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Volume 47
No. 1

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Postal Notice

Zündfolge (USPS 715-250) is published bi-monthly by the BMW CCA, Puget Sound Region. Office of Publication: 11514 Lake City Way, Seattle, WA 98125. Subscriptions are \$15.50 annually (available only as part of the \$48 membership fee). Periodical postage paid at Seattle, WA and at additional mailing offices. **Postmaster**, send address changes to:

Zündfolge

PO Box 1259

Bellevue, WA 98009

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

December 28, Wednesday

Lunch at Triple X Root Beer in Issaquah.
An end of the year tradition.

January 25, Wednesday

Board Meeting. All members welcome.
RSVP to president@bmwpugetsound.com.

January 28, Saturday

Car Collection Visit. We will visit America's Car Museum in Tacoma to hear Chapter member Peter Gleeson talk about his cars on display as part of Peter being featured as an ACM Master Collector. See details in this issue.

February 22, Wednesday

Board Meeting. All members welcome.
RSVP to president@bmwpugetsound.com.

February 25, Saturday

Meeting at Vintage Racing Motors.
Come see the amazing vintage cars being worked on by club member Byron Sanborn and the rest of the crew at VRM.

March 22, Wednesday

Board Meeting. All members welcome.
RSVP to president@bmwpugetsound.com.

For more information about any event, go to our website: www.BMWPugetSound.com.



The 19th BMW Art Car with American artist John Baldessari.

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President's Column



Steve Libby hands over the keys to the Club to Ed Walker.

HI EVERYONE, I'M ED WALKER, your new president for 2017–2018. My day job finds me meddling in affordable housing policy for the King County Assessor. I also manage some rental property, but my real passion is all things BMW. I've owned too many models to count over the years.

My neighbors now understand that I just have this thing for driving different BMWs that suit my tastes at any given time. I mostly own them one or two at a time so as to not create parking nightmares in the neighborhood. "Oh look dear, it's just Ed out washing his most recent BMW on this nice, freezing day in January."

Some of you may know me already through our driving tours program. I have a lot of fun leading members around this beautiful region on twisty back roads. Tours have typically been well attended as we discover the best roads to familiar places like the river gorge, the Olympics, and even over into Eastern Washington. I hope to be able to continue leading tours. It's a great way to meet new folks and enjoy our cars on the roads they were designed to drive. Please join us this year; meeting new folks is an added bonus!

While I consider myself more of a road warrior than a track rat, like my predecessor Steve Libby, I strongly suggest taking advantage of our track

program either in the car control clinic or driving school. You will learn so much about yourself and your car. Take advantage of our excellent instructors like Steve and many others dedicated to making you a much better driver than you ever imagined. Please make just one New Year's resolution: to do at least one car control or track session. (Okay, also do a driving tour!)

For 2017, our chapter will continue to rely more on electronic communications to members. We will improve the platforms we rely on to get the word out regarding upcoming events and other information. This is simply how most of us communicate and is the most efficient way to use our volunteer resources. We will continue to use Around the Sound (ATS) electronic notifications, so make sure BMW CCA National has your correct email address. Paper is eventually going away, at least at the chapter level.

Zündfolge, our hard copy chapter magazine, will become less frequent over the next two years and shift its format to less timely content. Stay tuned for more on this from our Editor-in-Chief, David Lightfoot.

In addition to our track program and driving tours, we will continue featuring auto collections and shows throughout the year that our members enthusiastically support. But we are always looking for more types of events that draw our membership together socially and in ways that feature the fun of owning our BMWs. Help us develop new programs and events that we don't currently offer. Let me or any other board member know what you're thinking, or come to our monthly board meetings to share your ideas.

The future strength of the Puget Sound Chapter depends on member participation. I can't overemphasize that fact. We value input from ALL members.

If you have suggestions on how to make the Club better, let us know and get involved. We want to hear from you in 2017!

*Ed Walker, President and Tour Leader
Puget Sound Chapter BMW CCA*

THANK YOU STEVE!

On November 16, Steve Libby presided over his last BMW CCA Puget Sound Chapter board meeting. The board presented him with a classy pen set for his unending efforts. Steve distinguished himself in many ways over the past two years of his leadership. In addition to his undying enthusiasm, networking, and organizational skills, he led the effort to organize our very successful 100th anniversary celebration for BMW as a company, held at America's Car Museum, taking over their entire front lawn with hundreds of BMWs. And stay tuned for 2017. He's planning another great summer event at the same venue.

Thank you, Steve, for two great years leading our Club chapter. He'll remain on the board as Past President and play an active role in improving our web-based content, driving programs, car shows, and being our goodwill ambassador.



ON THE COVER

John Baldessari's creation, BMW Art Car Number 19, is ready for take-off.



March 4

Sport Driving Tech Session at 425 Motorsports

JOIN US ON SATURDAY, March 4 from 9:30 am to noon for a can't-miss sport driving and safety gear tech session at 425 Motorsports in Bellevue. 425 Motorsports is a retail store that specializes in automotive driving and racing equipment. Food and beverages will be provided, so show up early and come hungry!

The first part of the event will be geared towards our advanced driving education programs held at Pacific Raceways and The Ridge. These events are a great way to take your driving skills to the next level and take advantage of the performance and safety features of your vehicle. These skills can translate not only to better performance on the track, but also more control (and even more fun) in everyday driving on the streets.

