump after two or three hours which I suspect I wouldn't get with slightly softer — but not too soft — padding.

Ventilation and heating have proved excellent, with absolutely no problems. There are so many fresh air vents sup-



Although somewhat on the firm side, the seats are large and comfortable. In addition to the usual backrest adjustment, the driver's seat cushion is adjustable for height and angle. The steering wheel is reach-adjustable



plying external air independent of the heater that freshness is never a problem. For heating you simply dial in the desired temperature on the heat control, set the sliders to provide the warm air at the required outlets, and the temperature remains just as you want.

One of the optional extras fitted to my car was an electrically operated sunroof. What a blessing this proved to be throughout the generally pleasant summer of '82!

With its slim roof pillars and large area of glass, visibility out of the car is extremely good. I've never found any parking situation calling for better visibility; proof of that is the fact that, after 24,000 miles, there isn't a single blemish caused by a parking nudge.

Generally, I've found the various controls to be ideally positioned and well designed, especially so the gear lever, the pedals, handbrake and two steering column stalks for lights/indicators and wipers. I'm less keen on the master switches for main lights and fog/high intensity lights, both of which I find a bit fiddly and out of the way.

Something which isn't fiddly is the boot, which is large, well shaped and nicely carpeted. The spare wheel sits underneath the boot carpet and the angle of lift, combined with the weight of the wheel could prove too much for the frail and infirm.

Engine accessibility is good and meets comfortably my personal criterion of whether I could change the plugs easily — not that there's been any need to. I also like being able to get to the oil dipstick without bother, and without getting my hands and cuffs dirty. Another plus factor is the filter built into the filler neck of the large screen washer bottle. A small point, but important.

Safety is obviously of keen interest with any car, more so when it's capable of 130 mph and more. The brakes are a bit deceptive, seeming to lack the initial bite found with many cars. However, they stop the car extremely

efficiently, smoothly and — very importantly — in a straight line when applied really hard.

Lights, too, are crucial to safety. The 528i has quadruple headlamps, the inner pair coming on only on main beam and providing some of the best illumination I've encountered. The dipped beam spread is good, too, with very good coverage of the lefthand roadside.

My life with the car has been an enjoyable and carefree one, aided by refinements such as electric window lifters, alloy wheels, the electrically operated sunshine roof — and the on-board computer.

At the time of purchase the computer added £500 to the price. Although fascinating to use, and unusually accurate, the computer remains no more than a toy, and is less useful than the instant mpg indicator housed under the tachometer (watching that needle zoom from 30 mpg to 10 mpg simply by flooring the throttle tends to produce a more sensitive right foot).

I've left the computer memory locked on "mph and mpg" since the car was new so that I know my cumulative average speed over 24,000 miles is just over 36 mph, and the total consumption figure over that period has been 25.6 mpg as shown by the computer, and 25.4 mpg when computed the hard way from the petrol log. I've never bothered to use its other functions, although the automatic warning it gives when the air temperature drops to the point at which black ice can form could be a lifesaver.

RELIABILITY

ABSOLUTELY NOTHING has gone wrong with the car, nor has even the slightest component come adrift, over 24,000 miles.

This story of absolute reliability is even more impressive when one considers its life over the past 11 months. It has been driven by a wide assort-

ment of people, ranging from the editor and staff of *Motor*, my managing director, through to the company's chairman and chief executive, Sir Keith Skinner. It has also been driven hard, extremely so at times when faced with some pressing schedules around Europe. It was used continuously throughout the hard, snowy winter of last year and it has, at times, been a little more than fully loaded. This experience of reliability has, incidentally, been echoed by my BMW motorcycle, a 980cc R100RT, which to date has been just as dependable as the car.

SERVICING



ALL SERVICING has been carried out by Cronk Motors, of Chipstead, Surrey, to my total satisfaction. Reception and workshop staff have, without exception been friendly, helpful and, above all, efficient. After each service the car has been returned fully valeted, including (thankfully) removing the build-up of brake dust from between the raised alloy ridges on the front wheels — which is a job I do not have the patience for.

Each service has been properly executed and I have no doubt that the efficiency of Cronk Motors has contributed to the car's overall reliability.

COST



OVER A period of 24,000 miles the car required only the first service plus two others, but it must be remembered that a sophisticated car such as this is more expensive to service than some.

