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July/August 2016



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## Boilerplate

This magazine is the monthly publication of the BMW CCA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club. The editor reserves the right to edit all material submitted for publication.

*Zündfolge* design and layout by  
Paulette Eickman 206.283.1423.

## KALENDER

### July 1-3, Friday-Sunday

**Vintage Races at Pacific Raceway.**

### July 2, Saturday

**Blue Highways Tour.** See roads built before the Interstates.

### July 16, Saturday

**Dyno Day at Carb Connection.**

Join us for the 12th annual.

### July 24, Sunday

**Deutsch Marque Show und Shine**

at Cedar River Park in Renton.

### July 27, Wednesday

**Board Meeting.** All members welcome.

RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

### August 2, Tuesday

**Deadline** for the September/October *Zündfolge*.

### August 13, 14, Saturday, Sunday

**Tour to Portland.** A weekend trip to the Rose City.

### August 19-21, Friday-Sunday

**Monterey Car Weekend** featuring Legends of the Autobahn, Monterey Historic Races and the Pebble Beach Concours d'Elegance.

### August 23-28, Tuesday-Sunday

**Oktoberfest** on the Monterey Peninsula.

### August 31, Wednesday

**Board Meeting.** All members welcome.

RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

### September 9-11, Friday-Sunday

**BMW Festival in Munich** at the Olympic Grounds and in the Olympic Stadium. The company's official celebration of 100 years.

### September 24, Saturday

**M Car Day** at Griot's Garage.

For more information about any event, go to our website: [www.BMWPugetSound.com](http://www.BMWPugetSound.com).

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Please limit phone calls to these volunteers to between the hours of 9:00 am and 9:00 pm

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# President's Column

CAN WE THROW A PARTY OR WHAT!

Thank you to all who participated in the BMW Centennial Celebration at the America's Car Museum on May 15. If you were not there, you missed the setting of two records, one for the largest car show the Puget Sound BMW CCA Club has ever put on and two, the most number of cars packed on the Haub Family Field at ACM. Some ACM people said it could not be done, but we did it. For all the volunteers who helped with the event, thank you. We simply could not have had the success we did without your help. I would also like to thank BMW Northwest, BMW Seattle, and Hagerty Insurance for their generous financial support.

Mark your calendars for August 6, 2017 when will be returning to ACM with a convertible and Z Car theme, a very summer kind of event. We've already started planning for this event. And yes, there will be cake!

The Centennial event included two special interest groups (SIGs), the modern Coupe SIG and the E9 SIG. This was a glimpse of BMW history. I would like to see more SIGs formed and organized. Remember, the Club will



Photo by Mary Hogan.

**President Libby gets comfortable in an E30 M3 Evolution.**

promote your events, provide a \$300 stipend to cover the cost of an event, and if you decide to have an organized tour, we will provide insurance. I noticed a herd of 2002s at Burgers & BMWs at the Triple XXX Root Beer Drive In. A possible SIG? I also spoke with the Seattle representative for the ZSCCA Z Car Club of America and he wants to get involved in the Puget Sound Chapter. How cool is that! My point is that your Puget Sound BMW CCA will help organize and promote special

interest groups, it just takes a few people to organize it.

Our track program is now in high gear, so come on out to the track! You do not need to buy fancy shocks, tires, or brake pads to drive on the track. BMWs are meant to be taken from the show room to the track and back home, quickly!

See you on the track,

*Steve Libby, President, Instructor  
Puget Sound Chapter BMW CCA*

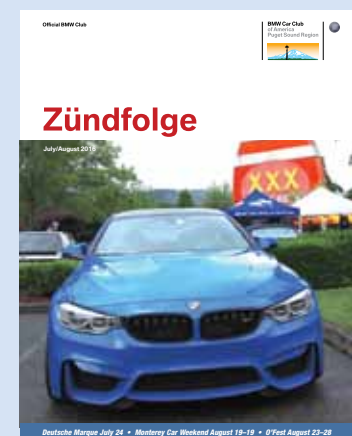
## SIG

### Special Interest Groups

WITHIN THE BMW FAMILY there are a lot of Special Interest Groups or SIGs. These are groups of people with interest in a particular model of BMWs. With the diversity of BMW models over several decades, the SIGs play an important role. These SIGs are generally email lists or informal groups. There are no dues and there are no rules. The chapter does try to support these groups because we see the SIGs as a member benefit.