Driving Events Coordinator Steve Libby will explain the advanced HPDE program and Jeff Butler will explain the Car Control Clinics. For those already counting down the days to the next driving class, we'll have information about how to choose your helmet and other safety gear. If you've never taken the Car Control Clinic, this class is a must!

Part two will feature representatives from 425 Motorsports providing tutorials and information on how to choose the right racing equipment and safety gear. 425 Motorsports will be offering a special 10% discount for Club members for equipment purchased the day of the event. Who said safety can't be fun?

So mark your calendar for March 4 at 9:30 am and come hang out with us at 425 Motorsports. Get psyched for the motorsports season and enjoy some bench racing. RSVP so we can have enough food and beverages.

*Jeff Butler, Tech Event Coordinator
jeff@hauryscollision.com*



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JUST BECAUSE IT IS RAINING OUTSIDE, kind of cold, and dark does not mean that you can't think about the upcoming track season! Hopefully, you got some cool upgrades to the car or at least asked for them. Maybe you got some holiday money or bonuses that you can use on the car. Check out the major BMW after-market suppliers like 425 Motorsport, Bimmerworld, Turner Motorsport, Bavarian Motorsport, HMS Motorsport, and of course BMW Performance. Just a reminder, if you have a 2005 Snell helmet, it can no longer be used at any track day. All car clubs are requiring the newer helmets, not just BMW. So, check inside your helmet and look for the sticker. Any helmet after 2005 is okay.

We will be promoting an on-line course by Ross Bentley for first time participants to HPDE events. In the past, we have held in-person ground schools for new drivers. With everyone's busy schedules and the Puget Sound traffic, we have that decided that a short on-line eCourse will be helpful. Look for future ATS notifications as the time draws nearer.

What is HPDE? As you know, it stands for High Performance Driving Education. Did you notice that nowhere in the title does it say racing? If you are reading this article, it means that you belong to the BMW CCA and probably own one or more BMWs. Your car was designed by BMW engineers as a performance car that can be used to drive to the grocery store, drop off the kids to school, then go to the track for a day of fun, then home again! There are no special modifications you need for you to enjoy the incredible engineering of the Ultimate Driving Machine. All you need is a helmet, a car, an inspection report, a MotorsportReg account, and that is it!



Yes, there are a million ways to spend a lot of money on your car. But that is not the point. We want you to come to the track. We want you to take our Car Control Clinic for a day and just see what your car will do on a closed course. You will understand the value and feel of the ABS and just how stable your car is even when you get to push the limits. More importantly, you will get to see just why those BMW engineers went to school when you can play with the traction control settings; something that you would never do on the street!

Your first track day at a HPDE event will be great, exciting, and educational. Your instructor corps are the club's ambassadors. We are here to provide a safe, yet exciting time at the track. For the first-time drivers, you will always have an instructor in your right seat, with a communicator. You will be guided around the track at a speed that is comfortable for you. At no time, will you ever be forced to drive at speeds that

you feel are unsafe for your comfort level. However, having said this, learning always occurs in increments and sometime we must move a little past comfort level to achieve this.

So, start thinking about the track and car control clinics! I am and cannot wait to get back on the track. What am I doing? Well, the speedy 318is "TRAK-CAR" will be getting its annual track maintenance in my garage. It is a good excuse to spend the day in the garage, listening to a rock station, and getting my hands dirty. In March, I will be attending the Audi club Instructors' Clinic to keep my instruction skills sharp. Also in March, the Porsche Club will be hosting a national instruction certification program put on by the national Porsche Club. Many of the instructors will be attending this certification program.

Happy 2017 and get ready for a great track season!

*Steve Libby, Senior Instructor
Driving Events Coordinator*



Vintage Racing Motors

WE ARE IN THE PRELIMINARY STAGES of planning a visit to Vintage Racing Motors. VRM is one of the best vintage racing shops in the country. Our open house and guided tour will be led by long-time Club member Byron Sanborn, who runs the shop at VRM. Byron is also the owner of the 2002 Turbo that has the distinction of being the first 2002 ever shown at Pebble Beach and took second place this past year.

It has been four years since our last visit to VRM. While the shop hasn't changed much, the cars are constantly

changing. VRM works on customer cars and their own and there is always something interesting to see. Of course, Byron will have a few BMWs on hand for us. And there is also the chance for the odd Formula 1 car or Can-Am monster. Byron will give us a history of each car and some amusing stories. He will likely be assisted by Thor Thorson, who also works at VRM.

The Club will provide coffee and light breakfast snacks. Remember to bring your camera. Or at least your phone. The meeting is open to Club members and their guests.

Tentatively we have scheduled this event for February 25. We will confirm the date and other details via the chapter website and Around the Sound newsletters. If you don't receive the ATS newsletters, add your email address to your membership profile with the national office.

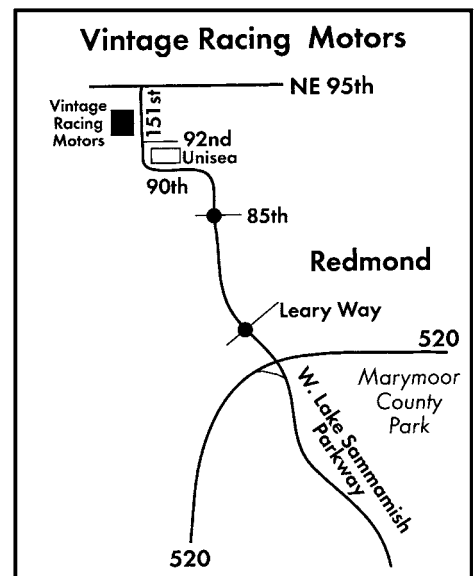
There will be no charge but RSVP so we have an idea how many to plan for. The time of the event will be 10:00 until noon.

