



# Zündfolge

September/October 2016



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## KALENDER

### 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 17, Saturday

#### TSD Rally starting in Enumclaw.

A full day of competitive rallying on some of Western Washington's most scenic roads.

### September 23, Friday

#### High Performance Driving School

at The Ridge Motorsports Park in Shelton. Out last track day for the year and our only visit to The Ridge in 2016.

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

### September 24, Saturday

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

Our annual celebration of all things M; this year with doughnuts.

### September 28, Wednesday

#### Board Meeting.

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

### October 26, Wednesday

#### Board Meeting.

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



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# President's Column

Photo by Mark Saiget



**President Libby ready for some on-track action.**

WE HAVE HAD A GREAT SUMMER SO FAR, the weather has been conducive to driving, both for tours and on the track. By the time you all read this column, we will have completed four track events at Pacific Raceways and four tours around our great state of

Washington. There is still time for one more track event at The Ridge Motorsport Complex in Shelton and one more tour. So, watch for the Around The Sound announcements and get ready to drive as the driving season is far from being over.

I participated on the Blue Highway Tour to Zillah, WA and really enjoyed it. Some of you know me piloting the speedy E30 318is around the track; okay it really does only have four cylinders. It was very relaxing to drive through the hop fields in eastern Washington in the E46 325Xi, and in air-conditioned BMW comfort, a bit different from the track car! If you have not gone a tour yet, do so! It is a great way to meet other members and simply to enjoy some winding roads in a BMW!

These events do not occur without the dedicated devotion of volunteers. If you have some time on your hands and would like to see how the Club functions, come to a board meeting. Better yet, volunteer to help at an event or better yet, be on the board of directors!

There is plenty of summer left to enjoy. Come out to an event sponsored by your BMW CCA! Drive your BMW like it was meant to be driven!

See you on the road and track,

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

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### ON THE COVER

BMW Group Classic has completed the restoration of Elvis Presley's 507. The full story on the chapter website.





# BMW CCA Monte Carlo TSD

Saturday, September 17



THE CLUB IS GOING TO BE HOSTING our first Time Speed Distance rally in several years. This event will pit teams of two, a driver and a navigator, against other teams in a challenge to see who can stay on course, follow instructions and be on time. We are pleased to announce that there will be no entrance fee for this event. The rally will start at 11:00 am in Enumclaw, Washington with an expected finish time of around 5:30 pm. There will be a brief technical inspection prior to the start, along with a

drivers' meeting at 10:00 am. Those who wish to participate must bring the following:

- A valid driver's license
- A mechanically sound vehicle in good running order
- Two people (driver and navigator) (18 or older)
- A stopwatch (many phones now have excellent stopwatches built-in)

The rally will use only paved roads on some of the most scenic routes in Western Washington. There will be

food and gas between several regularities and the event will conclude at a restaurant.

Join us for a Saturday of fun and competitive rallying as we welcome the first of what will hopefully be many more TSDs to come. Stay tuned to the 'Around The Sound' newsletter for the official motorsportreg.com registration and also for additional details about the rally.

Hope to see you there!

*Evan Kohout  
TSD Master*

## Dyno Day Recap

THE 2016 DYNO DAY RESULTS ARE IN, and this year's top honor goes to a stock 2014 M5, with a whopping 563 horsepower and 469 ft-lbs of torque at the wheels, thoroughly rousting last year's highest entry of 523/441 and outstripping the rest of this year's competition by over a hundred horses. Way to go, Mark!

Honorable mention goes to not one but two 2002s that churned out triple digits. Pretty impressive for bimmers that have been with us for the better part of four decades.

My own E36 M3 turbo build was out with the new engine however only ran at waste gate spring pressure of 8.5 psi for the initial run and only had 300 miles on it putting down 381whp. Next year we will run it up to its potential and push north of 20 psi looking for north of 600 whp.

And as always, thank you as well to the folks at the Carb Connection for provided the space and a discounted rate to boot. It wouldn't be Dyno Day without a dyno!

Thanks to all the participants for bringing the heat.

*Jeff Butler*



Photo by Steve Libby.

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# Walla Walla Wine Tour

October 28–30

BACK BY POPULAR DEMAND, the 2016 Walla Walla Wine Tour promises to be an enjoyable Eastern Washington fall weekend outing. This is a two overnight wine tour. We leave Friday, October 28 and return Sunday, October 30, visiting various wineries, tasting the best they have to offer.

The Walla Walla Valley has 1,800 acres of vineyards and is home to more than 150 wineries, which are located in five main areas, each of which has a distinctly different feel. The climate, soil, and conditions of the Walla Walla wine region offer a special environment in which to grow grapes of superb quality.