There were two SIGs with a significant presence at the Centennial Celebration, these being the Classic Coupes and the Z3/Z4 Coupes. If you would like to join the list for the E9 Classic Coupes, contact Ken Olsen at [ken@olsenassociates.net](mailto:ken@olsenassociates.net). The Z3/Z4 Coupe SIG is best reached at [coupe-gruppe@gmail.com](mailto:coupe-gruppe@gmail.com).

If there is anybody else out there trying to put a SIG together, let the chapter know and we will support your efforts.



#### ON THE COVER

Our annual Burgers & BMWs celebration at the Triple XXX in Issaquah. The photo was taken by Christian Bouchez before the rains came.





# Blue Highways Tour

Saturday, July 2

RETURN WITH US to those days before the interstate system erased most of our driving fun. Most, but not all.

Back by popular demand is the Blue Highways Road Tour on Saturday, July 2 for a day of spirited driving, beautiful scenery, and a cool drink on the lawn at our Silver Lake Winery destination in Zillah, Washington. As an added treat this year, it's Sangria Weekend at Silver Lake Winery with live music, cool refreshment and wine discounts!

This eastern Washington road tour returns us to the kind of roads author William Least Heat-Moon wrote of in his 1978 book, *Blue Highways*. Follow the contours of the land, drive through the little towns, and meet the people that still remain along our Washington Highways. We'll use the main roads only when absolutely necessary. And in most cases we won't be within eye or earshot of them. Eastern Washington is truly a rich source of Blue Highways, sunshine, and friendly folk. We will leave at 8:30 am sharp from the Issaquah QFC. We'll weave through May Valley and through the town of North Bend, at one time the last stop light on the yet-unfinished I-90. Then through Denny Creek to Snoqualmie Summit for a pit stop. We'll get back briefly onto I-90 and exit at West Nelson Siding Road, which drops us into the warm, gently sloping eastern foothills and small ranches around Cle Elum.

We will take the famous old Canyon Road which was the original connection from Ellensburg to Yakima. More fun waits on this fun and twisty route along the river. Warning: remember to curb your enthusiasm on the go-pedal; speeding tickets are a rich source of statewide revenue-sharing on this windy road.

Our destination will be the Silver Lake Winery tasting room, in Zillah as we enjoy Sangria Weekend on their lawn overlooking the valley! We will roll into the winery about 2:00 pm. This is the end of the official tour, but those who wish to stay in the area overnight and explore vineyards can stay in nearby hotels.

Please be at the Issaquah QFC on Gilman Blvd by 8:00 am. After a short drivers' meeting, we'll leave at 8:30 sharp. Watch *Around the Sound* for more details as the event gets closer. You just might want to bring that old dog-eared copy of Blue Highways!

RSVP via email to Ed Walker at [walkerred@q.com](mailto:walkerred@q.com).

Ed Walker



Photo by Christiane Helbig.



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ZÜNDFOLGE July/August 2016

# Tour to Portland

Saturday & Sunday, August 13 & 14

READY TO EXPLORE THE BACK ROADS of southwest Washington and west of Portland to the coast? Join us for our next tour to the Rose City August 13 and 14. We'll head out bright and early Saturday morning at 8:30 from the Federal Way Starbucks at 2032 S. 320th St. Plan to be there at 8:00 am for the drivers' meeting.

If you went on our trip to the Gorge last year, you'll remember some of these roads that took us all the way out to the Columbia River crossing at Astoria. This year we'll head back from the coast and work our way back through some of

Oregon's best twisty roads and end up in downtown Portland for an overnight stay in the city of bridges.

Our scenic drive to Portland will include the best of ocean and mountain vistas. If you've ever made the trip to Portland on Interstate 5, you know that is perhaps the most boring drive in the state. Our remedy is this trip, though a little longer to get there, is much more satisfying!

By the time we get to Astoria, where the Columbia rolls into the mighty Pacific, you'll wonder why Lewis and

Clark would turn around and return to the Midwest. What were they thinking?