David Lightfoot
d.lightfoot@comcast.net



A scene from the last time the Club visited VRM.

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Peter Gleeson, Master Collector at America's Car Museum

DO YOU NEED SOMETHING TO DO to get you out of the house on a Saturday morning? Well, make plans to attend a very special event we will be holding on Saturday, January 28 at 10:00 am at America's Car Museum (ACM). Peter Gleeson will speak about all of his cars currently on display at ACM. Peter has been bestowed the title of Master Collector by ACM for 2016. This is a unique opportunity to hear the history of each car in the collection. Peter did this talk back in September, but was under a time constraint. Now, he has a lot more time to talk more in depth about the cars. I always learn more about BMW history whenever I hear him talk. ACM will be offering a special group rate admission to the museum. We are very fortunate to have such an important collection in our own back yard and by a chapter member. Go to the BMW Club website and watch the



cool video ACM produced about Peter and his cars. You can take as many pictures as you like, no restrictions!

Remember, after his talk, you can tour the entire collection. Do not pass up the driving simulators! So come on out and have some fun hanging out with

fellow BMW nuts. It will be cold and rainy, so this is good excuse to get out of the house!

Watch for ATS announcements about meet additional details.

See you in Tacoma!

Steve Libby, Past President & Driving Events Coordinator

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The 2016 BMW Walla Walla Wine Tour

THE 2016 BMW WALLA WALLA WINE TOUR started at the QFC in Enumclaw on a chilly and wet morning on Friday, October 28. The group of 17 BMWs headed east on Highway 410 around Mount Rainier, over a snowy Chinook Pass and into a warm and sunny Yakima. We stopped at Horse Heaven Saloon in Prosser for lunch then continued to our first stop at Columbia Winery in Paterson, WA. We then went east on Highway 14 and Highway 730. After a very scenic drive along the Columbia River, we stopped at L'Ecole and Waterbrook Wineries before heading to the Marcus Whitman Hotel in Walla Walla. We all met at The Marc, one of the finest restaurants in Walla Walla, for a great dinner.

On Saturday, after a wonderful breakfast, we headed out on a foggy morning to Walla Walla Vintners for our first winery stop of the day. We were fortunate to have owner and wine maker Gordy Venneri provide us a tour of the wine-making facility along with tasting their fine wines. Our next stop was Basel Cellars, which is located in a beautiful setting. We were able to taste their wonderful wine while enjoying our box lunches that were provided by Olive Restaurant. After lunch, we headed to Northstar Winery for tasting as well as a special wine blending session where a few Club members blended and bottled their own wine creation to take home with them. Other winery stops included Pepper Bridge Winery and Va Piano Vineyards. All in all, it was a wonderful wine weekend with good friends.

Thanks to tour photographer, Christiane Helbig for amazing photos. View them at <https://1drv.ms/f/s!Av5El1Z2zHLpt2uwydJUBt1eG4Rp>



COMMENTS FROM BMW CLUB MEMBERS

We had a fantastic time! The road trip was fun, scenic and off the beaten path. The itinerary was entertaining, organized and well executed. We would not have changed a thing! All the folks we met during our varied activities from Friday through Sunday were fun loving, interesting, and best of all, easy to get to know. Thanks for a great weekend.

Don and Jeree Lagoon

Tour was great! Horse Heaven lunch in Prosser was especially good with great service for a large group with a small staff—bravo! Though I only hit about half of them, you picked great wineries! I still subscribe to the old adage though: the smaller the winery and (especially) the gift shop, the better the wine! I enjoyed Walla Walla Vintners the most, with the very professional owner's personal tour.

I would have enjoyed a little more "down" time to visit with and get to know other Club members, as I only know a few of them (though I have been a Club member for 16 years). All in all, it was a great tour and I look forward to the next one, particularly if it is longer (like four days), as was mentioned as a possibility for the future. A personal thank you for a job well done, Greg!

Dave Wilder (silver E39 M5)

Greg Smith and his wife did a super job of organizing, leading and hosting the Walla Walla wine tour! Beginning with a spirited drive over Chinook Pass, with beautiful fall leaves and the snow on Mt. Rainier all around us, to the small town of Prosser in the Horse Heaven Hills for lunch. Then three very nice and welcoming wineries for tasting and tours before checking into the historic Marcus Whitman Hotel in Walla Walla. Greg arranged for the 35 of us (17 bimmers) to dine together in the hotel dining room, and everything was delicious! After a grand buffet breakfast the next morning we were off to see five more wineries in the valley. Greg arranged for box lunches of our choice to be delivered to Basel Cellars and our tasting then proceeded with our meal. Some of our group also participated in a blending session at one winery. We were on our own for dinner and we ended up downtown at Whoopemup for the best Creole gumbo ever! It was a great weekend and we're looking forward to the next BMW tour!

Enid (& Hondo) Layes



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IT JUST KEEPS GETTING BETTER. PRO3 racing that is. Yeah, car counts were down a bit this year, as they were across the board in ICSCC, but boy did we have some great racing! Not only did we run 16 conference races (over 12 weekends), we took part in three special race weekends—the Pacific NW Histories for the third time, the Rose Cup at PIR, and the BMW Cup Races at Mazda Raceway Laguna Seca during the Monterey Histories Weekend as part of BMW's 100th anniversary. Now's a great time to get involved in PRO3 racing. Several of the top racers are moving to the Spec E46 class. So there are some great cars for sale and you've got a better chance of ending up at the front of the pack.

