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Quarter 3, 2017



July 23 Deutsche Marque • August 6 Cabrios and Cake • Sept 9 Bimmers at Palisade

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KALENDER

June 28, Wednesday

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

July 14, Friday

Track Day at Pacific Raceway. Both Car Control Clinic and High Performance Driving Event are offered.

July 22, Saturday

Whidbey Island Tour. A spectacular destination for our July tour.

July 23, Sunday

Deutsche Marque. Join our Mercedes, Porsche and Audi friends at Renton River Days.

July 26, Wednesday

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

August 6, Sunday

Cabrios and Cake at America's Car Museum in Tacoma.

August 23, Wednesday

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

August 25, Friday

Track Day at Pacific Raceway. Both Car Control Clinic and High Performance Driving Event are offered.

September 9, Saturday

Bimmers at Palisade. A celebration of BMWs and 25 years of one of Seattle's landmark restaurants, Palisade on Elliott Bay.

September 16, Saturday

M Car Day at Griot's. A little shorter this year; from 9:00 am to noon.

September 30, Saturday

Track Day at The Ridge Motorsports Park in Shelton. Our only trip to The Ridge in 2017. High Performance Driving Event only, sorry no Car Control Clinic.

September 30, Saturday

Hood Canal Tour with a special stop at The Ridge for a few touring laps in the midst of the chapter track day.

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

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President's Column

Photo by Cindy McRoberts.



SUMMER OFFICIALLY BEGINS IN LATE JUNE, just about the time you receive this *Zündfolge*. But for me, and many others who attended our annual Burgers & BMWs, a bright sunny Memorial Day weekend marked the start of many sunny days ahead!

Burgers & BMWs was a great success; over 225 cars driven in by members and nonmembers alike. Thank you, long time member Lance Richert, for putting it all together!

There was a two-fold theme at B&B: we love our own special bimmers, and want to see what you drive, too. But as I looked around, another thought occurred to me. Why isn't everyone here a member of BMW CCA? We all are lovers of all things BMW. But why so many who wouldn't miss this annual event, not join the official car club?

Our Puget Sound chapter is fortunate. With so many people moving here, many who fortunately buy or bring BMWs, our membership numbers are strong. But if there are other BMW clubs and groups, why be a BMW CCA member? Or why be a member of any BMW group?

It's a serious question when people can opt in or out with one click, and have many things competing for their attention and affiliation. So my question to you, our valued member, is two-fold: 1) What is the most important reason you are a member? And 2) what would make the member experience better, something we could do, but are not now doing? Please email me at president@bmwpugetsound.com. We don't take your membership for granted. We see every month how many join, how many renew, and how many drop out. Take a couple minutes and tell us what you think.

Please also consider volunteering. Yes, to help put our events together. Or, if you have an idea for something we're not doing, tell us what that is and help us do it. We all are volunteers on the board, most have day jobs, and want to put together events that interest our members and have a great turnout. But we need your help to continue doing great events, like Burgers & BMWs, M Car Day, driving schools, tours and maybe something we're not doing now but you could help us produce.

You don't have to join the board to plan events. Just be willing to play well with others and help create a great BMW experience. That's more fun than just going to work every day, isn't it? And it really is creating the experience that's the most rewarding. Just showing up is okay, but putting the pieces together, now that's the experience you want.

That's why I've been putting together the Club driving tours for the past few years. Sometimes it's the same route we did last year. But the people and the experiences are always different. The work of putting something together is a little less the second or third time, but the experience is always greater. I meet friends, old and new, each time we set out for a great drive.

The best part is, since I began putting together tours, I've recruited two members to plan their own tours during the driving season. And tours created by talented, creative members taking an active role is a win for everyone! So please take my two-question poll. (You get bonus points for identifying the model and package I'm pictured with.)

Seriously consider getting more active with our chapter. I bet you're more creative when doing something you really like. Pull aside whoever is running the next event you attend, and ask how you can get more involved.

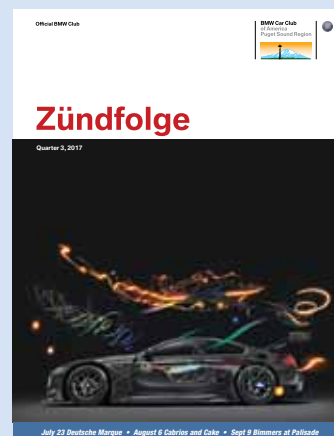
When you help put together an event, or create something we're not doing yet, that's the best reason for membership. I'm pretty certain.

Ed Walker, President
president@bmwpugetsound.com

Photo by Christian Bouchez.



Some of the over 225 cars and hundreds of people at Burgers & BMWs.



ON THE COVER

The 18th BMW Art Car by Chinese artist Cao Fei uses virtual and augmented reality and end has its own app.