The first service was carried out at 1,542 miles and cost £15.46 in oil and associated parts.

Thereafter, the 528i user relies on the car's service indicator to ascertain servicing intervals. A series of five green LEDs show up briefly when starting the car; they go out one by one as the miles build up until a yellow LED indicates that a service is due. The car computes mileage covered and type of

usage to "decide" when servicing is required.

My second service became due at 12,761 miles and cost £118.24. The next one was at 21,139 miles and included new brake pads all round and new wiper blades. It cost £234.77.

The car has required no additional oil between services, so the only other costs have been petrol and tyre wear, the latter having proved unexpectedly low. To travel the 24,878 miles covered by this report, at an average of 25.4 mpg, the car used 979 gallons of four star petrol. Computing this at an average cost of £1.70 per gallon gives a fuel cost of £1,664.81.

Total costs over the period (excluding depreciation, tax and insurance but including tyre wear) have worked out at £2,257.28.

READER FEEDBACK

AS WITH other long-term reports, the small sample from which we compile readers' assessments of a car cannot be considered to be statistically meaningful. However, they do provide a guide to a car's appeal, performance, comfort and reliability.

Bearing in mind the sample only applies to the new generation 528i we

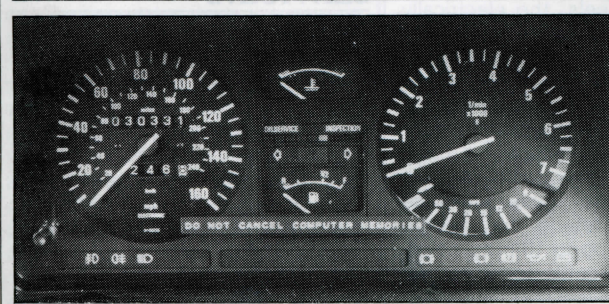
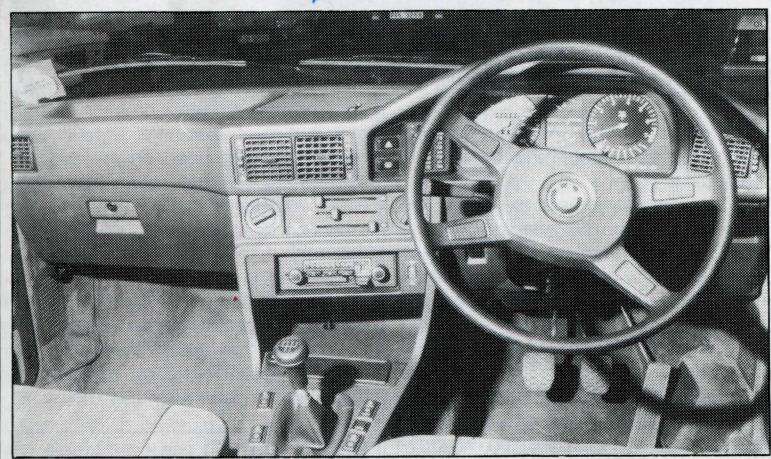
received a reasonable number — 23 — of completed questionnaires. We did, in fact, get a couple of hundred altogether, but most of them referred to previous models.

All but one of the 23 had purchased the car new, and the average age of the car was five months, with an average mileage of 6,000. The cars, therefore, were being used pretty hard.

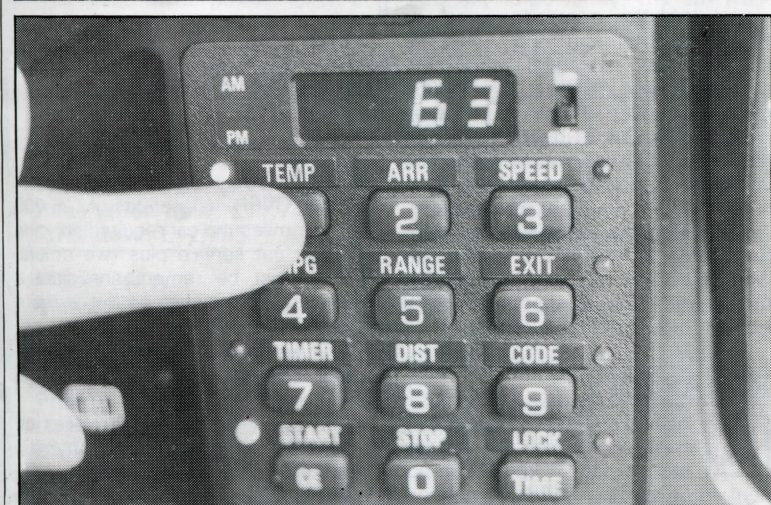
Average age of the car's user was 44 years, while 10 of the cars — just under half the sample — were owned by the respondent. The rest were company owned. All but one of our drivers took the car to an approved BMW dealer, 16 of them assessing the work done by the dealer as good.