Hotel accommodation arrangements are being completed, but we should be very comfortable and located in a part of the city that will have great restaurants. That and everything else Portland has to offer should allow us plenty of places to swap driving experiences over a tall cool one and great meals.

More details to follow, but RSVP to Phil Sanders at [philsand@comcast.net](mailto:philsand@comcast.net) to save a spot on this great tour.

*Phil Sanders  
Deputy Tours Coordinator*



Photo by Christiane Helbig.

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# Deutsch Marque Show und Shine

Sunday, July 24

ONCE AGAIN the Audi, BMW, Mercedes and Porsche Clubs will be coming together for this summer's Deutsch Marque Show und Shine on July 24 as part of the Renton River Days Festival at Cedar River Park.

To keep this a simple event, just wash your car, clean the wheels and you are ready for the big lawn. We anticipate an amazing eclectic display of Deutsch Schonheiten (German Beauties) spanning seven decades. To fill out the seven decades we encourage those with Deutsch Schonheitsens of any of the four marques from the '50s, '60s and '70s to register early to secure your spot! Space will be limited to just over 300 cars total, with each of the four Clubs pre-registering their own members on each Club's [www.MotorsportReg.com](http://www.MotorsportReg.com) website.

Due to space limitations we do not anticipate being able to park members' cars on the lawn if you did not pre-register. If you miss pre-registration, there's parking nearby in order to enjoy the Deutsch Marque Show und Shine.

Cost for the Show & Shine is only \$10 with the event raising money for the local Renton Lions Club who has been benefitting the local community for over 75 years. We'll start parking cars by marque at 10:00 am. Feel free to bring a picnic basket and chairs or enjoy the on-site food truck. After lunch

we'll have short Club presentations and wrap up around 2:00 pm. Besides the Deutsch Marque Show und Shine, Renton River Days Festival offers fantastic activities for the entire family.

Questions can be emailed to [s.questad@comcast.net](mailto:s.questad@comcast.net).

*Steve Questad*



Photo by Jenni Swift

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# MOTOR SPORTS



FOR THE THIRD YEAR IN A ROW, our first track day of the year was sunny and rain-free! I cannot guarantee this kind of weather every event, but I will try. The focus of this issue of the column is on fun and why doing an HPDE event is important and more fun than you can imagine.

BMW advertises all their cars as “The Ultimate Driving Machine,” an advertising slogan created by the ad agency Ammirati & Puris under the direction of Bob Lutz now 34 years ago. It is the oldest and longest running ad for a product. It also means that BMW has been producing cars that can be rolled off the show-room floor, taken to the track, and back home again. Besides one other exception, I cannot think of another car for which this can be done. This means that you do not need to spend buckets of money modifying your car for the track program. It simply does not need it and sometimes does more harm. Just have it inspected and come out! We do require you to participate in a Car Control Clinic or similar initial training. This lets you feel the limits of your car on a big open space, experience what ABS feels like, and test the solid

suspension of a BMW. Once completed, you are ready to go.

Look at doing a HPDE as a vacation at high speed. You get to enjoy the unbelievable engineering of a BMW. Heck, those engineers did not go to school to design can openers, they are designing great driving machines, so use your car like it was intended! Being at the track with a bunch of similar minded car nuts is fun. Who would rather look and talk about a car in real life than typing about it on a screen.

The question that you all may be thinking is, “Can I go fast without being scared,” and the answer is yes. You can go as fast as you want to within your comfort level, and your instructor-coach will help during the day. They are there to ensure that you operate the car safely and still get the carbon off the valves! Our philosophy at Puget Sound BMW CCA HPDE program is that we are coaching drivers to have fun and build skill sets.

As you progress through the program, you will see a difference in how you drive on the street and on the track. You will begin to notice just how bad many drivers on the road there really are and

find yourself saying, “I feel more comfortable driving on the track with people I know and trust than I do on 405!”

Trust me, we all say this.