BMW Press



Whidbey Island Loop Tour

Saturday, July 22

CAN'T WAIT TO GET OUT ON THE ROAD AGAIN? Saturday, July 22, we're heading back up to Whidbey Island for the Island Loop Tour.

We'll start out at Smokey Point, I-5 exit 206 near Marysville. For the first leg, we'll head west toward the water to Warm Beach and up through Stanwood. We'll be far, far from the Interstate. We'll cruise past La Conner toward Fidalgo Island. There we cross over Deception Pass onto Whidbey to follow curvy back roads all the way down the island.

We'll end up near the southern tip in beautiful Langley around lunch time. We'll be just a few miles from the Clinton/Mukilteo ferry back to the mainland. Lots of eating places, antique stores and other small town shops await you in Langley's historic district.

That will be the end of the Club-led portion of the tour. But there's still plenty of time to explore the island if you want to avoid the crush on the ferry.

You might even want to make the scenic drive back up the island stopping at farms, nature walks and waterfront all along the way. You can also jump on the Port Townsend ferry over to the peninsula for more adventures. Great



Photo by David Lightfoot.

hiking awaits you back up at Deception Pass State Park. You're also close to the legendary curves along Chuckanut Drive heading north along the Sound to Bellingham. So many good choices!

The final routing details for the tour are still being worked out, but plan to meet at the Burger King just west of I-5 at exit 206, 17301 27th Ave. NE, Marysville. We'll meet in the parking lot at 8:00 am for a drivers' meeting, pass out itineraries, collect signed waivers, and leave at 8:30 sharp.

To save some time, download the waivers in advance from the Club chapter website, under Board of Directors

documents, at www.bmwpugetsound.com. Read, print and sign them; I'll collect them from you in the morning.

The only requirement is at least one BMW CCA member per car. Feel free to bring a friend or the whole family. The basics are pretty simple. All tours are driven on public roads minding local traffic laws. No tailgating, pass only when safe, and never, ever pass the leader (me).

Updates will be posted on Around the Sound, and the Club Events section of bmwpugetsound.com. RSVP to president@bmwpugetsound.com.

Ed Walker, Road Tours Coordinator

Burgers & BMWs

TYPICALLY BURGERS & BMWs IS A HUGE SUCCESS. Last year the event parking lot was full despite rain much of the day. But that wasn't a challenge this year. Burgers & BMWs was held on Sunday of Memorial Day Weekend,

perhaps the best weather for Memorial Day most locals can remember. The result was the main parking lot filling by 10:00, our official start time.

The variety of BMWs was better than ever with over 225 cars on display

representing the last 61 years of BMW history. The oldest BMW in attendance was a 1956 Isetta and the newest being 2017 models. The crowd of appreciative spectators was huge with people of all ages. Good to see everybody!



ReachNow to Install 100 Electric Vehicle Chargers at 20 New Public Sites Across Seattle

ReachNow, THE MOBILITY SERVICES DIVISION of the BMW Group, along with Woodland Park Zoo, and the City of Seattle, celebrated the successful installation of the first of 20 Light & Charge electric vehicle charging locations that will more than double the number of Fast Chargers publicly available in Seattle. ReachNow announced that the Light & Charge system at the zoo is part of a \$1.2 million investment by the BMW Group. This investment will add up to 20 publicly accessible EV charging locations and 100 chargers—including both DC Fast Chargers and Level II chargers—to the city. Seattle is the first city in North America to make the award-winning Light & Charge system, which turns existing streetlights into EV charging stations, available to the public.

Woodland Park Zoo, which hosts more than 1.3 million visitors every year, is an ideal home for the first Light & Charge station. For many years, the zoo has focused on sustainability programs. Making the Light & Charge system available to the public also supports the zoo's initiative to reduce carbon emissions stemming from zoo operations.

The Light & Charge system, developed by BMW together with its partner,



eluminocity US Inc., transforms existing street and parking lot light poles into connected nodes on a smart city network. The system combines high-efficiency LED lighting, EV charging and a sophisticated Sensor Bus that senses various parameters and connects the site to the cloud. In Seattle, each Light & Charge site will include one ChargePoint DC Fast Charger and two to four AC, Level II chargers.

The chargers all run on the ChargePoint network, the largest EV Charging network in the U.S. Each site will be available to the public and compatible with any EV that has a standard SAE J1772 charging port.

BMW NA Press Release

And the Trouble with Washington State Ferries

ReachNow vehicles have been having trouble on Washington State ferries. It seems that the vehicle motion, measured by the GPS, along with the car not being on and the wheels not moving, causes a security feature to intervene. This feature immobilizes the vehicle. A few ReachNow customers were stranded on ferries over the Memorial Day weekend.

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Thoughts on Attending a Car Control Clinic



MY HUSBAND HAD ATTENDED A CAR CONTROL CLINIC last summer with his 1 Series BMW. He thoroughly enjoyed it and recommended that I go do it, too. He thought it would be great for me to learn about how the car handles, what its limits are and gain confidence in my driving. I was hesitant thinking this is something 'the boys' do and I was scared.