As an added bonus, we're fortunate to have reserved a limited number of rooms at the historic Marcus Whitman Hotel in downtown Walla Walla. The BMW group rate starts at \$149 per night for a standard king. They will hold these rooms for us until September 8. Be sure to make your reservations directly with the Marcus Whitman Hotel by this date to qualify for this special rate.

We'll meet at 8:00 am Friday morning, October 28, at the Enumclaw QFC located at 1009 Monroe Avenue. We'll drive the back roads from Enumclaw around Mount Rainier and into Yakima for lunch at the "world famous" Miner's Hamburgers. After lunch we'll continue through the Yakima Valley, past the Hanford area, through the Columbia Basin, and into Walla Walla. We'll mostly travel on two lane highways through countryside completely unlike this side of the Cascades.

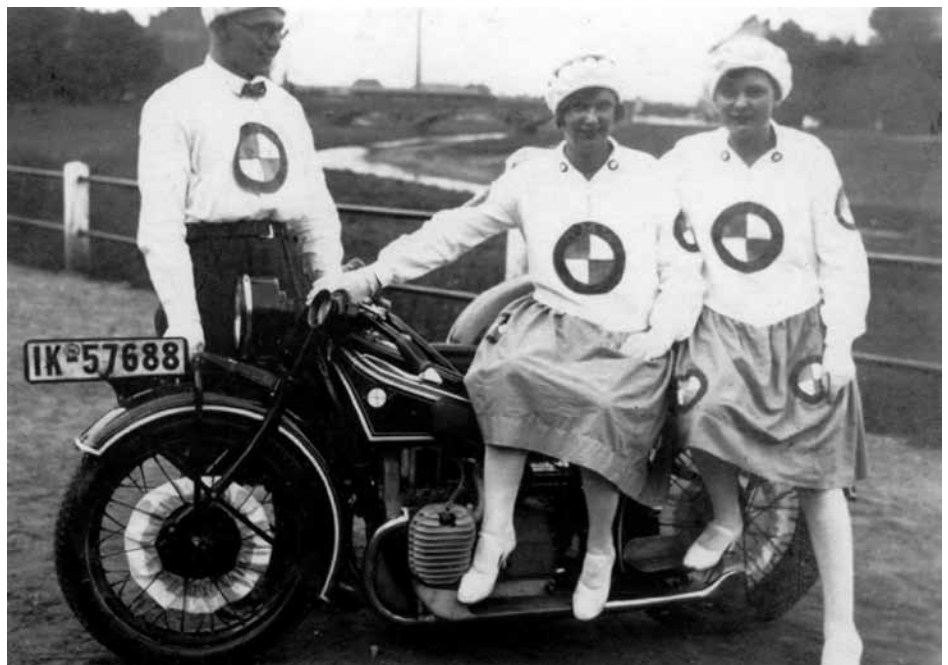
There will be a group dinner on Friday evening in Walla Walla. Saturday dinner will be on your own. There are a number of fine restaurants to choose from during our stay. Sunday tours and return will be on your own. I'll be happy to make any recommendations.

Contact tour leader Greg Smith at [seattlesmith98@hotmail.com](mailto:seattlesmith98@hotmail.com) to RSVP or ask questions. (*Note: this tour is limited to 20 cars*)

*Greg Smith, Tour Leader*



Photo by Christiane Helbig.





# Deutsch Marque Show und Shine

THE SECOND ANNUAL DEUTSCHE MARQUE SHOW UND SHINE was held on the display field next to the Renton Community Center on July 24. We had a total of 124 BMWs, Audis, Porsches, and Mercedes come out on a beautiful sunny Sunday. We gave away \$25 Shell Oil gift cards to each of the four clubs for the oldest car that was driven to the event. The oldest car was a Mercedes 1961 190D that had been restored and was in spectacular condition. The

Mercedes Club had their board meeting again this year. They could not have picked a better day. Porsche club brought out a 1958 356 Speedster in metal polish finish which sounded good when the owner fired it up. Audi club members brought cars with some amazing artwork under the hood! And, of course, Puget Sound BMW CCA was well represented. A beautiful 1974 3.0 CSI was the oldest BMW driven that day. The day was great,

food was close since Renton River Days was happening just on the other side of I-405. We plan to make this an annual event to coincide with Renton River Days. Next year, we plan to have a People's Choice Award! With each year, this event is becoming more popular. Watch for announcements for next year!

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



Photo by Christian Bouchez.

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# MOTOR SPORTS



ON SEPTEMBER 23, WE RETURN TO THE RIDGE for our final High Performance Driver Education day of the 2016 driving season. This will be an HPDE event only as the paddock will not accommodate a Car Control Clinic. The managers of The Ridge tell us that additional space will be paved for future events, but not this year.

