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Quarter 4, 2017



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KALENDER

September 27, Wednesday

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

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.

October 6-8, Friday-Sunday

Red Mountain Wine Tour. A three-day tour for you wine aficionados. Registration information will be released in an upcoming *Around the Sound* e-newsletter.

October 25, Wednesday

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

November 15, Wednesday

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

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



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New Z4 Debuts at Pebble Beach

ON AUGUST 17TH, BMW UNVEILED THE Z4 CONCEPT VEHICLE during its annual Monterey Car Week Press Conference at the Lodge at Pebble Beach Concours d'Elegance Reviewing Stand. The Concept 8 Series also made its North American debut. It was first shown at the Concorso d'Eleganza Villa d'Este in May. Both concepts are previews of the series production cars set to be revealed over the course of next year.

The BMW Concept Z4 Roadster is a sporty and progressive BMW design study encapsulating the BMW Group's vision of a modern roadster. According to Adrian van Hooydonk, Senior Vice President BMW Group Design, "The

concept expresses the new BMW design language from all perspectives and in all details. From the dynamic-looking front to the striking flanks to the clean-cut tail end: a few lines and the subtle interplay between surfaces are enough to generate a sense of power and emotion."

The BMW Concept Z4 Roadster adopts classical roadster design cues, such as a long wheelbase, a low-slung, stretched silhouette and a compact rear end, wraps them in a fresh, confident package and enriches them with the contemporary BMW design language. A shorter bonnet and crisp overhangs ensure the driver sits closer to the center of the car than in previous BMW roadsters.

This gives the new proportions a focused, sporty and agile feel. The outline of the car follows a distinct wedge shape, which fills the BMW Concept Z4 with dynamism before it even pulls away. The large domes stretching out rearwards from the cabin elegantly integrate the function of rollover bars and provide a sporting conclusion to the low-to-the-road silhouette at the rear.

BMW NA Press

(The Z4 is the long awaited product of a joint venture with Toyota. The Toyota version of this car will be the new Supra.—Editor)



The Z4 Concept parked with some of its roadster predecessors along the ocean at Pebble Beach.



The Concept Z4 shows a new variation on the BMW kidneys.



Hopefully the side treatment of the Concept makes it to production.



The Concept looks fast standing still.



Fairings behind the roll hoops look cool but will they make production?

Official BMW Club

Zündfolge

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ON THE COVER

The Concept Z4 made its debut at Pebble Beach during Monterey Car Week. The production version shouldn't look much different.

BMW Press

Event Information via ATS and Facebook

WE ARE CONTINUING to promote our upcoming events via the *Around the Sound* eNewsletter (ATS). You'll see promotions also in the *Zündfolge*, but the long lead times required by ink-on-paper and the quarterly nature of *Zündfolge*, means your best source for coming event information is the ATS in your email inbox. You can also check the newly designed chapter website.

If you're not getting the chapter ATS, change your Membership Profile with the national office to include the email address where you want the ATS sent. We get all of our mail and email information from national, so that's where the change needs to happen. Also, make sure that you update your membership profile to receive or not to receive *Zündfolge* by mail. If you do not want a paper copy, you must make the changes on your profile.

Don't miss out on coming events, such as car collection tours, new model introductions and short-notice events.

If you're not receiving ATS, you're missing out on much of what your membership has to offer.

The chapter's Facebook page has now been opened up to all members to post. We want the Facebook page to be a replacement for the Forum. This will serve as a place for members to ask questions to the group, buy/sell BMW related parts and bits, and a place to engage in social interaction. We will announce upcoming events here as well as note other events in areas of interest to our members. We will have four sets of moderator eyeballs on the page to ensure it stays BMW-relevant and clean. If you have Instagram, then you need to check out and follow the *bmwpugetsound* page. Christian Bouchez is doing a great job posting all kinds of car photos from the events he covers. He also posts really cute photos of his kids! So, post away, check out Instagram, have a look at the new website and let us know what you think!

David Lightfoot

Tour to The Ridge Racetrack via Hood Canal

Saturday, September 30

JOIN CLUB MEMBERS on Saturday, September 30 for another great day of touring. From Federal Way, we'll cross the Narrows Bridge and continue along scenic roads that line South Puget Sound and Hood Canal. Nice weather should provide us with views of the Olympic Mountains. This will be a relatively short tour, only about 175 miles round trip from Seattle.

