

Wine Tasting Party Fun Event

Arbor Crest Cliff House provided the perfect setting for a fun wine tasting event held Nov. 18.

A delicious array of hors d'oeuvres was brought by the guests and enjoyed by all.

A friendly group of twelve attended. The weather was frigid and windy outside, but the vintage wine selections and the tastefully decorated house warmed away any chills. Laughter and lively conversation warmed our hearts.

We received special service during the evening from Johnna Albrecht and Ryan Stewart, employees of Arbor Crest.



EVENT HOTLINE

(509) 455-0404

The EVENT HOTLINE is used to announce and update information about upcoming events.

**For your call to be returned,
leave your name and number
after the beep.**

We are always
interested
in hearing
from you.



NEW 3-Series UPDATE

On October 10, 1990, the first four-door version of the new BMW 3-series, dubbed E36, is set to roll off the line.

For almost one year, the old two-door and the new four-door cars will be built alongside each other. In the autumn of 1991, BMW plans to introduce the new two-door model, which has coupe-like design. At that stage, the old-style 3-series Touring is expected to be phased out in favor of the more practical 5-series wagon that goes into production in April '91. The sporty M3 and the Cabriolet are likely to be replaced in the course of 1992.

The E36 goes on sale in January 1991. The four-door model is roomier than the car it replaces. Its cabin is wider and longer, its trunk and fuel tank are bigger, and the rear bench can be folded forward to load bulky goods. The body is much more slippery than the current shoebox design. Striking styling elements include a low, tapered nose, a tall and short rear end, a bulbous wrap-around back light, thin roof pillars, flush-fitting windows and door handles, a wide track and drag-cutting underbumper aprons front and rear. The production version has a wide body-color kidney framed by four round headlamps and prominent indicators. For the first time, the headlamps sit under a joint glass cover, which is easier to clean and more aerodynamic than the present arrangement. The taillights are taller than those of the 5- and 7-series, but they retain the typical transverse section that is part of the trunklid. The latter reaches down to bumper height to facilitate loading.

For a while BMW toyed with the idea of transferring the suspension of the bigger models to E36. But in the end the upmarket hardware turned out to be too heavy and too expensive. This is why the car adopts the modified chassis of its predecessor. While the geometry, the mounting points and the calibration will be changed, the basic layout remains the same. The body is

notably stiffer, but thanks to the extensive use of computers the engineers managed to keep the weight penalty at bay. The ABS-equipped brakes are even more powerful than before, the speed-sensitive Servotronic power steering is extensively reworked, and instead of the old four-speed automatic the six-cylinder models should be available with a new chip-controlled five-speed self-shifter.

While the 5- and 7-series cars will be offered with ASC II (throttle modulation plus brake actuation to limit wheel slip) for 1990, E36 can only be had with the less expensive first-generation traction control device. Although BMW is evaluating a low-cost 4wd concept, featuring free-wheeling front axle hubs, our sources tell us that the new 325ix will again be fitted with a permanent 4wd system enriched by progressive chip-controlled center and rear differentials.

In the autumn of 1991, the two-door variant is scheduled to go into production. Among the prominent styling features are said to be rectangular headlamps, an even wider kidney, frameless door windows, no B-posts and a sloping backlight. Because this shape does - despite the underbody similarities - look more like a coupe than a sedan, the marketing experts may call this model the 4-series.

Next in line is the Cabriolet Mk2, based on the two-door model. Both cars are likely to be equipped with the safety seats of the 850i. Options for the convertible include an electric roof and a hardtop with an integrated carrier system.

Also due to see the light in 1992 is the successor to the M3. Expect familiar styling cues and a state-of-the-art chassis. The biggest question mark concerns the engine. The choice is currently wide open. It ranges from an evolution of the existing multi-valve four to a turbo-charged 24-valve 2.5-litre six to a tame edition

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