As is pretty normal, Conference racing ended with another wet, wild, and wooly finish at The Ridge Motorsports Park. The NW racing season concluded with a predicted monsoon that delayed the enduro in Portland. So now it's time to put the car up for winter hibernation or major surgery as the case may be. Don't forget the sales pitch to potential sponsors, crew and supportive spouses.

We wrapped up the season with our 60th Annual ICSCC Banquet held at the SeaTac Marriott on November 12. The food was great, the videos and slide shows enjoyable, with emcees (Mike Olsen and Jim Cissell) are both PRO3 drivers, and there was a full house. Permanent award winners were: Worker of the Year, Gail Fetterman; Workers' Choice, Randy Blaylock; Novice Driver of the Year, Jenny Lieu; and Driver of the Year, Mike Tripp (our conference President).

Class winners were: *Group 1:* PRO3, Olivier Henrichot; SPM, Tom Miller; SPO, Scott Norton; *Group 2:* Club Rabbit, Daniel Schrader; D Production, Perry Hartman; H Touring, John Morris; ITX, Jon Wilson; PRO44, Gary Rigdon; Spec Miata, Mike Tripp; *Group 3:* Club Ford, David Reich; Formula Continental, Scott Morton (who has now won championships in eight different classes!); *Group 4:* A Sedan, Kevin Smith; GT1, Mike Kelley; GT2, Rusty Gill; SE46, Charles Hurley (previous PRO3 champion); Sport Touring, Zack George; and *Group 5:* EIP, Brian Bercovitz (also runs PRO3); FIP, Tom Pittsenbarger; ITA,

Collin Koehler; FSR, Dick Boggs; and Formula V, James Phoenix. Corey Peters (runner-up in PRO3), David Reich, Larry Bangert, and Jim Cissell received awards for attending every race—as did race official Ray Yost.

The tentative schedule for next season is circulating among the active licensed drivers, and it looks like another busy year for PRO3. In addition to the normal Conference race schedule, at least two feature races appear on the slate, with some possible additional opportunities lurking in the weeds.

Once again it appears PRO3 will support the SOVREN Histories at Pacific Raceways over the long Fourth of July weekend. PRO3 participates both as a feature race class during the regular schedule and, more importantly, we provide a fundraising "demonstration" race in which brave souls with a couple hundred bucks to donate can climb into the passenger seat of an actual race car and ride along through a five-lap race. All proceeds are donated to Children's Hospital. We do this on a couple of the race days so there is more than one opportunity to join. This is one way to

experience the thrill of door-to-door racing and support a good cause.

Also on the schedule are the Rose Cup races in Portland. Hardcore racers will have a busy week as this is July 7-9, the weekend following the Historics.

If you have an interest in joining ranks with your BMW loving/fast car driving/competitive spirited community next season, now is an excellent time to begin planning your roadmap to get there. If you are an absolute beginner, sign up for one of the BMW Car Control Clinics this spring. The end of the day includes rides in instructor cars to demonstrate what is possible on the track. From there you can participate in High Performance Driver Education events put on by the Puget Sound BMW CCA to get a feel for the car. Or you can jump directly into a Race Driver school. Go to www.icsec.com/novice.php to learn details on schedule, location and costs.

Before you decide to go all in, you may want to try before you buy. Once you have completed the Novice program, you can find cars to rent for both Test-N-Tune and race days. The PRO3 website (www.pro3-racing.com) can provide information and contact info to get you started.

And what would the end of the year be without a look back at the people and organizations that make PRO3 what it is? Thank you to all the PRO3 sponsor organizations who provide support, time and resources to PRO3: BMW Northwest in Fife, Toyo Tires, Bimmerworld, Hagerty Insurance, 425 Motorsports-Bellevue, Griot's Garage-Tacoma, ProFormance Racing School, Carb Connection-Redmond, and BMW Club-Puget Sound chapter.

Free 2017 PRO3 Calendars



THE BMW PRO3 GROUP is again providing free PRO3 wall calendars locally to Puget Sound Region Club members, a \$12 value to the rest of the country. To get your free copy, visit one of the following listed businesses that have agreed to serve as distribution points for the calendar. Use your favorite search engine to get their business addresses. Distribution is already under way!

Enjoy twelve colorful months of BMW PRO3 action racing at tracks around the Pacific Northwest, this year with additional rainy racing! Additional support was provided by the Puget Sound BMW Club, BMW Northwest, 425 Motorsports, DMS Motorsports, Northwest Differential and Haury's Lake City Collision.

This high quality calendar features PRO3 images shot through the lens of local photographers and designed by Club member Matt

Ferbache. For those that own the 2016 calendar, this one is ten times better!

Calendars are also available for sale for \$12 each. Please visit www.PRO3-Racing.com for ordering details.

Lance Richert, PRO3 #35

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What's the Big Deal with Self-Driving Cars, Anyway?

by Mi Ae Lipe

THESE DAYS, YOU CAN'T GO A WEEK WITHOUT HEARING SOMETHING IN THE NEWS MEDIA about self-driving cars and autonomous driving. So what is it all about, and what could it mean for you?

You might be surprised to hear that this has been around for quite a long time. In 1939, futuristic projections were being touted by General Motors (GM) in their Futurama automated highway, complete with no-hands-needed cars. In the 1950s, GM and RCA demonstrated an automated highway system using radio control for speed and steering, but getting consensus for technology and infrastructure standards were as challenging then as now, and their grand plans never bore fruit.