For those of you have not had an opportunity to drive The Ridge, make it happen on September 23. Shelton is 90 miles from Seattle, which is not a big deal. If you have time and want to make a bit of a short vacation, spend the night before at the Little Creek Casino-Resort or several other nearby hotels.

If you haven't been to this track before, I would suggest visiting the track website: <http://ridgemotorsportspark.com/>.

I would also advise watching some in-car video of the track. The Ridge has 16 corners with four areas of nice elevation change. The change in elevation is such that track out position is not visible until you get to the top of the hill! This makes it very exciting! Also, the width of track is 40 feet of newer asphalt with plenty of run-off areas. Here is a link to a very good map of the track: <https://sites.google.com/site/christophermason/home/tracks>.

Why should you go to The Ridge? In order to be good at new things, you have to learn new things. With Pacific Raceways in our back yard, it is easy to get a bit complacent. I see The Ridge as a learning experience and opportunity to hone driving skills. Those of you with big horsepower cars will be able to stretch your cars out a bit, trust me!

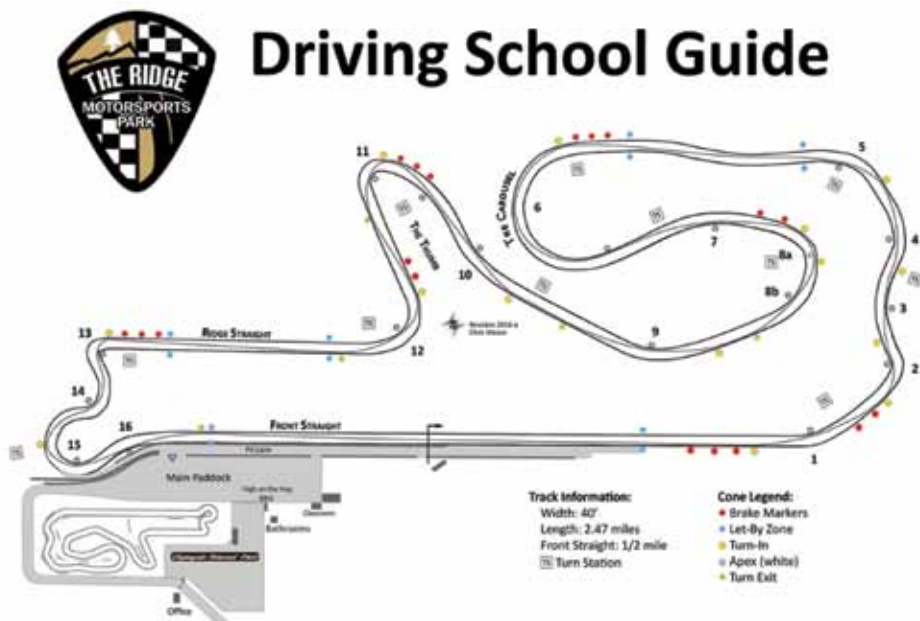
I encourage you all to put Friday, September 23, on your calendars to attend the final track day of the year at the Ridge!

See you there,

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



Photo by Christian Bouchez.





# M Car Day

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! This time with Doughnuts!

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 to attend! For planning we ask that you RSVP and include this information about yourself:

- Name
- Number of guests
- Year and type of M car
- City

Please plan to roll in between 9:30–10:00 am so we can direct you to the appropriate section to park your M Car and then grab some doughnuts and coffee compliments of Griot's Garage! We'll 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 chassis 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 store discounts, so bring your shopping list.
- There will be dozens of dozens of doughnuts!
- 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 welcome 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!

Please RSVP by email to me at [lance@richertnet.com](mailto:lance@richertnet.com).

*Lance Richert*



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# 15th Annual E30 Picnic

THE ANNUAL E30 PICNIC is billed as the world's largest E30-only event and we think that's a true statement still in 2016. We had about 210 E30s this year along with perfect, sunny weather and 80 degrees. These 210 E30s trekked from seven states and two Canadian provinces. The event has settled into a location that really feels like home. That location is the LeMay Family Founda-

tion's Collection, housed in a converted boys' school. The event takes place on a big grass field surrounded by mature trees that's just the perfect size for the group.

Lance Richert, E30 SIG Impresario, is the idea guy behind the event and its success. Lance always picks some featured cars and interviews the owners. This year featured:

## Owen Craft's '87 E30

Owen is the young man behind the Respect Your Elders video, which has a half million views on YouTube.

## 1985 Baur

This rare Baur-bodied convertible was one of three Baur's onsite. This particular car was owned by Stan Schafteitel, who has stuffed an M3 drivetrain into what started as a 325e (eta).

## HISE30 Lance's 1988 M3

Lance showed HISE30 (that's the license plate), which is a completely stock low mile 1988 M3 of which he is the third and fifth owner, to contrast with the next E30...