However, I decided to give it a try and face my fears. After all, it's a safe environment. Still a bit jittery about the whole thing, I arrived at 7:45 am at Pacific Raceways with my Volvo XC 60 among all the cool race cars ready for high-performance driving school. I figured it is best to learn about how the car handles that I usually drive especially since it's fairly new and still a bit unfamiliar to me.

I read some of the information from the driver's manual to get up to speed on the physics of driving which I found fascinating and helpful. The

instructors gave a brief overview of that information as well with a bit more color commentary. Did you know that if you are hitting your brakes full effort the car won't steer? That's an important fact if you are on the freeway about to run into the car in front of you. More later on how not to do that...

Our first exercise was slalom around a few cones. As might be expected, I drove a bit hesitantly and slow on my first try. But after a couple of times I started to get the hang of it. Next I got to know my Volvo's ABS. Accelerate full throttle, slam on the brakes at the indicator cone and see what happens. I was quite scared to see what it feels like to go full speed and backed off a bit early. Then I decided to just go for it and pushed all the way through and hit the brakes hard. Great to know what that feels like. It was fantastic to have an instructor in the car who encouraged me and gave clear instructions on what to do when.

To test the theory that you can't steer the car fully braking, 'Johnny' (a little cone) was added to the track directly in the middle of my brake path. The objective was to avoid little Johnny. The secret was I would need to let off the brake just a bit in order to steer around him. I did well in lifting the brake but went a bit overboard and took my whole foot

off the brake. The instructor advised me to just think about lifting my toe, and that should do it. A couple more tries and I only hurt Johnny a little bit.

On to the skid pad—a circle with water on it—I attempted to get the car to skid and spin by under/over steering. After having seen a demo by the instructors I was excited to see if I could spin like that. However, despite all my best attempts at full throttle and going in circles I could not get this very safe Volvo to budge. What a great thing to know!

Now it was time to put my newly acquired skills into practice on a mini race course. It was all about the art of how to take the curve the right way. There were indicator cones showing me how far to accelerate, where to start braking and where to turn. All I had to do was follow those instructions. I did a couple of rounds slowly to get the hang of it and then picked up the pace. Again, an instructor was in the car to help direct me. I was told after my last round that I got it and should get a faster car with no traction control for next time! Maybe that's exactly what I'll do especially after getting a taste for speed by taking a spin on the race track with an instructor driver (even had to wear a helmet) reaching 135mph.

*Christiane Helbig
Puget Sound BMW CCA Member*

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MOTOR SPORTS



HEY DRIVERS, THERE ARE TWO MORE TRACK DAYS LEFT, August 25 at Pacific Raceways and September 30 at the Ridge Motorsport Complex. Put these dates on your calendar! Do you want to see how your car will handle? Then come to the Car Control Clinic. You will get a chance to experience the Ultimate Driving Machine's performance in a controlled space and maneuver your car around a series of cones. You do not need to be a BMW Club member to participate in the Car Control Clinic or even drive a BMW! You do need a valid license and be 16 years old.

By the time you all read this column, we will have had two track days, tours, and the Triple XXX Burgers and BMWs in Issaquah. Clearly, the driving season is on and in high gear. Our first track day in May was a bit wet for part of the day. Okay, it was wet. However, we live in the Northwest and we do get rain. In fact, all of us drive in the rain for most of the year. We drive at highway speeds

in pouring rain at times. I noticed the track was pretty empty when it was raining. We don't stop driving on the highway when it's raining. So, why stop driving on the track when there is water? This will be a topic for another day, but do remember that we can still all learn in the rain.

We will have both a HPDE and CCC on August 25, but only the HPDE event at the Ridge. Currently, the configuration of the paddock at the Ridge is not conducive to holding a CCC and having room for everyone to park. Remember to get your car inspected if you haven't done so this year. Car Control Clinic participants don't need an inspection.

New drivers to the HPDE can take advantage of a \$25 discount for your first event if you complete the eCourse by Ross Bentley. This online ground school is really helpful and will be important when going on-track with your instructor.

We are entering the warmer time of the driving season, something we all have

been waiting for! Remember to take care of both yourself and your car at the track events. We provide water, but toss in a cooler in the morning with some water or other drinks to keep hydrated as well as something to eat. Several stores around the area sell BMW-size popups. Believe it or not, the Northwest has a high rate of skin cancer because we all think we are not getting sun-burned on cloudy days or there is not much UV getting through the clouds; not true at all. Bring sunscreen! Check your radiator fluid in your car and keep an eye on the temperature gauge. Also, invest in a decent pressure gauge to monitor tire pressure.

Okay, get yourself ready for some seat time and register for the HPDE and CCC events!