We have four more track days this year, which is a lot of seat time! Just sign up on MotorsportReg.com, have your car inspected, and have a helmet. That is, it. You do not need special racing brake pads, R-compound tires, coil-overs and lowering springs to drive on the track. What you do need is the willingness to spend a little money to enjoy your car as it was meant to be driven. We will help you do this. Our instructor corps is comprised of equally enthusiastic car nuts who passionately want to pass on what they have learned to new drivers. Who knows where your driving career will take you—be an instructor, go racing in a PRO3 car, the sky is limit.

Have I made my point about the HPDE program your Club organizes? It is there for you to take advantage, so do it! If you have questions about the program, do not hesitate to email me.

See you on the track,

*Steve Libby, President & Instructor  
Puget Sound Chapter BMW CCA  
slibby57@gmail.com*



Photo by Michael Lake.





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## 12th Annual BMW Dyno Day and Barbeque The Rubber Meets the Rollers!

THINK YOU CAN TOP last year's high of 504 horsepower and 491 pounds-feet? Join us for the 12th Annual Dyno Day.

The Carb Connection in Kirkland is hosting a dyno tech session for our Club at a discounted rate. For \$85, make up to three runs on their Dyno Jet 248 4WD dyno and get a printout of your car's actual horsepower and torque at the wheels as well as air/fuel ratio. Bring a flash drive for a copy of your results to share with friends, family and fellow gearheads.

A delicious barbeque lunch is included, so come hungry. Parking is plentiful on the back side of the building by the dyno room. Food, parking and the sound of revving engines all morning? What more could you want? Join us for Dyno Day on Saturday, July 16, starting at 10:00 am.

RSVP to Jeff Butler at [jeff@hauryscollision.com](mailto:jeff@hauryscollision.com).

*Jeff Butler*

*Tech Events Chairman*

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## Are you a Racecar Driver by Day, Master Chef by Night?

HAVE YOU EVER TRIED TO GRILL a hot dog with the heat from your engine? Were you hoping for better results at the Dyno last year and want to show off your cooking skills instead? And just how many foot-pounds of torque can you generate with a 16" steel spatula and four ounces of top sirloin on a blazing grill heated to a simmering 350 degrees?

At this year's Dyno Day we're introducing yet another chance for you to strut your stuff. Barbeque equipment is provided, so all you need to bring is your dream barbeque shopping list and raw talent. If this sounds like you, email your cooking credentials to Jeff Butler at [jeff@hauryscollision.com](mailto:jeff@hauryscollision.com) by June 30 and tell us why YOU should be the next Dyno Master Griller! (Note: we really need your help!)





**Saturday, September 24**  
**9:30 am – 1:00 pm**  
**Griot's Garage, Tacoma**

LAST YEAR'S M CAR DAY WAS A LOT OF FUN, so we're doing it again! Please mark Saturday, September 24 for a very special day of camaraderie to celebrate all things rated M. Our hosts will be Griot's Garage at their facility in Tacoma. Last year saw 195 M Cars in attendance! This will be

the ninth annual M Car Day to celebrate all of the wonderful BMW M Cars that have thrilled us over the years.

This event is FREE! For planning, we ask that you RSVP and include this information about yourself:

Name / Year and type of M Car /  
Number of guests / City

Please roll in between 9:30 and 10:00 am so we can direct you to the appropriate section to park your M car. We will park the M Cars by E and F chassis types, so owners can compare notes on common maintenance issues and modifications. We'll also have a section for regular BMWs that have had M Power engine transplants. So S52 E30s and S14 2002s are welcome!

#### Here is a rough agenda for the day:

- Griot's Garage will provide each M Car owner in attendance with a free Car Care Product sample at registration. There will also be discounts in the store, so bring your shopping list.

- There will be morning refreshments.
- Around 11:00 am a Griot's Garage car care specialist will pick a lucky car from the attendees for a car care demo in their garage.
- Around noon we'll have the always popular raffle for some great prizes!

The event will run until about 1:00 pm. Club members without an M Car are also welcomed to attend the event to enjoy the day. There will be additional parking for non-M BMWs.

Special thanks to BMW Northwest, Griot's Garage and Haury's Lake City Collision for their continued support of this event!

RSVP by email to Lance Richert at [Lance@Richertnet.com](mailto:Lance@Richertnet.com).