## 1988 M3 Evo II in Nogara Silver

This rare bird is the road version of Group A car which was recently imported from Europe and is owned by a noted local collector.



BMW Northwest brought their E30 PRO3 out to display.

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### PRO3 car in Watson's Livery

Celebrating our very successful Pacific Northwest BMW racing series, PRO3, an example owned by Bruce Boyd and Dave Bennett was shown. Hired gun Bill Spornitz was enlisted to educate the great unwashed about the wondrous opportunity afforded by PRO3 racing.

Two food trucks dished up lunch for the 500+ people in attendance. The raffle was a hit, as always, and generated funds for the LeMay Marymount Museum.

Tony Edin with an E30 M3 won the Haury's Lake City Collision free paint job on an E30. And Chris Allen won the Touring Bicycle donated by BMW Northwest. BMW Northwest were on hand with their PRO3 car and a very new M2 (not an E30, but fun to see). A good time was had by all and most pledged to be back next year.

The E30 Picnic is short on awards, but does acknowledge the following people:

- *Highest Mileage E30:* Chuck Meyer, 1987 325i, 362,800 miles
- *Furthest Traveled:* Morton Balsrik, Edmond, Oklahoma, 2001 miles. (Honorable mention: Evan Quon, Omaha, Nebraska, 1,726 miles.)
- *Youngest Owner:* Leif Forsythe, just barely 17, 1989 325i, 247k miles.

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86	### - 16	100-150	### - 29	###	###
87	### - 32	150-200	### - 76	###	68
88	### - 37	200-250	### - 57	###	###
89	### - 36	250-300	### - 20	140	###
90	### - 21	300-350	### - 7	E30 PICNIC 2016	
91	### - 41	350+	### - 8		



Chris Allen won the Touring Bicycle donated by BMW Northwest.

## The PRO3 Line



### The Story so Far....

WHEN WE LAST CHECKED IN, the season was still in its early phases without any real indicators about who would emerge as a contender for the crown. As of this writing (early August) we are now through nine of 13 races for the season and the dust is starting to settle. Everyone is gearing up for the big trip to Laguna Seca to participate in the BMW Club races August 24–27 as part of the 100th Anniversary Oktoberfest.

As Woody Allen is reported to have said, “eighty percent of life is showing up,” and that observation rings true in PRO3 this year. Mechanical failures, wear and tear, and schedule conflicts

have rewarded cars running consistently and just frankly showing up. Several racers have seemed especially plagued with mechanical difficulties and/or damage this year, including Mina Ingraham, Brian Bercovitz, Jeff McAffer, Brad McAllister, and the latest at the Rose Cup—Gama Aguilar-Gamez.

After the July 24th race at Pacific, the top ten are: Olivier Henrichot 205 points, Corey Peters 152, Brian Bercovitz 127, Chris Hart 119, Duncan Pearce 114, Kyle Byers 102, Parker McKean 92, Jim Cissell 91, Daniele Hovington 90, and Matt Lowell 84. Note, these are raw scores only and does not take into account throwaway points at tracks with multiple races.

Due to the relentless efforts of Lance Richert, PRO3 has an unusually packed schedule this year. The additional race events we were invited to for the 2016 season has caused many drivers to pare back their participation in Conference races to accommodate the showcase events. As a result, grids for the Conference races this year have averaged 17 cars, compared to a more typical 20+.

Speaking of the feature races, PRO3 was a huge hit again at the Pacific NW Historics with SOVREN over the 4th of July weekend. The packed schedule included one qualifying and five sprint races over three days. Although our car count was 25—down from 43 last year—the highlight of the weekend

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was the PRO3 demonstration race for Children's Hospital. For a \$250 donation innocent bystanders could ride in PRO3 cars with passenger seats for a "demonstration" race including pace lap, three race laps, and a cool down. The PRO3 drivers were strictly advised to keep speeds to 7.5/10ths of race pace for safety, which of course everyone did. Sarah Brown won the race Saturday and our own Jim Cissell took the checker Sunday. (As you may have guessed the "winners" were picked by a drawing. Yes, the races were rigged, but everyone had a blast and it all was for a great

cause.) All told PRO3 donated over \$6,000 to Children's Hospital.

For those interested in a behind the scenes look at PRO3 racing, Jim Cissell produced a brief video synopsis after each race weekend, which can be found at the following:

- Race 1 PIR 5/1/16  
<https://www.youtube.com/watch?v=NeyizjyXObQ>
- Race 2 Pacific Raceway 5/15/16  
<https://www.youtube.com/watch?v=RKNZEf5tWMQ>
- Race 3 PIR 6/5/16  
<https://www.youtube.com/watch?v=R1Flt2J1FFg>

- Race 4-6 Spokane County 6/17/16  
<https://youtu.be/56oMq5KkVs0>
- 28th Annual Pacific NW Historics at Pacific Raceway July 1-3, 2016  
[https://youtu.be/n\\_yyig0zs28](https://youtu.be/n_yyig0zs28)  
<https://www.youtube.com/watch?v=dABstPYhKc0>

Now is a great time to begin planning your path to joining this fun group. There are still several PRO3 cars for sale ready to go, and the schedule for next years' ICSCC Novice School will be released before long.