See you on the track,

*Steve Libby, Senior Instructor
Driving Events Coordinator
& Senior Instructor*



Photo by Christian Bouchez.

The Editor-in-Chief gets to know his new M2 under the best possible circumstances: in heavy rain. Low friction surfaces force the driver to be smooth with all inputs and are an opportunity to be cherished.



New M5 Gets Close to Introduction



THE NEW BMW M5 IS THE MOST EXCITING and emotionally enthralling high-performance sedan from this model range ever released by BMW M. The sixth generation of this fantastically sporty machine will be launched in 2017 complete with the M xDrive system, whose all-wheel-drive technology enables the business sedan's dynamic prowess to be experienced in even greater depth.

A superior drivetrain: M xDrive

"The core component of M xDrive is a central intelligence unit with M-specific software delivering integrated control of longitudinal and lateral dynamics. The new drivetrain technology—making its debut on the new BMW M5—therefore combines all of the agility and precision of standard rear-wheel drive with the supreme poise and traction of the all-wheel-drive system," explains Frank van Meel, Chairman of the Board of Management of BMW M GmbH. "The M xDrive system enables a wonderfully fleet-footed rear-biased set-up by only bringing the front wheels into play when the rear wheels aren't able to transmit any more power to the road and additional tractive force is required.

The driver can choose from five different configurations based on combinations of the DSC modes (DSC on, MDM, DSC off) and M xDrive modes (4WD, 4WD Sport, 2WD).

Sportiness and smoothness: eight-speed M Steptronic transmission with Drivelogic

In the new BMW M5 the task of relaying the engine's power falls to an extremely slick eight-speed M Steptronic transmission with Drivelogic. Thanks to its incredibly short shift times and optimal ratio spacing, the transmission combines with the new M xDrive system and the further improved turbocharged V8 engine to form a perfectly orchestrated whole.

More powerful and more efficient: the newly improved turbocharged V8 engine

Lurking under the bonnet of the new BMW M5 is the latest version of the 4.4litre V8 engine featuring M TwinPower Turbo technology. The further improved high-revving engine outperforms its predecessor in terms of power output and torque.

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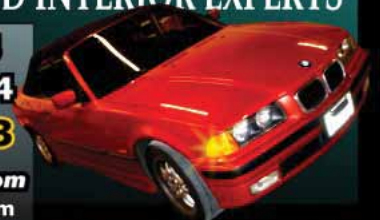
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The PRO3 Line



AS THIS COLUMN WENT TO PRESS early June, we were already two Conference races and one enduro into the season. As always, lots of intriguing story lines to follow in the PRO3 world. Let us bring you, so to speak, up to speed.

After the end of Conference racing last season, several NW teams made the trek to California for the 25 Hours of Thunderhill endurance race. PRO3 drivers Kevin Doyle, Corey Peters and Matt Lowell piloted their car to a class win. PRO3 alum Charles Hurley's team took E1 honors and alums Jason Vein and Chris Hart all competed.

Over the winter, several PRO3 cars came out of hiding either as new builds or for sale. PRO3 remains about as

economical an entry point into racing as you can find. As of this writing, many very competitive cars are still available for sale or rent. For more information check out www.PRO3-racing.com.

Although the weather was extremely uncooperative at the Ridge, the two- and six-hour Enduros provided hair-raising competition, and ended with three cars on the lead lap after six hours. Misfortune visited both the PRO3 cars running in the six-hour and neither was able to take the checkered flag.

A big focus this year is getting car counts up both in PRO3 and Conference racing in general. So far this year a couple of new strategies have been put in place, and the early results are encouraging.

The first Novice driver school of the year was held in concert with a HPDE day and a test-n-tune. The school was full and we hope will start another 16 drivers down the path to racing licenses. Based on what the senior observers saw at PIR, the new crop of novices is as fast as it is large.

The first Conference race weekend opened in Portland under perfect weather. With the departure of 2016 PRO3 champion Olivier Heinrichot to Spec E46, many prior contenders arrived ready for a battle. It was great to see a healthy field of 26 PRO3 cars registered for Group 1, providing the lion's share of excitement in that crowd. More encouragingly, there were 16 novice drivers in

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attendance. That is among the larger fields over the last couple of years, and included in that group were several up-and-coming PRO3 drivers.

Another new element of the weekend was the addition of a HPDE run group in the middle of the regular race day schedule. This allowed regular “A/B” group drivers to come out and pit among race teams and share in the comradery in the pits. This gives “track rats” a chance to see the next steps into racing from the inside before making the leap. Hopefully, other clubs will adopt this practice as it really gets the advanced non-race drivers right into the action, providing an ideal environment to explore the transition from track day to race driving.

Two weeks later, another weekend of perfect weather arrived in time for Conference race 2 at Pacific Raceways. Another strong field of 20+ PRO3 cars entered the Group 1 field. And again, the Novice group included over 15 cars including three PRO3 cars. Glad to see another of the BMW Club instructors making the move as well.