**Griot's Garage**  
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Photos by Brad Bowen.



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*- Richard Griot*



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# Burgers & BMWs



BURGERS & BMWs continues to be a favorite event. Probably because it is casual and the Triple XXX Drive-In in Issaquah is a great place for cars. On May 29, we filled the lot as usual but almost everyone cleared out about noon due to a torrential downpour. We're a hardy bunch and many were braving

the light rain early, some attended the event in tee-shirts just to show their disdain for the early drizzle (This rain is not worthy!). But what we were hit with mid-day chased off even the most hardened Northwesterners. It was fun while it lasted!

*David Lightfoot*



Photos by Christian Bouchez.

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## The PRO3 Line

# PRO3™

WELCOME TO THIS FIRST INSTALLMENT of the PRO3 Line from your new reporters Bill Ecker and Jim Cissell. Bill is in his first full year of PRO3 in car 137 and Jim has, well, more experience in car 119.

When Mike Olsen announced in the last issue of *Zündfolge* that he was retiring as author of the PRO3 Line after nine years, there was a collective gasp in the PRO3 and northwest BMW

community. Not because we'll miss Mike, though we will, but because we thought we'd lost his wife Melanie Olsen—who really wears the funny pants in the family. If enough of you *Like* her on FaceBook, maybe we can get her back here occasionally.

If you like BMWs you almost certainly like spirited, high-speed driving. Which means you would love PRO3 racing! There are plenty of opportunities to test

the waters, so to speak. ProFormance Racing has a PRO3 track car for rent at Pacific Raceway. Wes Hill, Chuck Hurley, Kevin Doyle, Hank Moore, and several others have PRO3 cars available for rent at all six of the northwest tracks.

To race in Conference, first you must get your ICSCC competition license, complete at least three Novice races, pass the upgrade test, and complete your worker requirements. But here's a way to get a taste of PRO3 racing without all that commitment. For just \$250 sign up as a passenger in the PRO3 demonstration race during the Pacific Northwest Histories at Pacific Raceway over the 4th of July weekend. Call Elna Duffield 206-779-5046 or send an email to [elna@pnwhistories.com](mailto:elna@pnwhistories.com). It's typically the largest grid of the year with 40+ PRO3 cars. And all proceeds go to support Children's Hospital. But seats sell out fast.

PRO3 will be featured in two other prominent events above and beyond the regular ICSCC Conference race schedule this year.

Thanks to much work by Lance Richert and Steve Schlossman, following the 100th year celebration of BMW at the Monterey Festorics and Oktoberfest at Laguna Seca/Monterey, BMW CCA Club racing invited PRO3 to participate in two special Club races August 27–28. Currently over a dozen PRO3 cars are registered with two dozen drivers. PRO3 was invited to join the 56th Annual Rose



The close racing that is found throughout the grid.



The PRO3 grid enters the first corner at Portland.



Jim Cissell goes for style point with his impersonation of a unicorn.



Cup Races in Portland July 29–31. This prestigious event features everything from vintage to NASCAR GASS cars.

With the new Spec E46 class drawing some top racers from PRO3—Dan Rogers, James Colborn, Chuck Hurley, and Dan Gavrilu—you’d think that the PRO3 talent pool might be depleted a bit. You’d be wrong. Young drivers Kyle Byers and Parker McKean already are engaged in close battles with veteran PRO3 drivers like Olivier Heinrichot and Russell Seewald.

The first two conference races are in the record books. Portland provided a weekend of near perfect spring weather (86 degrees) and a grid of 13 cars. Olivier captured the win with Kyle Byers and Russell Seewald rounding out the podium.

The second race at Pacific provided a more northwesterly flavor—dry qualifying, wet race. In the Mini-Enduro Saturday Jim Cissell and Cody Smith captured the ME2 podium by default as all the other cars in the class dropped out when diff oil coated the backside of the track.

The wild and wet Sunday afternoon affair had Parker McKean working his way to the front of the 20-car PRO3 pack for the win. The wet conditions made for exceptionally challenging racing, yet there were no car-to-car incidents of note in the entire race.

### Bill Ecker

The 2016 season is my first full year in PRO3 or racing of any sort. I started racing with the Car Control Clinic at Pacific Raceways right after I got my first BMW. After a few hot laps ride-along at the end of the day, I was all in. I progressed from novice HPDE driver through the ranks until I became an instructor for the BMW/PCA/Audi clubs.