Our destination will be the The Ridge Motorsports Park near Shelton. It is an amazing venue featuring a wide smooth surface and plenty of elevation changes. Once there, we will be allowed to run a couple parade laps during the lunch break of our BMW CCA High Performance Driver Education day. No helmets or tech inspection will be required for the parade laps.

The tour concludes with our parade laps at the track, but you may want to stay and see what our HPDEs are all about. Grab a loaner helmet and take a ride with one of the instructors for some hot laps. Warning: you may get hooked.

While there are no formal picnic facilities at the track, you should plan on bringing your own lunch, or proceed up the road to restaurants in Shelton.

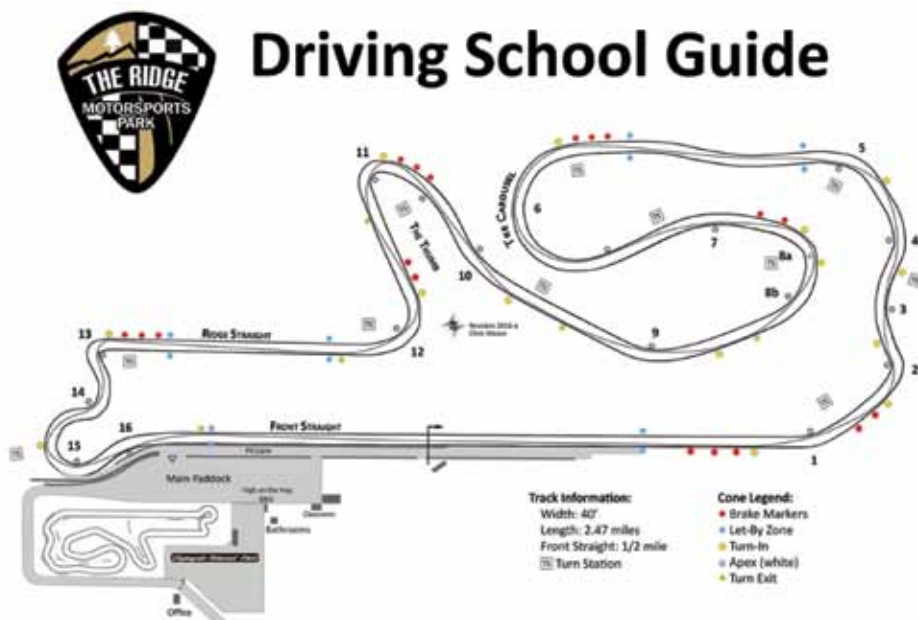
Plan on meeting at 9:00 am in the Starbucks, 2032 S. 320th across from The Commons Mall, Federal Way. To get there, take exit 143 off of I-5, and go west a couple blocks. The Starbucks will be on your right. After a short drivers' meeting, we will depart at 9:30 sharp.

All tours are driven on public roads, minding local traffic laws. We focus on safety, but always make an effort to find little known twisty roads that are

enjoyable at any speed. While we highly encourage participation in our High Performance Driving Schools, no special skills or equipment are needed to participate in a tour.

Please email your RSVP and any questions to Ed Walker at president@bmwpugetsound.com. We do require that one person in your car be a BMW CCA member. Hope to see you there!

Ed Walker, Tours Coordinator



E30 Picnic

THE 16TH ANNUAL E30 PICNIC HAS COME AND GONE, held June 25 at the LeMay Collection at Marymount in Tacoma. The weather cooperated this year (a high of 96 degrees), helping with the turnout as we had 240 E30s, a record. They aren't making any more E30s but the event continues to grow.

We had E30 owners from all over the U.S.A, Canada and Mexico, one young woman from England and two guys from Australia. The high mileage champion drove in from Florida.

The raffle had 30 items and was as popular as ever. We had two food trucks onsite. Mostly we just had a

hella E30s! In other words, a perfect day. We haven't outgrown the site yet, although we're close to the limit. That's okay; it just makes for E30 coziness.

Let's do it again next year.

David Lightfoot



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MOTOR SPORTS



BY THE TIME YOU READ THIS, we will have completed the September 30 HPDE day at The Ridge Motorsports Complex in Shelton. We've had a very successful year—no incidents and many happy drivers. During the HPDE and CCC programs the drivers had fun, got to drive their Ultimate Driving Machines in a safe environment, and most importantly, received quality coaching from our talented instructor corps.