**Jim Cissell and Gary Martin about to be descended upon by a ravenous pack of Spec E46 racers at the PIR Rose Cup July 29.**



**13 PRO3 cars with passengers in the Demonstration Race at the 28th Annual Pacific Northwest Historics at Pacific Raceway July 2nd. Over \$6,000 raised for Children's Hospital.**



**Bill Ecker #137, James Crivellone #68, and Jeff McAffer #24 narrowly avoid a rather sideways Jim Cissell during the Historics.**

All photos by Doug Berger.



# Driving in the Real World: How I Got Seven DUIs in Two Nights

by Mi Ae Lipe

IT STARTED OUT HARMLESSLY ENOUGH. Flashing lights behind me, a pullover to the side of the road. They can't prove me drunk, I thought. This will be easy. "Hello, ma'am, I'm Officer Bill C \_\_\_\_\_ with the Washington State Patrol. Just to let you know, everything here is being audio and video-recorded tonight. I stopped you because you were weaving back there. Can I see your driver's license and registration, please?"

Sure thing, I thought. As I reached into my purse for my license and the glove box for the registration papers, the officer's flashlight beam pierced the darkness and splashed onto my hand, focusing keenly on it. I handed the documents to the officer and he went to his car, but not before he swept his flashlight through the back of my car. In a few minutes he returned.

"Ma'am, I see you have an open beer bottle in the back. We're going to have to ask you to step out of the car." This kicked off two nights of the most unusual volunteering I've ever done—for the Washington State Patrol (WSP). Every year, one or two groups of cadets undergo 26 weeks of intensive basic training at its academy in Shelton, Washington, about 25 miles north of Olympia. Once they complete their basic, cadets then enter eight weeks of practical instruction with experienced officers out in the real world.

**"Ma'am, I see you have an open beer bottle in the back. We're going to have to ask you to step out of the car."**

But during their basic training, they need help from us civilians—as actors on which to practice doing traffic stops. And not just a few individuals—this past spring session, an open call was put out for 256 such civilian volunteer actors over a one-month period. As you might imagine, using cadets and field training officers in those roles don't provide the best learning opportunity, as they can anticipate scenarios. Untrained civilians offer a lot more spontaneity and unpredictability—exactly the kind that these cadets will see in the real world. The idea is that regardless of what the actor says or does—and I mean anything—the cadets are expected to always behave decisively and professionally.

The actors themselves are a mixed bunch, ranging from high school students to retired seniors, both men and women.

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Recruiting often comes from school drama and ROTC clubs, but there are many repeat volunteers, including one fellow who has been doing this for years and always comes decked out in full military fatigues, gung-ho to play the badass. Sometimes current and retired WSP officers are asked to participate because they can challenge cadets in specific scenarios. Even the Academy's janitor has filled in when they've run short on volunteers.

On these two April nights that I volunteered, training began around 6:00 pm and continued until nearly 10:00. After a quick orientation meeting, the civilians are given fake registration-insurance papers and keys to various decommissioned, unmarked patrol

**They are also encouraged to pick out props from a box, which include open beer bottles or cans, plastic fake guns, or even labeled bundles of marijuana.**

vehicles or cars that have been seized in raids. They are also encouraged to pick out props from a box, which include open beer bottles or cans, plastic fake guns, or even labeled bundles of marijuana. The cadets get into their marked squad cars with their field training officers (FTOs) and us into our vehicles, and we all head out to a nearby business park that has plenty of intersections, parking lots, and looping routes.

Your job is to start cruising at low speeds throughout this park—and just wait to get pulled over. It might take a while, but it always happens eventually. Certainly it's never fun to be stopped in real life, but this contrived situation truly feels surreal, especially when you see a half-dozen stops all around you. Once you're stopped, the FTO walks up to your car and lets you know what scenario s/he wants you to play (i.e., suspended license, DUI). They may ask you to be "chippy" (rude, with an attitude). If you want to pull out a weapon, you should ask the FTO first, because their student may be too green and not yet psychologically ready to handle such a scene. But everything

else is pretty much up to you, and that's where the real fun begins.

These nighttime sessions center on DUI stops, which are a huge part of WSP's duties. Once darkness falls, adrenaline rises and everyone's on the alert because it's much harder to see potential weapons hidden in a vehicle. The element of surprise and conflict goes up exponentially, especially if passengers are present.