My interest in motorsports quickly led down the path to local club racing. To my surprise, the barriers to entry were fairly low—proceed through the licensing program (one full day of school and training on track followed by three “novice only” races) and begin looking for a ride. Both during the novice races and the first few “provisional” races, I was able to choose among several cars available to rent. The biggest hit out of the gate was buying all the personal protective gear necessary.

After attending and participating in several events, it was clear that the pits where the PRO3 cars gathered were where I wanted to be. Almost without exception, everyone affiliated with PRO3 is helpful, friendly and more than willing to share knowledge and experience. Not to mention they are fierce but clean racers.

### Jim Cissell

I didn’t start racing until I was 62. 2016 marks my eighth season in PRO3. Sixth place is the best single race finish I’ve had. And despite making almost every race the past two years, my best overall was 11th in 2014 and 18th in 2015. Why do I keep doing it?

Racing—because it’s the most fun you can have with your clothes on—or at my age, even with them off.

PRO3? One, it’s the biggest class out there, which means no matter where you are in the pack you’re involved in a real race. Two, it’s reasonably affordable. Three, the people, everyone in PRO3, are willing to lend a hand. Even with all the wonderful events put on by BMW CCA, and the sense of community that comes from that, it pales in comparison to being part of the PRO3 family. You develop friendships deeper than you’ve had since school or the military. Four, it is fun. I hope you’ll get a sense of that from these videos from the first two races of this year. See you at the track!

May 1 at PIR  
[www.youtube.com/watch?v=NeyizjyXObQ](http://www.youtube.com/watch?v=NeyizjyXObQ)

May 14 at Pacific  
[www.youtube.com/watch?v=RKNZEf5tWMQ](http://www.youtube.com/watch?v=RKNZEf5tWMQ)



New columnist Bill Ecker.



New columnist Jim Cissell on the top step of the podium.

# Centennial Celebration

David Lightfoot

NOW THAT WAS A PARTY. Almost 400 BMWs, an estimated 800 plus people, 594 discount Museum tickets sold and 400 pieces of Roundel cake consumed. Our chapter Centennial Celebration was epic by every measure. It was the biggest event the chapter has ever held and that was despite drizzly Northwest weather. If you really want a good perspective of the event, search 'BMW Centennial Celebration' on YouTube and you'll find the video shot from a drone high above the event.

Bigger isn't always better but it was in this case. We also skipped any judging and made it a casual celebration of 100 years of our favorite car company. While it would have been nice to park the BMWs by body type, the crush of putting 350 cars on the display field in a pretty short period of time didn't allow it. There was even an upside to that—one had to wander the rows to see all the cars and every row had unexpected treats.

Fittingly for such an occasion, we had special event hats, posters, window clings, refrigerator magnets and tote bags to hold it all. Extremely popular was the birthday cake which was served. We had four cakes, each providing 100 pieces and each with an oversize Roundel emblem. Six volunteers with prior cake-cutting experience—this was no place for novices—served 400 pieces of cake in very short order. This precision operation was a sight to behold.



**This famous Luigi Batmobile was European Touring Car Champion in 1976 and runner up in 1977.**



**This was Peter Gleeson's ride for the day. Have you ever seen a nicer E9 Coupe?**



**This colorful group of Z3/Z4 coupes managed to gather together.**



**We had enough power on the lawn to light up Tacoma.**

Photos by Christian Bouchez.



### Indoor Exhibit

While the numbers outdoors were impressive, the display inside America's Car Museum was impressive for its quality. The exhibit opened about a week before our event and will run for a year. If you didn't see it on May 15, make a point to see it before it closes. It is a veritable BMW's greatest hits. Like what, you ask? Let me tell 'ya.

Chapter members (and a few non-members we need to recruit), loaned cars to the Museum. Pre-war cars include Nancy Martin's lovely red 1937 328, the jewel anywhere it appears. Manfred Scharmach's 327/38 coupe was the other pre-war car. The 1950s were represented by Corry McFarland's 507 and a cute Isetta owned by a Tacoma resident. Corry is Chairman of the Board of the Trust behind the Museum.