Group 2 made one person happy this month. Charles Balch drew the winning raffle ticket at the E30 Picnic for the use of a race-prepared PRO3 E30 325is. Charles had not been on the track for a while so we put a fearless instructor in the right seat with him, Todd Panek. I'm told the two had a great time all day and both learned a lot. Thank you Group 2—John Van Rensburg and Ben—for bringing the car out to the track.

Each BMW track day is pretty much a highly organized circus of about 120

people. This requires lunch, corner workers, track safety trucks, a flatbed (hopefully not needed), volunteers, instructors and drivers. For the first four events of the year (May/June/July/August) we had 170 HPDE drivers, 97 CCC participants, 102 HPDE instructors, 24 CCC instructors, and 27 volunteers. Unfortunately, the Ridge paddock configuration does not allow a car control clinic, but we anticipate another 40-plus drivers for HPDE, which will put the total number of HPDE drivers trained to over 200.

I mention “trained” because that is what the HPDE high performance driving education and the CCC car control clinic is all about. We make sure that there are adequate instructors so that beginning and intermediate drivers will always have instruction. Yes, there are other programs that basically turn you loose on the track with no instruction, but what is the real value of that? If

anyone thinks that they have nothing to learn anymore, then they must be an F1 driver. We all have something to learn and must bring this attitude to the track every single time. This is why the instructor corps is required to keep current, attend yearly instructor clinics and instruct a minimum number of times per year. Currently, there is a push for a national certification program that encourages all instructors to have the same basic training across the country. I recently completed my Level 1 certification and had to study!

As the fall and winter approach, we may have to hang up the helmets, but it does not mean that we stop thinking about performance driving. Take what you all have learned at the track and apply it to normal daily driving. Just keep it under 100!

See you on the track,

*Steve Libby, Senior Instructor
Driving Events Coordinator*



Charles Balch enjoys the Group 2 PRO3 racecar.



Photos by Christian Bouchez.

Monterey 2017 Auction Results

EVERY YEAR THE MONTEREY CAR WEEK BRINGS SEVERAL BIG AUCTIONS that update the market values of collector cars. This year several records were set, including \$15,620,000 for a BMW-engined McLaren F1, a world record price for this model. But let's look at the results for BMW models.

507 and 503: The top-of-the-heap for BMW models is the 507. Only one was sold this year but it was a new record. A beautifully restored 1958 Series II 507 sold for \$2,750,000 at the Gooding Auction. One 503 sold over the weekend, a well restored cabriolet, which brought \$583,000, a strong result.

328: Pre-war 328s had two sales at Monterey. One was a 1939 Frazer Nash-BMW 328 bodied by Leacroft. It sold for \$750,000 plus 10% buyer's premium, so \$825,000 total. The body on this car was similar to the Mille Miglia cars but distinguished by a lightning bolt on the front fender.

The other 328 was a Mille Miglia-styled example from 1940. The provenance of the car was questionable and bidders knew it. It sold for \$605,000, less than a standard-bodied 328 would typically bring and probably less than it cost to put together. I'm saying 'put together' because it did not appear to be a restoration.

Z8: There were four Z8s that changed hands. Z8s have brought prices that seem too high in the last couple of years. After all, there were 5,700 built, so they aren't rare. Three of the cars sold in a narrow range. Bonham's sold a blue 2001 for \$198,000, which seemed like a bargain. Bonham's also sold a 2003 Alpina in silver for \$203,500. Some people prefer the Alpinas but they have less horsepower compared to the standard car and automatic transmissions. Worldwide also sold an Alpina in silver for slightly over \$200,000.

The outlier was a black Z8 sold by Gooding for \$440,000. While it had virtually no miles on it, all four cars were in mint condition with low miles. The Gooding buyer seemed to have paid too much.

Other Models: Bonham's had a 1972 3.0CSL with an estimate of \$290,000 to \$330,000, which was a no sale. A 2002 Turbo was sold for \$143,000 by somebody but I didn't catch which auction. And Bonham's sold a 1936 319 4-window cabriolet for \$51,700.

David Lightfoot



This example of a 507 is owned by BMW Group Classic.



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Driver of #35 PRO3



This example of a 507 is owned by BMW Group Classic. This is not one of the auctioned cars but rather a nice example owned by BMW.

F90, The Sixth Generation M5

ON AUGUST 21, 2017, BMW UNVEILED THE ALL-NEW 2018 BMW M5, a car that since 1984 has been regarded as the quintessential high-performance sports sedan. The all-new BMW M5 represents the sixth generation.