Significant advancements in artificial intelligence (AI) in the 1960s made the possibility of self-driving vehicles ever more real, and in the 1980s and 1990s, sample stretches of road in San Francisco and Europe were tested with technology that communicated directly with vehicles. But it hasn't been until the past decade that advancements in computer processors, software, and radar and laser sensors have enabled quantum leaps in self-driving technology.

At this point, nearly every major automotive manufacturer is working on autonomous technology, and the race is on to create the world's first fully self-driving car, with Google and Tesla the most high-profile players. Already we're seeing semi-autonomous tech in the form of adaptive cruise control, blind-spot assistance, automatic braking systems, and lane-keep steering functions.

So what's the big fuss about these self-driving cars? The biggest is safety. According to the World Health Organization, road collisions cause 1.2 million deaths worldwide, and a 2011 American Automobile Association study concluded that car crashes cost the United States \$300 billion annually. Self-driving technology could bring these numbers down to a mere fraction by propelling vehicles at proper speeds and spacing them effectively, while avoiding the associated injuries, deaths, and vehicle damage.

There are other enormous benefits to self-driving cars. Currently, the typical



vehicle represents a lot of waste. We actually drive it only a tiny fraction of the day; it sits in a garage, parking lot, or on the street the rest of the time. But imagine if such a vehicle were self-driving and could be shared between multiple users. It could pull up at your house, take you to work, and then drop you off to pick up an elderly couple to take them grocery shopping. After that it could be summoned by someone else who needs a ride, and so on.

It's been estimated that on average 30 percent of all vehicles cruising about in a city are looking for parking. If self-driving vehicles were continually serving consumers, there wouldn't be a need for so much parking space on the street or in garages and lots. This space—always scarce in cities—could be devoted to parks, recreational areas or even housing.

Congestion would improve as well, since self-driving cars can be programmed to follow one another much more closely in a phenomenon known as platooning. Roadway capacity could be increased as much as 45 percent in some areas, which reduces commute times and fuel consumption. This is a boon not to be ignored in areas with limited public transportation or extreme density.

Self-driving vehicles, if adopted en masse, could profoundly change other business landscapes as well. The need for insurance would be greatly reduced

or even eliminated. With fewer vehicles needed to serve multiple people, car sales themselves would drop significantly. And one of the hottest areas for autonomous technology is the commercial trucking industry. These implications are interesting, to say the least, but it is being considered as a possible solution to the current shortage of truck drivers.

Aside from reductions in injuries and fatalities, there are other huge human benefits. Elderly people who can no longer safely drive would now have a way to maintain their independence and dignity without endangering or inconveniencing others. The same holds true for disabled people, children and other populations who cannot drive themselves.

But of course, many huge issues must be ironed out before truly self-driving cars can be commonplace. Security is one; although hacking a self-driving car is not an easy task, it can be done, as several high-profile incidents have already shown. Another is that current self-driving technology relies in part on clear lane markings and accurate GPS mapping systems to be effective; we all know from experience that our nation's road infrastructure and GPS at present are simply not up to snuff to ensure the necessary reliability.

Self-driving technology is also only as good as its computer programming and algorithms. If a self-driving vehicle

encounters a situation in which it has to hit something, will it sacrifice itself and its driver, or the obstacles (potentially human) that lie in its path? And then who is legally liable for that incident? The automaker, the driver or even the vehicle's software creator?

There is the human factor as well. Drivers initially may not trust the technology, but once they do and become reliant on it, they may eventually lose the driving skills necessary to take over the vehicle in an emergency. The most dangerous time may well be right now—the “in-between” period when some vehicle functions are semi-autonomous for limited periods but still require the driver to be alert and skilled enough to take over at any moment.

Still, the potential consequences of self-driving cars are, at the very least, a game-changer for the positive. Of course, many of us can't imagine—and completely reject—a world in which we can't pilot our own vehicle. Most days, I count myself as one of those.

But an interesting double standard emerges when it comes to autonomous cars. The infamous May 7, 2016 fatality where a Tesla in Autopilot mode ran into the side of a semi-truck in Florida garnered worldwide media attention, fueling the controversies of self-driving car safety. (Contrary to its name, Autopilot is not intended to be used as a substitute for the human driver.) In spite of the millions of miles that have been logged by Google cars and other self-driving vehicles, the media pounces every time a self-driving car has a collision (nearly all of them the fault of the human driver on board).

And yet, 35,000 Americans alone die in traffic collisions every year. That means nearly 67 jumbo jets of passengers dying annually, or 1.3 planeloads' worth every week. Yet, there is no national outcry over this staggering statistic and hardly any media attention other than a tired end-of-year blip. Somehow we consider this normal—just the cost of driving in America, business as usual.

It is just because we perceive ourselves as not being in control in a self-driving car that the possibility of death—even just one—suddenly becomes more egregious.

Personally, I think I'd much rather take my chances any day on roads filled with self-driving cars than be surrounded by inattentive drivers totally distracted by their electronic devices. Just sayin'.

Mi Ae Lipe is a freelance editor and graphic designer in Seattle, Washington, who also lives another life as 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, and frequently collaborates with traffic safety organizations, NGOs, and individuals. She is also the newest columnist for BMW CCA's Roundel magazine.