Owners' rating*	
Acceleration	8.6
Cruising ability	9.9
Steering	8.7
Roadholding	7.9
Handling	8.3
Braking	7.1
Gearchange	7.4
Clutch action	8.1
Gear ratios	8.3
Ride comfort	8.0
Seat comfort	7.7
Driving position	8.8
Heating	9.0

continued over



Well laid out facia, above, gives plenty of oddments space and has lots of fresh air vents. Clear instruments, left, include an mpg indicator



Our long-term car was fitted with the optional computer which has been used to provide a record of mpg and mph averages since new. Here, the 'Temp' button is being depressed to display the outside temperature

COSTS

PETROL OIL SERVICING		£
979.3 gallons at £1.70 per gallon	between services: nil	1,664.81
first	12,761 miles	15.46
21,139 miles		118.24
Front 60% worn, rear 80% worn: £80 per tyre for 12 months		234.77
		224.00
		80.00
TOTAL	for 24,878 miles	£2,337.28
BASIC COST PER MILE		9.39p

PERFORMANCE

WEATHER CONDITIONS			FUEL CONSUMPTION		
Wind	8-25 mph			R/T	L/T
Temperature	54-63°F/12-17°C		Overall	21.6 mpg	25.4 mpg
Barometer	29.6in Hg/1,004 mbar		Govt. tests	18.7 mpg (urban)	
Surface	Dry tarmacadam			40.4 mpg (56 mph)	
				31.4 mpg (75 mph)	
MAXIMUM SPEEDS			Fuel grade	97 octane	
	mph	mph		4 star rating	
Banked circuit	R/T car	L/T car	Tank capacity	15.4 galls	
	130e	130e		70.0 litres	
Terminal Speeds:			Max range*	416 miles	
at ¼ mile	89	87		669 km	
at kilometre	112	109	Test distance	1,576 miles	24,878 miles
Speeds in gears (at 6,500 rpm):			*Based on estimated touring consumption of 27 mpg.		
1st	36	36			
2nd	62	62			
3rd	98	98			
ACCELERATION FROM REST			NOISE		
mph	sec	sec		R/T	L/T
0-30	2.8	2.5		dBA	dBA
0-40	4.3	4.1	30 mph	59	61.5
0-50	6.0	5.8	50 mph	62	64.5
0-60	7.7	7.8	70 mph	70	71.5
0-70	10.6	10.5	Maximum†	77	76
0-80	13.2	13.4	†Peak noise level under full-throttle acceleration in 2nd.		
0-90	16.6	17.0			
0-100	22.0	22.7			
Stand'g ¼	16.2	15.7			
Stand'g km	29.6	29.0			
ACCELERATION IN TOP			SPEEDOMETER (mph)		
mph	sec	sec	Speedo	30 40 50 60 70 80 90 100	
20-40	12.0	12.3	True mph	28 37.5 47 56.5 66 75 84 94	
30-50	12.4	12.8	Distance recorder: 2.2 per cent fast		
40-60	12.2	12.6			
50-70	12.2	12.4			
60-80	13.2	13.6			
70-90	13.9	15.9			
80-100	16.3	—			
ACCELERATION IN 4TH			WEIGHT		
mph	sec	sec		cwt	kg
20-40	8.7	9.0	Unladen weight*	26.0	1,321
30-50	8.6	8.6	Weight as tested	29.7	1,509
40-60	8.1	8.3	*with fuel for approx 50 miles		
50-70	8.1	8.5			
60-80	8.3	8.6			
70-90	8.1	8.9			
80-100	8.9	10.2			
			Performance tests carried out by Motor's staff at the Motor Industry Research Association proving ground, Lindley.		
			Test Data: World Copyright reserved. No reproduction in whole or part without written permission.		