Then there were two 3.0CSL Batmobiles, one owned by Manfred Scharmach and one by Peter Gleeson. Mr. Gleeson also contributed two M1s to the show, a henna red street car and the ex-Peter Gregg Procar painted in period by Frank Stella. Manfred Scharmach's Z8 Alpina rounded out the five greatest BMWs (328, 507, M1, Z8 and i8) in my mind.

A nice 2002tii represented the New Class and then more modern BMWs included an M5 and an E30 M3. Current cars included an X6, an i3 and an i8. Peter Gleeson's Z4M race car represented near state-of-the-art racing technology. There were also some very nice BMW motorcycles.

### Thanks All

An event like this isn't easy to pull off successfully. Our Chapter President Steve Libby was also event chairman and did a heck of a job. He was ably assisted by all the board of directors and a couple of dozen members. We had crews for registration, check-in, parking, selling tickets and sway and, of course, cake cutting.

*Continued on page 16*



**This 507 has been owned for years by the family of the Chairman of the Board of the LeMay Museum Trust.**



**The exhibit also includes some nice Beemers.**

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# Centennial Celebration

Continued from page 15

## Sponsors

The event was possible because of our generous sponsors. BMW Northwest took the lead since this was in their territory but BMW Seattle contributed a matching amount. Hagerty Insurance helped out and had an on-site booth. Griot's Garage donated a car care kit that was a popular raffle item.

## Do It Again?

This was supposed to be a once-every-hundred-years sort of event. But it was such a success that before the day was over; people were already starting rumors of a 101st Anniversary Party. Maybe later in the summer so we'd

have a better chance of sunshine. Maybe a celebration of BMW convertibles as a theme? And cake, there must be cake. This has got some potential... Okay, late breaking news, put August 6, 2017 on your calendar for the next event!

*David Lightfoot, Editor-in-Chief*



The full exhibit space with the Stella Art Car front and center.



This 'Field of Dreams' provides an idea of the scope of the event.

Photos by Christian Bouchez.





The little Isetta was built from 1955 to 1962. The single door opens in the front.



The Z4M was the last generation of BMW's customer racing car. This car was purchased directly from Petronas.



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The Cake Cutters served 400 pieces of roundel cake.

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# From Strength to Strength

David Lightfoot

IN THE 1960s the New Class had set the standard for every modern BMW car. In the 1970s, BMW became a global company, with 1972 as the date of the company's arrival on the world stage. This provided the foundation for BMW

to go from strength to strength in the 1980s and 1990s, with an occasional misstep along the way.

BMW Motorsports supplied the engine for the Brabham that won the Formula 1 world championship in 1983.



Nelson Piquet drove this Brabham BMW to the 1983 Formula 1 championship.

This was the first turbocharged F1 championship engine. With sufficient boost, the engine produced over 1400 horsepower for qualifying. However, the engines only lasted a few laps! For races, the power was reduced but still prodigious.

The mid-1980s brought the now legendary E30 M3, the most successful touring car in history. BMW Technik was founded in 1985 to explore new technologies. Their first product was the Z1 sports car with an aluminum chassis, plastic body panels and drop-down doors.



The Z1 with its drop-down doors is a rare sight in America.

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By the end of the 1980s, the BMW 7 Series featured the first twelve-cylinder engine in a German car since the end of the war.

In 1990, BMW consolidated all of its research and engineering departments in a new R&D Center in Munich called the FIZ, a German acronym for Research and Innovation Center. Every new BMW is designed in this building, or maybe it should be called 'campus' as it has been expanded numerous times subsequently.

Also in 1990, BMW formed a joint venture with Rolls-Royce PLC to build airplane engines, thus getting back to the company's origins. Some of BMW's adventures during the 1990s did not work out well and this was one. By 1999, BMW sold its shares to Rolls-Royce PLC and exited the airplane engines business, again.



**A product of the short-lived BMW-Rolls-Royce joint venture that produced jet engines.**

In 1993, BMW Motorsports GmbH changed its name to BMW M GmbH and widened its product offerings. Besides M Cars for the street, BMW M offers BMW Individual cars, driver training and M packages to be added to standard BMWs. More recent additions have been M Performance cars, splitting the niches ever thinner.