The 2018 M5 will also debut the M-specific all-wheel-drive system, M xDrive. This new system allows the M5 to reach new heights of dynamic performance and delivers poise in all driving situations. Frank van Meel, Chairman of the Board of Management at BMW M GmbH, explains the benefits of this pioneering drivetrain technology: "Thanks to M xDrive, the new BMW M5 can be piloted with the familiar blend of sportiness and unerring accuracy both on the racetrack and out on the open road, while also delighting drivers with its significantly enhanced directional stability and controllability right up to the limits of performance when driving in adverse conditions such as on wet roads or snow."

When the engine is first started, the all new BMW M5 will be in all wheel-drive mode (4WD) with Dynamic Stability Control (DSC) turned on. The driver is then able to vary the handling characteristics of the M5 by enabling various driving dynamic modes, including a rear-wheel-drive mode with no DSC. In this 2WD mode, the new BMW M5 offers drivers the opportunity to experience BMW's traditional rear-wheel drive characteristics.

Under the hood of the new BMW M5 is the latest and most advanced version of the renowned 4.4-liter V8 engine featuring M TwinPower Turbo technology with an output increase from the previous generation of 40 hp and 53 lb-ft, this new engine develops 600 hp and 553 lb-ft of peak torque to promise explosive acceleration and formidable performance. The twin-turbo V8 unit propels the M5 via the new 8-speed M Steptronic transmission with Drivelogic



This is the limited First Edition in frozen red. There will be 50 for the U.S.

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and teams up with the M xDrive system to transfer all of the high-revving turbo-charged engine's might to the road, and allows a 0–60 mph acceleration run in a mere 3.2 seconds, making it the quickest and most agile to date.

The all-new 2018 BMW M5 will be available at certified BMW centers in spring 2018 with pricing to be announced closer to market launch.

The all-new BMW M5 is available in a variety of exterior colors, some of which are reserved exclusively for the M5. New additions to the spectrum include Marina Bay Blue Metallic, an intense shade of blue. Inside the car, exclusive aluminum applications with a carbon-structure provide a special sporting flourish.

The BMW M5 First Edition

First come, first served is the motto as BMW M GmbH launches the all new BMW M5 with the option of a “First Edition” special edition model limited to a worldwide run of 400 examples with 50 units coming to the U.S. The 2018 BMW M5 First Edition will be available starting spring of 2018 with pricing announced closer to market launch. The BMW M5 First Edition has exclusive Frozen Dark Red Metallic paintwork and includes BMW Individual high-gloss Shadow Line trim with extended features. This means that the kidney grille, the M gills and the four tailpipes of the sports exhaust all come in high-gloss black. The M5 First Edition is fitted as standard with 20-inch seven-double-spoke light-alloy wheels in black. The BMW M5 First Edition also has an individual flavor inside. The Piano Finish Black applications are complemented by a plaque on the center console indicating the car's production number (“M5 First Edition 1/400”), pointing to the exclusivity of this BMW M5. The M5 First Edition comes as standard with high-quality M multifunction seats. It is also available with full-leather upholstery in Smoke White with red contrast stitching.

(Does BMW have a winner here? I think so. The looks have been toned down so the new M5 looks like the reincarnation of the classic E39 M5. And 0 to 60 mph in 3.2 seconds? That's faster than most supercars! And this in a cushy leather cocoon with a back seat and a trunk! Take a number and get in line.—Editor)



This blue is exclusive to the M5. Note the understated but classic styling.



Looking for all the world like an E39 that has evolved.



Clearly this is a serious driver's car.

Previous Generations of the BMW M5

THE M5 HAS BEEN THE QUINTESSENTIAL SPORTS SEDAN FOR OVER 30 YEARS. 1984: The one that started it all.

E28S BMW M5

BMW Motorsport GmbH had already presented the M535i—a particularly sporty 5 Series—back in 1979 and followed up with another M535i based on the E12's successor (the E28) in 1984, before the first generation of the BMW M5 (the E28S) arrived on the scene in the fall of that year (1987 in the U.S.). It was powered by the celebrated four-valve 6-cylinder inline engine with 3.5-liter displacement and 256 hp at 6500 rpm, which had also proved itself in race competition and was familiar from the mid-engined M1 sports car. Equipped with individual throttle butterflies, the engine powered the original M5 from 0–60 mph in just 6.7 seconds and gave it a top speed of 150 mph. That made the first BMW M5 the fastest four-door series-produced sedan of its time.