TheRivals

Included below is comparative information on the Audi 200T Auto, Ford Granada 2.8 Inj, Mercedes 280E, Saab 900 Turbo 4-door and Talbot Tagora SX.

PERFORMANCE	BMW	Audi ⁺	Ford	Mercedes ⁺	Saab	Talbot
Max speed, mph	130 ^o	119.7	115.0	121 ^o	119.3	115.8
Max in 4th	—	—	—	—	112	—
3rd	98	—	91	90	80	80
2nd	62	82	66	55	54	53
1st	36	46	40	33	31	30
0-60 mph, secs	7.7	8.6	9.3	9.5	9.1	8.3
30-50 mph in 4th, secs	8.6	3.3 ¹	9.8	3.4 ¹	7.3	7.3
50-70 mph in top, secs	12.2	5.5 ¹	10.5	5.6 ¹	8.8	9.9
Weight, cwt	26.0	24.8	26.1	28.7	23.8	25.8
Turning circle, ft*	32.3	—	34.1	32.5	31.4	32.3
50ft circle, turns	1.2	—	0.7	0.95	1.2	1.15
Boot capacity, cu.ft.	13.2	14.0	13.2	14.2	14.5	15.1

*mean of left and right ¹in kickdown for automatic ^oestimate ⁺automatic

COSTS AND SERVICE

	BMW	Audi	Ford	Mercedes	Saab	Talbot
Price, inc VAT & Tax, £	12,775	14,313	10,745	12,850	11,545	11,194
Insurance group	8	8	6	8	8	6
Overall mpg	21.6	17.8	21.4	19.0	19.7	17.5
Touring mpg	—	—	—	—	—	21.1
Fuel grade (stars)	4	4	4	4	4	4
Tank capacity, gals	15.4	15.0	14.6	17.6	13.9	15.6
Service interval, miles	NA	5,000	6,000	12,000	5,000	5,000
No of dealers	144	387	1200	100	175	545
Recom service time*	NA	9.45	7.3	8.0	5.9	8.7

*in hours for 24,000 miles

Ventilation	9.1
Noise at 70 mph	8.6
Instruments	8.7
Minor controls	7.9
Fuel consumption	7.4
Tyre wear	6.9
Visibility	8.8
Lights	8.3
Boot space	8.3
Reliability	8.2
Paintwork	8.5
Rusting	9.3
Styling	5.7

*Owners were asked to rate from "Excellent" to "Bad". The scores were based on giving "Excellent 10", "Good 7", "Average 4", "Poor 2" and "Bad 0".

Faults

Owners having at least one with:	
Engine	8
Transmission	5
Steering, suspension	2
Brakes	9
Electrical	11
Body, paint, trim, fittings	10
Instruments	5
The only faults mentioned by more than two owners were: service indicator (5), central door locking (4), brake squeal (4), brakes fade/spongy/feel dead (4), fuel gauge (3). Those mentioned by two owners were: sunroof stiff, temperature gauge, engine stalling, and HT/coil leads.	

Time off the road

Nil	11
1/1 day	6
2/3 days	2
4/6	3
14 days	1
(Average time 1.7 days)	

Servicing by manufacturer's agent

Good	16
Fair	3
Bad	1
Don't know yet	3

Work under warranty

None	4
At least one fault rectified	19

Satisfied with warranty work?

Yes	13
No	6

Would you buy another 528i?