Speaking of things that didn't work out, in 1994 BMW purchased Rover Group which included Rover, MG, Mini and Land Rover. Six years later everything except Mini would be sold and the losses were extraordinary.

But some good things happened in 1994. First, BMW Mobile Tradition was founded to look after the vintage BMWs and their owners. The subsidiary continues on as BMW Group Classic. And the Spartanburg plant in South Carolina was opened in 1994, with the 318i sedan as the first product. Later, the Spartanburg plant would build the Z3 and the first generation Z4. Still

later, Spartanburg would be converted to exclusive production of SAVs and would, after several expansions, become the largest BMW assembly plant in the world.

BMW closed out the millennium in spectacular fashion, winning the 1999 24 Hours of Le Mans with a factory-backed V12 LMR.

*David Lightfoot, Editor-in-Chief*



**The sprawling Spartanburg plant in South Carolina has been a huge success for BMW. The crescent-shaped building in the foreground is the Zentrum, the American branch of the BMW Museum.**



**This car won the 24 Hour of Le Mans in 1999.**

## Extended Range for i3

BMW i will offer a new model range of its compact electric car, the BMW i3 and from the 2017 model year will be offering a new version with more than 50% increased battery capacity. The 2017 BMW i3 (94 Ah) has a capacity of 33 kilowatt hours (kWh) thanks to the higher energy density of the lithium ion cells. The BMW i team worked to ensure that the battery dimensions remain unchanged while still offering a significant range increase. Even in everyday conditions, the new Battery Electric BMW i3, in varying weather conditions and with the air conditioning or heating turned on, a range of up to 114 miles is possible as shown by independent BMW testing cycles. The driving performance figures

of the 170 hp AC synchronous electric motor remain virtually unchanged. The motor propels the BMW i3 from 0 to 60 mph in just over 7 seconds. In addition to the Battery Electric BMW i3, the Range Extender model will also feature the 94 Ah battery. When equipped with the Range Extender, if the driver requires additional range, the 2-cylinder gasoline engine is switched on once the battery is depleted to 6.5% state of charge and keeps the charge level of the battery constant while driving and provides an additional range thanks to a 25% larger fuel tank (2.4 gallons). With



the introduction of the BMW i3 (94 Ah), BMW i now also offers a new BMW Home Charger Connect, a residential charging station designed for comfortable and fast home charging featuring additional connected functions. In some markets, the new battery pack will be available for retrofitting into early i3s. The U.S. is not one of those markets, at least for now. (BMW NA)

## 2 Series Gets Power Upgrade for 2017

BMW announced the new 2017 BMW 2 Series now featuring the latest generation of BMW TwinPower Turbo 4-cylinder and 6-cylinder inline engines. The advances in dynamics and efficiency in these new vehicles are communicated by the new model designation. The new BMW 230i Coupe and BMW 230i Convertible are powered by the latest generation 4-cylinder 2.0 liter engine featuring an even smoother power deliver and efficiency with increased horsepower and torque, 248 hp and 258 lb-ft. The M Performance Model with the new BMW M240i Coupe and BMW M240i Convertible feature a new inline 6-cylinder gasoline engine that develops 335 hp, a 15 hp increase in maximum output over its predecessor. The new engine has an impressive 369 lb-ft of torque, 39 lb-ft more than before. The 3.0-liter unit with further developed M Performance TwinPower Turbo technology is a product of the BMW Group's latest engine generation. This new engine produces the same performance levels as the sought after

2011 BMW 1 Series M Coupe. With an acceleration time of as little as 4.2 seconds from 0 to 60 mph, it is 0.2 seconds quicker than its predecessor. The BMW M240i Coupe and BMW M240i Convertible are fitted with the latest generation of the 8 speed Steptronic Sport Automatic transmission as standard and rear wheel drive models are also available

with a six-speed manual gearbox as a no cost option. These M Performance vehicles as an alternative to sending their power to the rear wheels can also be ordered with BMW xDrive intelligent all-wheel drive. Prices for these models will be released closer to its market launch this summer. (BMW NA)





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