**The element of surprise and conflict goes up exponentially, especially if passengers are present.**

With a potential DUI, officers are looking for a number of clues to determine if a driver is intoxicated. The most obvious is how you're driving—if you're weaving, driving too slowly, fast, or unpredictably—and this prompts them to pull you over. Then they look for other signs—the smell of alcohol on your breath or in the vehicle, a visual check for open containers, and how you speak and act. If they suspect you're intoxicated, they ask you to step out of the vehicle, where they run a series of field sobriety tests to determine if you're intoxicated. This includes you visually tracking a small object such as a pen that the officer moves back and forth, a walk-and-turn test with nine heel-to-toe steps in a straight line with your arms down at your side, and a one-leg stand, wherein you raise one foot six inches off the ground while keeping it parallel to the ground without swaying or hopping.

If you fail any of these tests, combined with the other possible indicators, then you will typically be arrested for DUI. For an arrest to occur, four out of six conditions must be met. (In Washington State, breath and blood tests come after an arrest and were not a part of these civilian training scenarios.)



*Continued on Page 16*

I'll never win Oscars for my acting, but improvising was a blast as I tried to think of new ways to fluster cadets. I sassed back verbally, grabbed the pen out of the cadet's hand, pretended not to know English, wandered off from the walk-turn test, lunged for the officer's gun during a body search, and even did a little evasive driving when getting pulled over (nothing gets officers' heart rates up like throwing a car into reverse and backing up quickly toward them). I also resisted being put into handcuffs a few times and ended up getting thrown up against the patrol car as the cuffs were tightened, with multiple bruises on my wrists the next day to prove it.

**I also resisted being put into handcuffs a few times and ended up getting thrown up against the patrol car as the cuffs were tightened, with multiple bruises on my wrists the next day to prove it.**

These are all things that have happened to officers in the field, and plenty more. Our actors were sometimes assigned two or three to a car. The more people in a vehicle, the more potential for the unexpected to happen. One incident I heard about that night involved a driver and two passengers. Over the course of the stop, one of the passengers kept breaking out into full song while the poor cadet was trying to interview the driver. With the officer thus distracted, the other passenger snuck out of the vehicle and actually took off with the patrol car—the ultimate embarrassment.

Undergoing seven of these DUI stops in two nights revealed several things. One is that it's actually physically quite difficult to pass these sobriety tests even when one is sober. I tried on several occasions to do so well at these tests that I would not get arrested, but the walk-and-turn test as well as the one-leg stand proved that my balance

**One is that it's actually physically quite difficult to pass these sobriety tests even when one is sober.**

under pressure is not as good as it used to be.

Secondly, I was floored by the compassion and respect that the FTOs were instilling in their cadets. Things can get tricky when male officers are doing searches on females (small pistols can easily be tucked inside a bra). One FTO related a story of doing a pat-down of a young woman who started to tremble and cry. He saw that she was not faking this, and she told him that she'd been subjected to so much past sexual abuse and assault that this was her instinctual reaction when a man she didn't know started to touch her. He stressed to his cadet that you never know who you might be dealing with, and to never ever be flippant or disrespectful, even if they're just joking.

Although they'd already undergone many weeks of classroom training by this point, some cadets were definitely green, struggling to remember what they were supposed to say and do.

Others seemed much more comfortable and almost already the picture of a patrol officer you might meet in the field. In all cases, they were completely polite, responsive, and professional. The experienced FTOs often asked them what they were being taught in the classroom, which of course the cadets were following to the letter, but then they'd relate real-world stories in which the world is not so black and white but full of many shades of gray. Good contextual judgment is essential when evaluating each situation, they stressed.

Much of the FTO debriefing took place right in front of us actors, and not only that, but the FTOs actually asked us for our opinions of how their students did and if there was anything we thought they could have done better. In a world where American media

coverage is saturated with stories of "bad cops" out to get innocent people, this sensitivity and transparency was really eye-opening to witness. Sure, one can argue that liability is an incentive, but you can plainly see the earnest dedication in these young cadets and their hardened FTOs alike. After all, that's why they became police officers in the first place—to help people.

In the next issue, I'll talk about the second part of my volunteering experience—the anatomy of a drug stop.