PRO3 series sponsors BMW NW, Toyo Tire, Griots Garage, Hagerty Insurance, Bimmerworld, Proformance Racing School and 425 Motorsports have once again been generous in their support, and larger race fields means bigger and better prizes. Thank you to all of our sponsors!

For the balance of the summer, PRO3 will travel to Spokane, British Columbia, eastern Oregon, back to Pacific, Portland and finally the Ridge. For the fourth straight year, PRO3 also is a feature race for the SOVREN Histories over 4th of July weekend at Pacific Raceways. Come out and support Children’s Hospital and maybe even go for a ride in the “demonstration race.” And for the second year in a row, PRO3 is a featured class in the 57th annual Rose Cup races in Portland July 7-9. Lots of great fender-to-fender racing.

As always, the host clubs are staffed with awesome and committed volunteers. If you’re ready to find out what the noise is all about, step up and join the staff ranks. Plus you get free food and drinks! Everyone loves the people in white, and you get the best view of the action.

PRO3 Line co-author Jim Cissell would like to thank Bill Ecker for co-writing while Jim licked his wounds from the Pacific weekend. Jim started the weekend with a freshly rebuilt engine and rebuilt transmission. With less than four laps on the clock, he ended the weekend with an inoperable transmission, damaged engine BUT a new front right caliper, rotor, pads, brake lines wheel and tire. Don’t ask.

But Jim still had a blast hanging with his PRO3 buddies and former buddies.

You know who you are, Corey Peters.

If you’re ready to climb in a car and go racing, there is one more Conference school this season. PRO3 sponsor ProFormance Driving School also holds race licensing schools, and you get to dice with PRO3 drivers. Come out and give it a whirl! Check out the action at: www.youtube.com/watch?v=4kIbbZo8Nrk

Yours for the tracking,

*Bill ‘Blue Baron’ Ecker
and Jim ‘Croc Man’ Cissell*



Photos by Doug Berger.

What Makes a Good and Bad Driver?

by Mi Ae Lipe

LAST FALL I TRAVELED to the UK to learn how the British foster traffic safety; theirs is a most remarkable ecosystem, from its incredible thoroughness of new driver training to its extensive public ad campaigns. Curiously, the word “safety” was rarely mentioned; instead they spoke of producing more “aware and informed” or “fit and proper” drivers. Language can be elusive and vague. It often suffers from the pesky problem of being laden with whatever assumptions we project on it. “Safety” gets bandied about a lot without our being sure what it actually means. The same is true of “good.” How many of us are “good” drivers? Are you one of them? And why? Or why not?



What Makes a Good Driver?

- A driver who is assertive, not aggressive.
- A driver who is not overly fearful.
- A driver who looks ahead visually and mentally as far ahead as possible and strategizes accordingly.
- A driver who never goes so fast that he can't stop safely on his own side of the road in the distance he can see to be clear.
- A driver who is smooth with steering, braking, and other inputs.
- A driver who is predictable and communicative, thinking several steps ahead in whatever situation she is about to enter—or change.
- A driver who doesn't panic in an emergency but has the presence of

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- mind to decide and execute the best action for that moment.
- A driver who looks for the empty space where he wants to go rather than at the hazard he needs to avoid.
 - A driver who does not equate knowledge with skill or ability.
 - A driver who never lingers alongside others and avoids hanging out in others' blind spots.
 - A driver who always has or can come up with an escape plan at any given moment.
 - A driver who always considers the possibility of what could happen.
 - A driver who knows her physical, mental and emotional limits—and quits while she's ahead.
 - A driver who empowers himself by allowing enough following distance and controlling the space around him.
 - A driver who knows not to sweat the small stuff.
 - A driver who is self-aware of her bad habits and constantly seeks to overcome them.
 - A driver who knows what leads to collisions (distracting activities, visual fixation, fatigue, etc.) and is proactive about avoiding or minimizing these risks.
 - A driver who practices common courtesy and cooperation with all other road users (including vehicle drivers, bicyclists, pedestrians, motorcyclists, skateboarders, horses, hitchhikers, panhandlers, and police and emergency personnel).
 - A driver who never causes others to unnecessarily swerve, stop or slow down.
 - A driver who knows how to breathe deeply at crucial moments both to relax and to get oxygen for vital brain function at the wheel.
 - A driver who focuses on improving the drive ahead and doesn't fixate on mistakes of the past.
 - A driver who doesn't have clutter in the car. (Clutter—or the presence of many loose objects piled on the dashboard, floor, seats, and rear window deck—is not only unsafe in a crash but also may be indicative of a mind that is more easily distracted, disorganized or situationally unaware.)

- A driver who always believes that there is something to learn and improve on.
- A driver whose attitude is generally positive and empowered.
- A driver who considers the possibility that he is not always an above-average driver.