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BMWs Go Mainstream as Collector Cars

by David Lightfoot

IN THE LAST FIVE YEARS, BMW have been discovered by mainstream auto collectors. By this I mean, the big car collectors did not have BMWs on their radar until about 2012. But let's go back even further.

Twenty-five years ago, 1992, the Big Three of BMWs were all \$100,000 cars. That is, the 328 from the 1930s, the 507 from the 1950s and the M1 from the late 1970s could all be had for about \$100,000. In the late 1990s, keeping the symmetry, the Z8 joined the list of great BMWs.

With the Z8s appearance, there was an interest in the 507, being the inspiration for the Z8. I thought this would be short-lived but I was wrong.

Still, mainstream collectors continued to chase the classics they had always chased. Pre-war marques such as Duesenberg, Bugatti, Mercedes-Benz and exotica such as Isotta-Franchinis, Hispano-Suizas and the like. With the passage of time, post-war cars such as Mercedes gullwings, Cobras and, of course, Ferraris captured the imagination of those with lots of money.

BMW's just never caught on. Maybe that was because pre-war BMWs were relatively inexpensive. And in the immediate post-war period, BMW just didn't build very many cars. Let's face it, the company had several near-death

experiences and only finally found their feet with the investment by the Quandt family in 1959.

Whatever the reasons, BMWs have finally been noticed by the major collectors. This is a mixed blessing. The good news: BMW is finally getting the recognition it deserves. The bad news: prices have skyrocketed. The sort of good news: restoration can be economically justified for more cars now and more replacement parts are being remanufactured.

The Rules Change: Provenance and Originality

The rules of the broader collector car world now apply to the most valuable of BMWs. For example, a particular car's provenance is very important. Race history, especially factory race history, means a lot. Previous owners, especially famous ones, can raise a car's value significantly. Being able to trace and document the chain of ownership is important. Preferably back to the beginning of the car's history.

The other change for these cars is the importance of authenticity/originality. BMW enthusiasts have historically not placed much importance on this. Swapping out parts was considered acceptable. Many Bimmerphiles considered it good to make 'upgrades.' But these 'automotive

mores' don't hold for cars in the upper strata of collector car hobby and lately even for the new-found jewels from BMW like E30 M3s. Collectors want authentic, original, as-delivered from the factory parts on these cars. Substitute parts, even for ease of drivability, typically will decrease value. Okay, nobody wants to drive on original tires from a prewar 328, but you get the idea.

For older BMWs, such as pre-war cars, 503/507s or anything pre-New Class, this has been clear for a while. But for those of you with newly found classics, such as an E9 coupe or E30 M3, it probably makes sense to put the car back to factory original or stockpile the parts to do so.

Should BMW CCA chapter events start judging cars for originality and authenticity? Maybe. Let's talk about some of the specific models.

507

The 507 is the most valuable model of BMW. The 507 got a bump in values when the Z8 was released. Some people wanted a 507 to go with their Z8 so they could have the original and the updated version. But then a weird thing happened. The values never went back down. In 2013, 507 values took off and 2014 saw the values go completely nuts. The 507 is particularly beautiful and very rare; both add to the value, of course.

During 2014, the late Bill and Star Young's 507 sold at Amelia Island for \$1.8M. Four days later, a 507 from the Pray Collection sold for \$2.4M, setting the record. That particular car, besides coming from the collection of well-known collector Malcolm Pray, is the only 507 raced in North America. The auction house, R&M, located the original owner and obtained documentation of every event the car participated in. This seemed to raise the perceived value to bidders by about half a million dollars. In my mind, the amateur racing history really isn't that significant. But bidders felt otherwise. Importantly, the new owner is said to have spent \$1 million on 'restoration' of this car after spending \$2.4 million to acquire it! That car was at Pebble Beach last year and looked good, as well it should.

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At one of the Pebble Beach auctions in August 2015, a 507 that had been fully restored by TT Workshops in England, was sold for \$1.8 million, at the low end of estimates and considered to be somewhat disappointing by some. With seller's premium, the full price was \$1.9 million. BMW Group Classic raised some questions about the fidelity to which cars were restored by TT Workshops. This car was found to have a non-original engine a couple of days before the sale, which brought the price down. For locals, this car was previously owned by Brown Maloney of Sequim.

During 2016, the Elvis Presley 507 and its companion car were both brought to Monterey by BMW Group Classic and certainly gave a boost to 507 values. But the only 507 offered at any of the Monterey auctions was painted an awful non-factory turquoise and was a no sale at \$1.8M.

The market for 507s seems to be about \$1.8M to \$2.0M currently for very nice cars with very special cars or those in exceptional condition being worth up to 20% more and of course there will always be a premium everything else being equal for a series two car. Of course, it seems that every 507 owner thinks their car is a \$2.4M car but the market thinks otherwise. Interestingly, 507s have seen a slight softening, like so many cars that accelerated from 2012 to 2014; this slight correction seems healthy.

503

The sister car to the 507 is the 503. Both models were designed by Count Albrecht von Goerz for BMW and both debuted in 1955. The coupes are now worth \$220,000 to \$312,000 according to *Sports Car Market*. The convertibles are worth \$328,400 to \$330,000 according to the same source. That seems like an awfully narrow range but this is clearly a thinly-traded market. In my mind, the convertibles are significantly more attractive. Probably the best 503 in the world is owned by Karra Canum of San Jose. Many Club members have seen this car at the LeMay Museum, Monterey, Griot's Garage catalogs or in *Roundel*.

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The 507 from the 1950s is the most valuable BMW model.