*Mi Ae Lipe is a freelance editor and graphic designer in Seattle, and is also a traffic safety advocate. In addition to writing a regular column in Zündfolge, she blogs on Driving in the Real World, streams daily driving news links and tips on Twitter at @DrivingReal, writes regularly for Roadio.com (an online magazine for UK driving instructors), and frequently collaborates with traffic safety organizations, NGOs, and individuals. In December 2015, she and fellow citizen advocate Mark Butcher were honored with a Target Zero Award by the Washington State Traffic Safety Commission for their outstanding work in improving young driver safety in the state.*



# Elvis' BMW 507 Lives On: Comeback at the Concours d'Elegance in Pebble Beach

THE GLITTERING COMEBACK is now following one of the most spectacular classic-car discoveries of recent times. The BMW 507 was driven by US musician Elvis Presley, famous already at that time as the "King of Rock'n'Roll," while he was doing his military service in Germany. After that it disappeared for nearly 50 years and was believed to have been lost before returning to the limelight. After almost two years of exacting restoration work, BMW Group Classic is presenting the roadster for the first time in a public arena. Restored to its original condition, it will be exhibited on 21 August 2016 at the Concours d'Elegance in Pebble Beach, California. The BMW 507 with chassis number

70079 will be on view for visitors to the popular classic car show exactly as it was when soldier Elvis Presley took delivery of the car on 20 December 1958: with paintwork finished in Feather White, the 150 hp V8 aluminum engine under the bonnet, center-lock rims, black-and-white interior and a Becker Mexico radio.

"The opportunity to bring back the BMW 507 owned by the King of Rock'n'Roll to us here in Munich for purposes of restoration in accordance with the wishes of the previous owner, Jack Castor, was a dream come true for all those involved," commented Ulrich Knieps, Head of BMW Group Classic. "This was an exceptionally fascinating

project. The outcome is not simply a source of great pride to us. Jack would undoubtedly have been delighted by the outcome." In the summer of 2014, the exhibition of the unrestored discovery at the BMW Museum generated a great deal of excitement among classic car enthusiasts, but it also threw up questions: Was this really once Elvis' BMW 507? And will it even be possible to transform this roadster back into a jewel of the 1950s?

Suffice to say, the Elvis 507 was restored and the history of the car has been established. The full story with more photos is available on the chapter website: [www.bmwpugetsound.com](http://www.bmwpugetsound.com).



# Diversification, Diversions and Distractions

David Lightfoot

IN THE LATTER PART OF THE 20TH CENTURY BMW had gone from strength to strength. At the opening of the 21st Century that trend mostly continued although it did follow another pattern, two steps forward and one step back.

In May 2000, BMW sold the Rover Group while retaining Mini and Land Rover. A short time later Land Rover was sold too. Mini was the only brand retained and in 2001 the modern Mini was launched and it became a huge success for the company.

Later in 2001 the E65 7 Series was launched. It featured the first generation iDrive and the infamous 'Bangle Butt.' The original iDrive proved to be a disaster and BMW worked for years to make it work. The Bangle Butt styling ended up being a style-setter and most other brands followed suit with their own versions, mostly because it improves aerodynamics. It is a testament to the strength of the BMW brand that the company could withstand the initial negatives from the 7 Series. In fact, not only did the brand survive, 2002 marked the first time that over one millions cars were sold by the group.

In 2003, BMW AG launched the first Rolls-Royce car that was part of the group. The Phantom has been a success and every subsequent Rolls-Royce since the relaunch has been a critical and market success. In contrast, the Daimler-Benz competitor, the Maybach, started slowly and when downhill from there. After a few years it was quietly withdrawn from the market.

In 2004, BMW opened its first plant in China. In 2012 a second Chinese plant was added. Within ten years of the opening of the first plant, China would become BMW's largest market, making the U.S. the second and Germany third.

The first decade of the 21st Century also saw BMW's most serious foray into Formula 1 racing. A partnership with Williams lasted from 2000 through 2005. This resulted in a number of race victories but no championships. BMW then purchased the Sauber team and entered as a manufacturer. This lasted through 2009 and resulted in only one race victory. BMW withdrew from F1 after that.

In 2007 BMW Welt was opened across the strasse from the four-cylinder headquarters building, the museum and the Munich assembly plant. BMW Welt (World)

is used for customers taking factory delivery and for cultural events and displays. The four-cylinder building and the museum 'salad bowl' were given thorough renovations, giving the company a group of landmark buildings in the Milbertshofen neighborhood of Munich.

In 2011 BMW announced the i sub-brand. It also entered into a joint venture with SGL Group to build a plant in Moses Lake to create carbon fiber. These fibers will be used in the body panels of future lightweight vehicles. Production of the i3 started at the Leipzig plant in 2013. The i8 followed in 2014. A third i vehicle is planned as conventional BMW models are using carbon fiber to reduce weight. The battery technology from the i project is also being used to create hybrid versions of almost every conventional BMW model.

That brings us to the present and 2016, the year to celebrate the centennial of BMW's founding and the company's remarkable story. BMW AG has survived several near-death experiences to become one the most successful and respected brands in the world. The company's second century promises to be just as challenging as the first has been.