What Makes a Bad Driver?

- A driver who is aggressive, not merely assertive.
- A driver who is overly fearful, hesitant or indecisive.
- A driver who focuses just on the road directly in front of the vehicle and doesn't look or anticipate far ahead.
- A driver who goes so fast that she can't stop safely on her own side of the road in the distance she can see to be clear.
- A driver who steers, brakes and accelerates abruptly and is thus unsmooth.
- A driver who does not communicate intentions with others and acts impulsively without warning.
- A driver who looks at the hazard he needs to avoid rather than the empty space he should head into.
- A driver who endangers herself and others by not allowing enough following distance between herself and the next vehicle ahead.
- A driver who has more confidence than skill or ability.
- A driver who lingers alongside others and hangs out in others' blind spots.
- A driver who doesn't have an escape plan should the situation change drastically and quickly.
- A driver who is dictated by ego.
- A driver who doesn't adjust for changing weather, road types, times of day, different vehicles, fluctuating moods, fatigue levels and traffic density.
- A driver who constantly considers himself a victim and blames everyone else for it.
- A driver who doesn't let the little things in life go and prefers to escalate the situation instead.
- A driver who thinks she is right all the time.

- A driver who puts himself in risky situations (insisting on making impossible left turns at rush hour, rushing through crowded parking lots, etc.).
- A driver who lacks empathy and is oblivious or insensitive to the needs of others.
- A driver who is not honest or self-aware when it comes to her abilities.
- A driver who regularly has close calls or is surprised by the sudden presence of something.
- A driver who fixates on mistakes from the past and yet keeps perpetuating them.
- A driver who lets his car drive him (either through overuse of cruise control, driver-assist technology or in how his car's persona dictates how he pilots the vehicle).
- A driver who thinks she knows everything.
- A driver whose attitude is generally negative and feels the world is out to get him.
- A driver who is always certain that she is an above-average driver.

What do you think makes a good and bad driver? I would love to hear your thoughts. Please email me at miae@drivingintherealworld.com.

Mi Ae Lipe is a citizen advocate living near Seattle, Washington. She blogs on Driving in the Real World, Tweets daily driving news and tips at @DrivingReal, and writes a regular column on street driving for BMW CCA's Roundel magazine. She frequently collaborates with government organizations, NGOs, and individuals. She and fellow citizen Mark Butcher are recipients of the National Highway Traffic Safety Administration (NHTSA) 2017 Award for Public Service for their work in traffic safety in Washington State.



Award Winners

Lance Richert

LANCE RICHERT IS THE FIRST PUGET SOUND REGION CHAPTER RECIPIENT of a National BMW CCA award for Outstanding Volunteers. Lance has founded and organized several events that have grown to be annual staples on the chapter calendar. These include Burgers & BMW at the Triple XXX in Issaquah, the E30 Picnic Weekend, the largest E30 event in the world, and M Car Day. He has also been the main promoter of PRO3, the E30 racing series that has had amazing success in the Pacific Northwest.

Lance was nominated for and received this award for his years of dedication and hard work on behalf of our chapter. The award was presented by chapter President Ed Walker at Burgers & BMWs on May 28. Simply put, Lance is a stalwart of the Club.

BMW CCA is made up of 68 chapters organized within five regions and representing about 70,000 members. Puget Sound Region with over 2,200 members is part of the Pacific Region. Only one volunteer award was given out this year per region, a total of five nationwide. In other words, this is a big deal. Congratulations Lance!

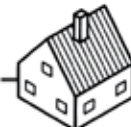


Photo by Christian Bouchez.

Mi Ae Lipe

IN OUR LAST ISSUE WE MENTIONED AN AWARD WON by *Zündfolge* and *Roundel* columnist Mi Ae Lipe. Mi Ae has subsequently traveled to Charlotte, NC for the Public Service Awards ceremony on March 27 at the 2017 Lifesavers Conference. Mi Ae is pictured here with Jack Danielson, acting Deputy Director of the National Highway Traffic Safety Administration (NHTSA).





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The BMW Art Car #18 by Cao Fei

FOLLOWING THE CONTRIBUTIONS by Jeff Koons and John Baldessari, Cao Fei (b. 1978) is the youngest and first Chinese artist ever to create a BMW Art Car. By employing augmented and virtual reality, the internationally acclaimed Chinese multimedia artist addresses the future of mobility such as autonomous driving, airborne cars and digitalization. In the presence of Dr. Ian Robertson, Member of the Board of Management of BMW AG, and hundreds of invited guests, the reveal of BMW Art Car #18 was celebrated at the Minsheng Art Museum in Beijing on May 31.

Cao Fei commented upon her BMW Art Car: "To me, light represents thoughts. As the speed of thoughts cannot be measured, the #18 Art Car questions the existence of the boundaries of the human mind. We are entering a new age, where the mind directly controls objects and where thoughts can be transferred, such as unmanned operations and artificial intelligence. Which attitudes and temperaments hold the key to opening the gateway to the new age?"