This 502 Cabriolet was restored by the President of the BMW Vintage and Classic Car Club.



Karra Canum's 503 Cabriolet is likely the best example in the world.

BMWs Go Mainstream as Collector Cars *Continued from page 15*

With its brown and beige interior, it is a show stopper. It would probably sell for over half a million dollars if brought to auction.

501/502/3200CS

The other big BMWs from the 1950s and 1960s are the 501, 502 and 3200CS. The standard 501/502 sedans aren't worth much and can't be restored economically. Unusually-bodied cars are worth enough to bother with. These include the Baur cabriolets which have drawn around \$350,000 at auction. 501/502s from Autenrieth or other coachbuilders are worth even more. The 3200 CS Bertone is rarely seen at auction but Sport Car Market puts the value range at \$58,800 to \$103,050.

328

The pre-war 328 is the second most valuable of BMW models. Built from 1936 to 1940, this car's rarity, beauty and race history make it a real classic. In 2015 Bonhams sold a Condition 3 (1 is best, 5 is a mess), restored 328 for \$831,451 which was called market correct by *Sports Car Market*. Later the same year, Bonhams sold a Condition 1- Frazer Nash-BMW for \$934,868. *Sports Car Market* says the range is \$667,400 to \$1,287,153. The wide range is due to condition, of course, but 328s also often have very interesting ownership histories and many have strong competition histories, which helps account for the wide spread.

Many 328s were hidden away during World War II and the chain of ownership is sometimes hard to document during the war and immediate post-war period. Some 328 owners fear that their cars could have claims made against them by their former German owners, much like what has happened in the art world. So many of these cars remain hidden away.

The most valuable of the 328s are the factory race cars. Most of these are now owned by BMW but the crease-fendered roadster from the 1940 Mille Miglia team is the exception. BMW made a copy of this car but the original car was acquired by Oscar Davis for about \$3 million.



Nancy and John Martin's beautiful 328 is well known to Club members.



This lovely 327/28 Cabriolet was restored in Vancouver, BC for Steve and Annie Norman.

Other Pre-war BMWs

The predecessor to the 328 was the 315/1 and 319/1 sports cars. These lovely roadsters are roughly \$250,000 cars in good condition. Curiously, the 327 and 327/28 cars are not listed in the *Sports Car Market Price Guide* although I've seen nice ones sell in the range of \$250,000 to \$350,000.

Isetta/600

Microcars are very popular with collections since they are relatively affordable and cute. The favorite of all microcars is

the BMW Isetta. The price range stated by *Sports Car Market* is \$30,000 to \$93,500, the latter hopefully the result of too much auction excitement/wine. But nicely restored Isettats bring in excess of \$40,000 regularly.

The 'Isetta limousine' 600 isn't worth as much even though it can actually be driven in modern (non-freeway) traffic; it just isn't as cute as an Isetta. Taking an Isetta to a car show is like taking a puppy and it seems a "BMW puppy" is a must have item for all kinds of collectors.



Who could resist an Isetta?

M1

The M1 supercar from the late 1970s has finally been discovered by mainstream collectors and is getting the attention it deserves. *Sports Car Market* puts their value at \$440,000 to \$605,000, which seems about right and has recently been confirmed by a nice car just brought to the USA from Japan with zero paperwork, selling for \$577K, no doubt a low mileage great provenance car may shock the market at a higher level. Motorsport M1's Particularly Procars with race history are worth much more.



This M1 Procar is pictured at Laguna Seca.



This is an Alpina Z8.

Z8

Z8s are beautiful, modern cars. There were 5,700 built, so they are not rare. But a curious thing has happened. The original price was about \$130,000. Initially the values dipped to around \$80,000 at the lowest. Then they started climbing to where the value is now \$181,200 to \$309,269, again quoting *Sports Car Market*. Why so expensive? They are lovely, reliable and fast with the M5 engine. But they can't be driven hard since the unibodies flex and newer M Cars are faster. But these values, in excess of what they cost new, have persisted for years and while there seems to be a leveling of late, who knows what the future brings.

Standard E9 vs. CSL vs. Batmobile

Now we're getting into more affordable cars that many club members can relate to. The E9 coupe is one of the most beautiful cars BMW has ever built. The standard 2800CS and 3.0CS are valued in the range of \$31,300 to \$65,000. The drivetrains are such that

these cars can be driven in modern traffic and the beauty of the car just gets better with age.

The 3.0CSL values are now \$60,200 to \$91,346 according to *Sports Car Market*, this obviously needs updating, while an outlier rust bucket example sold for \$85,309 at a recent Bonhams' auction. The reality seems to be between \$150k and \$250k depending on lightness they left the factory with, carbs or injection and condition.

The 3.0SCL Batmobiles are where the bigtime collectors begin to be interested. They range in value from \$180,000 to \$275,778 according to *Sports Car Market* but that seems low. Perhaps the 'comps' aren't keeping up with the market because Batmobiles have been on fire the last few years, with three known private sales in and around \$400,000, a Bonhams sale last year of a series one Batmobile at \$341K and a couple of very average cars selling for above \$200K.

The racing versions of these CSLs, especially the very small group of factory race cars are now up with the 507s in terms of prices and the recognized major teams of the period, Schnitzer, Alpina, Luigi, etc, can easily enter the 328 price range.

Here is where the conundrum comes in for E9 owners. Do they 'upgrade' their coupe with a more modern, more powerful engine and other changes that make the car more usable? Or do they put the car back to box stock in anticipation of standard E9s following the CSLs upmarket?