## Design Concepts and Race Participation for 18th and 19th BMW Art Cars Revealed

Chinese artist Cao Fei (born 1978) and American legend John Baldessari (born 1931) gave insight into the design process and revealed the inspiration behind their concepts for the 18th and 19th BMW Art Cars. Base model for both artists is a BMW M6 GT3. With

their commitment, Cao Fei and John Baldessari will be joining the ranks of outstanding artists such as Alexander Calder, Frank Stella, Roy Lichtenstein, Andy Warhol, Robert Rauschenberg, David Hockney and Jeff Koons.

### 18th BMW Art Car by Cao Fei

“The theme of this century is that we enter ‘a landscape of no man’s land’, e.g. autonomous cars and aircrafts and virtual reality. I expect to transcend the current context of ‘cars’ and to embrace new possible ways of expressions. To me, that not only includes the artist, but also the public.”

Cao Fei is considered by numerous international media as the most important Chinese contemporary artist. Having no previous personal relation to automobiles, she has started an extensive research on the topic of “driving” and “the car” as an intercultural object and sculpture for her BMW Art Car project.

### 19th BMW Art Car by John Baldessari

“For me, the car is certainly an icon of contemporary life. I have done sculpture before, but it’s the first time I have ever in a sense collaborated. I didn’t design the car – I collaborated with the designers of the car. I think the challenge comes in making something that cannot be understood from just one point of view, but only from a total point of view. I figured my use of colored dots is kind of an iconic series, so I had to include that. I’m actually advertising myself.”

### Art World and Racing Premieres

#### #18 by Cao Fei

- World premiere: at a major museum, summer 2017
- On racetrack: a major race in Asia, 2017

#### #19 by John Baldessari

- World premiere: Art Basel in Miami Beach, November 30, 2016
- On racetrack: Daytona, January 2017

(BMW Press)



Cao Fei learns about race cars from driver Cyndie Allemann.



John Baldessari shows off the idea for his art car on a 1/5 scale model.

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## Taking the Measure of BMWs

The BMW Group is the first automobile manufacturer to introduce a unique system concept with a fully-automated, optical measuring cell in its pilot plant in Munich. Freely moving robot arms use sensors to create a three-dimensional image of the entire vehicle and generate a 3D data model from the data captured, with an accuracy of less than 100 µm. This allows barely visible deviations to be identified at an early stage.

The optical measuring cell is deployed at the interface between development and series production. It forms part of the BMW Group's digitalization strategy for production and supports the high quality standards for production of premium vehicles. The next generation of the BMW 5 Series Sedan will be the first to benefit from this new technology.

Eduard Obst, Head of Geometric Analysis, Measuring Technology and Cubing, Total Vehicle, explains: "We are delighted to reach this genuine milestone in preproduction with the optical measuring cell: A single measurement

provides us with a 3D data model of the total vehicle. Lengthy individual measurements and data collation are no longer needed – saving time and enhancing quality at the start of series production."

A robot arm on rails mounted on each longitudinal axis of the optical measuring cell moves freely as it maps the vehicle in complete space. Occupying a relatively small area, this set-up allows two small, flexible robots to be used in parallel in an optimum working range. Compared with previous processes, in which robots use a single sensor to record one side of the vehicle after the other, measurements now only take around half the time and are completed within just a few days.

The robots are fitted with two sensors that record reference points and then capture individual surface areas of approx. 80 x 80 cm each. These are combined to form a scan of the entire vehicle. Analysis of the data quickly reveals any deviations, allowing technical integration specialists in the

Production division to take appropriate action early on.

Three-dimensional vehicle scanning can be fully automated and performed at off-peak hours or at night, so the measuring cell can be utilized to full capacity. With results delivered promptly, update cycles are shorter or no longer needed. The measurement data and analysis findings are shared online within the production network and also made available to the plant responsible for series production to assist with their preparations.

The fully-automated optical measuring cell is gaining increasing importance within the BMW Group. This technology has been successfully used in toolmaking in Munich since 2015 for complete measurement of individual sheet-metal parts, as well as tool inspection.

The BMW Group is currently exploring the use of automated optical measurement at its automobile plants

*(BMW Press)*





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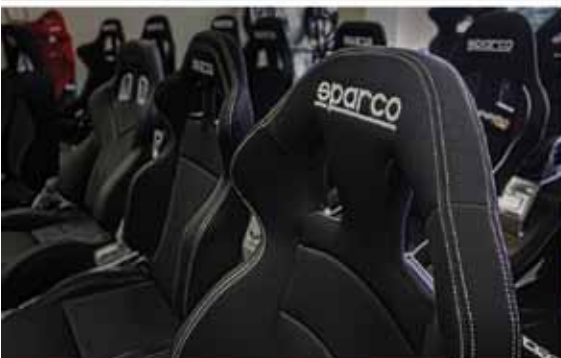
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