Cao Fei's work is a reflection on the speed of change in China, on tradition and the future. With her BMW Art Car project, she delves into a trajectory spanning thousands of years, paying tribute to Asia's ancient spiritual wisdom as it swiftly spreads out into the third millennium. The multimedia artist approached the BMW Art Car in a way typical for her artistic practice, building a parallel universe. The body of work consists of three different components: a video focusing on a time traveling spiritual practitioner, augmented reality features picturing colorful light particles, accessible via a dedicated app (App Store: keyword "BMW Art Car #18"), and the BMW M6 GT3 racecar in its original carbon black. Paying tribute to the carbon fiber structure of the racecar chassis, Cao Fei's holistic use of a non-reflective black incorporates the car into the possibilities of the digital world.

Within this concept, Cao Fei's implementation of video art as well as augmented reality creates an environment of which the M6 GT3 is an essential part. In her video work, the practitioner

executes spiritual movements, which echo in colorful streams of light. When the app is used within the premises of the car, these light swishes become an AR installation floating above and around the BMW M6 GT3—involving the spectator as an interactive agent of participation. This narrative reflects on a traditional spiritual ceremony very common throughout Asia in which new objects such as automobiles are being blessed, in this case wishing good luck to car and driver. On a broader level, the light elements mirror what the eyes cannot see and the mind cannot picture.

During the course of over three years following her announcement, Cao Fei took part in a racing experience with female race driver Cyndie Allemann in Switzerland in 2015. During many visits to headquarters, she worked closely with

BMW Group's engineers, designers and digital specialists. For her research, the artist also went on an extended BMW plant visit to Tiexi.

BMW AG Press Release

(Editor's Notes: The Baldessari Art Car, which made its debut and raced in 2016, is BMW Art Car #19. The Fei Art Car, making its debut in 2017, is BMW Art Car #18. Don't ask. In addition, in case you couldn't tell from the above description, the car is painted in matt black and the "Art Car" can only be experienced through the app and virtual reality goggles. We're not sure how that is going to work when it makes its racing debut in November but we think it is going to look like a race car in primer with numbers added.)



Management Board



This happy bunch is the BMW AG Management Board. German public companies have a Supervisory Board and a Management Board. The Management Board is made up of the top executives who work in the company on a full-time basis. The Supervisory Board does not.

The photo was taken at the annual meeting to present the financial results of 2016. BMW had a good year, not that you would know it based on the looks on the faces. From left the members of the Management Board are:

Peter Schwarzenbauer, Head of Mini, Motorcycles, Rolls-Royce and Aftersales
Oliver Zipse, Head of Production
Milagros Caina Carreiro-Andree, Director of Human Resources
Nicolas Peter, Chief Financial Officer
Maximilian Schoberl, Director Corporate Affairs
Harald Kruger, Chairman
Klaus Frohlich, Head of Development
Ian Roberson, Head of Sales & Marketing
Markus Duesmann, Director of Purchasing

New 8 Series

The BMW Group used this year's Concorso d'Eleganza Villa d'Este to unveil the BMW Concept 8 Series, the essence of a modern-day BMW coupe wrapped up in an enthralling design study. The study car will serve as a taster of a forthcoming BMW model—the new BMW 8 Series Coupe, slated for launch in 2018. The BMW Concept 8 Series reveals much of what is to come. “The BMW Concept 8 Series is our take on a

full-blooded high-end driving machine,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “It is a luxurious sports car which embodies both unadulterated dynamics and modern luxury like arguably no other. For me, it’s a slice of pure automotive fascination.”

The BMW Concept 8 Series is a preview of a model which BMW is set to introduce in a similar form in the

coming year. The BMW 8 Series Coupe will build on the company’s successful tradition of luxurious sports cars and adds another exciting model—a genuine dream car—to its existing luxury-class line-up.

BMW AG Press Release

There are some terrific videos if you search for ‘BMW 8 Series concept’ on YouTube.



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Information continued on page 18

M8 Will Bring BMW Back to Le Mans

Alongside the ongoing development of the standard 8 Series, the engineers at BMW M are also working flat out on the M model. A fully camouflaged, early prototype of the future BMW M8 was unveiled in a driving presentation as part of the support program for the Nurburgring 24-hour race “The future BMW M8 will build on the genes of the 8 Series and augment its DNA with added track ability and generous extra portions of dynamic sharpness, precision

and agility. It all flows into a driving experience that bears the familiar BMW M hallmarks and satisfies our customers’ most exacting requirements.”