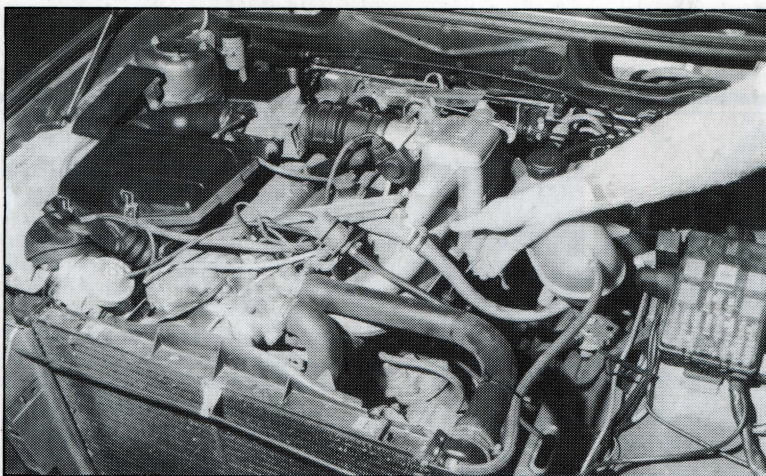
Yes	17
No/Not sure	6

SECOND OPINION

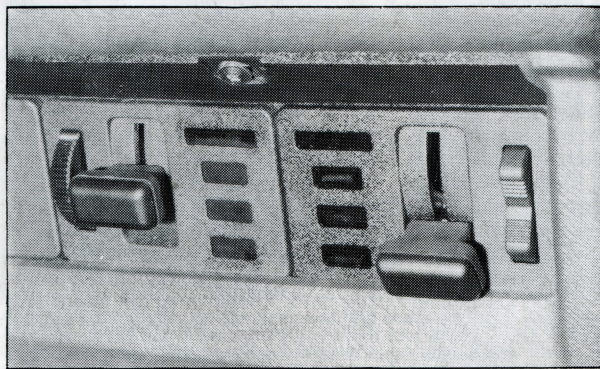
Now with 30,000 miles under its belt, Martin's BMW is in better shape than most long-term test cars are when brand new. It's the kind of enduring quality that BMW buyers have always been prepared to pay over the odds for — except that these days the 528i isn't even particularly expensive.

Especially not when you consider what it offers. It's the fastest car in its class, and yet also one of the most frugal. On a long run it mops up the motorway miles with effortless ease. It has a comfortable, roomy, efficiently heated and ventilated cabin; a hard-to-fault driving position; and a competitive list of standard appointments.

It doesn't ride terribly well by the standards of the executive class, but the compensation comes in handling of



Engine accessibility, for routine checks such as oil level and washer fluid, is particularly good and even the plugs can be changed without difficulty



The light switches are positioned rather awkwardly to the driver's right. The switches themselves are small and fiddly, with too-short movement between positions

rare precision and balance.

In the dry.

It's wet roads that reveal the 528i's only significant flaw. As an enthusiast I enjoy a car that can be made to hang its tail out under suitable and *intentional* provocation, but the 528i's tail lets go a shade *too* readily for my liking, even allowing for the fact that it will just as readily come to heel with a suitable application of opposite lock. And with the rear tyres now reaching the end of their useful lives, its wet road traction is pathetic.

It's a failing that I could happily live

with, though, in return for this car's other virtues. In fact, I'm going to have to, since I've just inherited NBL 873X to see me through 'til my next new test car becomes available.

I'm not complaining.

Jeremy Sinek

MANUFACTURER'S COMMENT

WHILE AGREEING that 23 completed questionnaires cannot be considered an accurate reflection of the findings of some 2,000 current model BMW 528i

owners in Britain — and suspecting that questionnaires are usually ignored by the completely satisfied owner — it is essential to reply to your readers' comments.

Most interesting to BMW were the owners' ratings. Only two assessments fell below "Good" — styling and tyre wear. Styling is always a very personal matter, but tyre wear is a measurable factor. It is suspected that tyre wear fell just below "Good" because two other factors were rated highly — acceleration and cruising ability! Unfortunately, no tyre yet built with any pretension to roadholding, will give good wear under heavy acceleration and continual high-speed cruising.

CONCLUSION

Taken as a package this particular 528i is a totally desirable car with a number of very superior component qualities when compared with the offerings of other manufacturers. The performance is quite breathtaking — provided the car is driven in an enthusiastic manner — while comfort and spaciousness are both above standard.

Top of the list, however, must come its reliability and on this factor alone I would commend this car to anyone.

Although I have tried to look after the car well, I have taken no special care of it. The fact that Jeremy was so happy with its overall condition when he took it over with 30,000 miles on the clock says volumes for the excellent way it was put together. Jeremy is well known for being able to pick out the smallest flaw in a car; that he felt able to comment so favourably about the state it was in when I grudgingly passed it over shows just how excellent this particular BMW really is. I have totally enjoyed every hour spent behind the wheel of NBL 873X, a car which re-awakened my interest in high-performance motoring after many years of run-of-the-mill motor cars. Would I buy one? Yes, without any hesitation.