Peter Gleeson's 'Cow Car' is an example of a full race 3.0CSL Batmobile.

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BMW's Go Mainstream as Collector Cars Continued from page 17



The greatest 2002 of them all, the Turbo.



The Z1's drop down doors are an attention getter.

Standard 2002 vs. 2002tii vs. Turbo

The issues are similar for 2002s. Standard 2002s in good shape are coming up in value but the 2002tii, especially in round taillight form, is more desirable. Sport Car Market has the 2002tii valued at \$31,500 to \$41,800, which seems a little light for exceptional cars. The greatest of the 2002s, the 2002 Turbo, is listed as being in the range of \$50,400 to \$54,535. I don't think so. A well restored 2002 Turbo is clearly worth over \$100,000 and we have seen sales approach \$150k for the very best

Which brings up another point, which is the higher the value of a car the more examples of that model can be economically restored.

Z1

Restoration of a Z1 isn't something that is likely to be needed. They aren't that old and the bodies are made of plastic. The Z1 was built from 1988 to 1991 but

this model was never imported to the U.S. There were 8,000 built and now Z1s can be imported. Many Z1s have been brought into the country by members of the BMW Vintage and Classic Car Club. Z1s use a 3 Series drivetrain and the drop-down doors are always a showstopper. Oddly, *Sports Car Market* doesn't even track the values of Z1s. Too bad because the values have gone from about \$25,000 to \$50,000 a couple of years ago to twice that now. A really nice one, especially in an unusual color, can be worth \$100,000.

Conclusion

If you're looking to keep your collector BMW long-term, think about the value to be had by putting the car back to stock or at least keeping the stock items you remove. You can't take it with you and eventually that car could be a nice addition to your retirement plan.



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Two More Concept Cars

The BMW Group presented two world debuts to mark the opening of its exhibition and event platform, "Iconic Impulses. The BMW Group Future Experience." Following the BMW VISION NEXT 100, unveiled at the Munich Centenary Event on 7 March, the two latest interpretations of future mobility come from MINI and Rolls-Royce.

The key idea behind the MINI VISION NEXT 100 is responsible use of resources for personal mobility. The motto "Every MINI is my MINI" is about innovative car-sharing, with MINI fans of the future able to access and tailor any MINI to their own personal preferences, anywhere and at any time.

Fully autonomous, the Rolls-Royce VISION NEXT 100 takes luxury to a new dimension. The interior of the Rolls-Royce VISION NEXT 100 will be a private retreat, a "Grand Sanctuary" in which a virtual assistant, "Eleanor," not only drives the vehicle but also fulfils the customer's every wish throughout the journey. The stunning exterior, with an elegant clamshell canopy and coach door, allows passengers simply to stand up and step out of the vehicle, ensuring they are the picture of refinement and taste wherever they arrive.

(BMW Press)



Anders Warming, former Design Chief for Mini, with the Mini Vision Next 100.



The radical Rolls Royce Vision Next 100 with Chief of Rolls-Royce Design, Giles Taylor.

Concept X2

The Concept X2 debuted at the Paris Auto Show in late September. The X2 is based on the X1 and likely predicts a production model soon. The X2 will be a sportier version of the X1 and be a direct competitor to the Range Rover Evoque. *(BMW Press)*



Mformation continued on page 20

19th BMW Art Car

On November 30, the VIP Preview day of this year's edition of Art Basel in Miami Beach, the BMW Art Car by John Baldessari celebrated its world premiere. The 19th vehicle of the BMW Art Car Collection was designed by the American master of conceptual art and revealed in the presence of the artist himself, Ludwig Willisch, President and CEO, BMW of North America, and Jens Marquardt, Director BMW Motorsport, at an exclusive reception at the Botanical Garden of Miami Beach. John Baldessari's BMW M6 GTLM,

a race car featuring 585 hp, will be on public display until the closing of Art Basel. Following the 40-year tradition of BMW Art Cars, John Baldessari's "rolling sculpture" will then prove itself on the race track of Rolex 24 at DAYTONA on January 28 and 29, 2017.

"I have done only one work in my life involving a car before, and that was an image of a car. So for the BMW Art Car project, I entered uncharted territory, not just in terms of the subject, but also moving from two- to three-dimensional art. A challenge I did enjoy! The ideas

all came at once: for instance, the red dot on the roof, so you can see it from above, FAST on one side and a picture of the car on the other side. I like the ambiguity, having two-dimension and three-dimension at the same time. Considering the car as an icon of contemporary life, my concept turned out playfully satirical, but it also highlights some of the trademark ideas that I use. So you can say, the BMW Art Car is definitely a typical Baldessari and the fastest artwork I ever created!"

– John Baldessari



John Baldessari with his creation.

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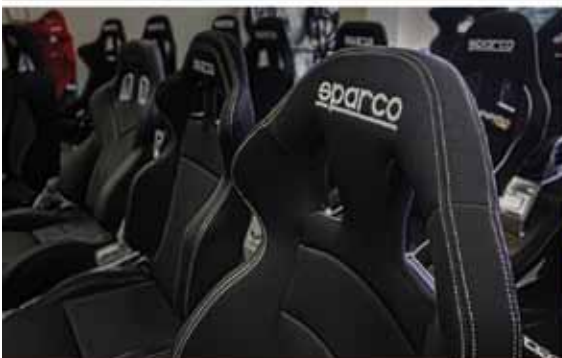
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