Development is also underway of a race-spec car—the BMW M8 GTE—to spearhead the return of BMW Motorsport to Le Mans: “The BMW M8 GTE development program for our Le Mans comeback is in full swing,” says BMW Motorsport Director Jens Marquardt. “Developing a new racing car is always

exciting, and in the case of the BMW M8 GTE the anticipation is that much greater still. We can’t reveal any pictures yet, but I can promise you that the BMW M8 GTE will look spectacular. We are planning an initial roll-out for the first half of this year and are looking at giving the car its race debut in the Daytona 24 Hours in late January 2018.”

BMW has taken to using these early reveals in camouflage as a marketing opportunity.



The E31 8 Series was built from 1989 to 1999 with a variety of engines. Both a cabrio version and an M8 were built as prototypes but neither was put into production.



To see much more about the development of the M8, go to www.bmw-m.com where there are more tidbits of information and the teasing, “Too Many Secrets” on the car.

BMW Marine Engine Available

We don’t usually plug BMW parts for sale in Mformation but we’ll make an exception for this. Have you ever wanted to build a BMW-powered ski or drag boat? Of course you have, we all have. Member and E30 M3 pilot Ed Dittmar has this on offer:

“I have a leftover but fresh BMW 2002 Tii engine with Webber carbs that I modified to run in a 16-foot flat bottom ski drag boat. The wood boat did not last as long as the engine and out drive. The outdrive is a vintage Muncie, the coolant uses lake water with a wet exhaust. It would push the boat at 60 miles an hour and pull up even a 250 pound skier on a competition ski. I would like to find a good home for the engine and outdrive to a BMW lover who could put it into a vintage boat.”

If you want to own the coolest boat on the lake, email Ed Dittmar at eddittmar@dittmardevo.com or call him at 208-664-1020.

You’re welcome.



This BMW boat doesn’t have an engine but yours will.

E9 SIG Now Adding E3s



The E9 Special Interest Group, the classic BMW coupes from 1968-1975 would like to expand the group to include E3s, the big four-door cars of the same era. The models are typically thought of as Bavarias in the U.S. but include the 2500, 2800, 3.0S/Si, 3.3Si, 3.0L and 3.3L/Li.

This is a great group. They do several group drives when the weather permits and also they are a wealth of restoration and maintenance information.

To join the group, contact Ken Olsen at ken@olsenassociates.net. There is no cost of this relatively informal email list, so you really should join if you have one of these cars.

Mformation continued on page 20

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M4 GT4 Goes on Sale

Customers can now order the new BMW M4 GT4, the latest model in the BMW Motorsport product range. The technologically advanced car has completed over 20,000 kilometers of tests, multiple hours in the wind tunnel, extensive application runs for fine-tuning purposes, and successful test outings under race conditions.

BMW Motorsport Director Jens Marquardt, together with Dirk Adorf, who was heavily involved in the testing of the car as development driver, launched the sales phase during an exclusive customer event at the Nürburgring. The BMW M4 GT4, which is ready for use thanks to a comprehensive starter package, will cost 169,000 Euros (plus VAT).

“We are looking forward to seeing the car enjoy success in the hands of

our customer teams from 2018. We are offering our customers a sophisticated and reliable GT4 car, which incorporates all of BMW Motorsport’s expertise, coupled with the strong basis provided by the BMW M4 Coupé. The development of the BMW M4 GT4 focused on mileage, cost efficiency and ease of maintenance.”

This is guaranteed by the use of proven production technology and innovative developments from the BMW M6 GT3. The engine and transmission, including control electronics, were adopted from the BMW M4 Coupé. The carbon bonnet comes from the BMW M4 GTS. In addition, the BMW M4 GT4 has carbon-fiber doors, motorsport-specific front splitters and rear wings, and a racing exhaust system. The seat, brakes and

pedal box make use of solutions that are also included in the top model in customer racing, the BMW M6 GT3. The interior concept is designed entirely for the comfort of the driver, so that he or she can focus fully on driving.

The BMW engineers went in a totally new direction in terms of engine control software. The BMW M4 GT4 is the first BMW Motorsport car to be fitted with power sticks, which can be pre-programmed for different engine performance levels. Thanks to the system, which has been approved by the SRO Motorsports Group and is well protected against manipulation, Plug-and-Play gives BMW Motorsport customers the ability to react quickly and flexibly to changes to the Balance of Performance in various races.



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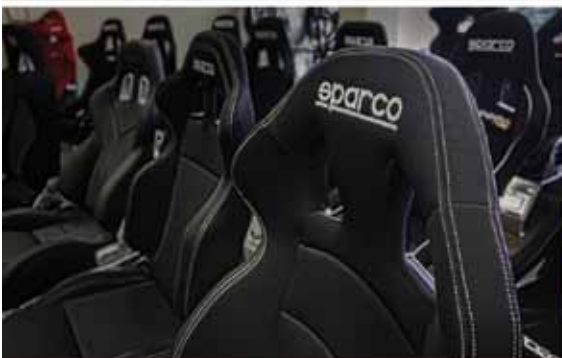
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