E34S BMW M5

The introduction of the second generation M5 (the E34S) in 1988 saw BMW Motorsport GmbH raise the power stakes by a clear margin once again. The new car made its debut in the U.S. in early 1990 as a 1991 model and developed 310 hp at 6900 rpm from its 6-cylinder inline engine, now displacing 3.6 liters. That was enough to propel the M5 from 0–60 mph in 6.1 seconds and on to an electronically limited top speed of 155 mph for the first time.

E39S BMW M5

The sports-focused branch of BMW AG—renamed BMW M GmbH in 1993—remained true to its heritage with the third generation of the M5 unveiled in 1998. The E39S M5 was introduced in 1999 in the U.S. market and shared all the stylistic understatement of its predecessors. However, now an all new 5.0 liter four-valve V8 was under the hood. “Above all, we wanted to create an abundant torque curve,” said BMW M engineer Wolfgang Kreinhofner—and if that is the goal, to paraphrase what the hot-rodders used to say, “there’s no substitute for liters.” This new engine

sent 394 hp at 6600 rpm and 368 lb-ft of peak torque at 3800 rpm to the rear wheels via a 6-speed manual gearbox. The top speed of this M5 was once again electronically limited to 155 mph, while 0–62 mph took 5.3 seconds.

E60 BMW M5 V10 Engine

For the fourth BMW M5 (the E60), M GmbH put its faith in a newly developed, high-revving V10 engine with 5.0 liter displacement, developing maximum output of 500 hp at a staggering 7,750 rpm, this M5 offered a potent driving experience unlike any other sedan on the road. Why 10 cylinders? Elmar Schulte, manager of engine development at BMW, offered a straightforward explanation. “We wanted 5 liters. The ideal cylinder displacement is 0.5 liter. To get 5 liters, we needed 10 cylinders.” Transmission choices included the standard 6-speed manual transmission or 7-speed automated sequential M gearbox (SMG) featuring Launch Control for maximum acceleration off the line. The four-valve power unit whisked the fourth generation M5 from 0–60 mph in only 4.5 seconds.

F10M BMW M5 with M TwinPower Turbo Technology

The fifth-generation BMW M5 (F10M) took to the stage in 2011 and reached the U.S. showrooms in 2012. Replacing the V10 engine was an all-new 4.4-liter twin-turbo V8 that signified a new era

of technology. The new M5 now developed almost double the power (560 hp @ 5,750 – 7,000 rpm) of the original M5. Its 500 lb-ft of peak torque from 1,500 to 5650 rpm also represented virtually twice what the E28S could offer. M TwinPower Turbo technology enabled the latest M5 with an all-new 7-speed M Double Clutch Transmission to sprint from 0–60 mph in a mere 4.2 seconds. In 2013, the M5 Competition Package followed packing a 575 hp punch from 6000 to 7000 rpm, shaving 0.1 sec in the sprint to 60 mph and 0.2 sec to 124 mph. In 2014 came the “30 Jahre M5” (30 years of the M5) special edition model producing 600 hp, which paid tribute to the original E28S M5 and was limited to 300 units worldwide with 30 coming to the US. In 2016, the 600 hp “M5 Pure Metal Silver Limited Edition” arrived with only 50 units produced for the U.S. exclusively.

F90 BMW M5

The all new BMW M5 sees BMW M GmbH writing the next chapter in a success story. Since its introduction to the US in 1987, the BMW M5 Sedan has been the essence of the M philosophy: the combination of exhilarating performance, knife-edge handling and superior comfort wrapped in understated bodywork that sends the sharp-eyed observer subtle hints about its stunning capabilities.

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Cabrios and Cake at America's Car Museum

THE SUN WAS OUT, the field was marked off, the cake was laid out and cut, just waiting for a tsunami of cabriolets and other assorted BMWs. Alas, we had too much competition from the hydro races, the Blue Angels, and the multitude of mid-summer events that we all cram into August. Nonetheless, about 100 cars showed up to celebrate a beautiful summer day on the display field of the America's Car Museum on August 6.

BMW Northwest and BMW Bellevue provided support for the venue. We gave away raffle items provided by BMW Bellevue to drivers with the oldest car, newest car, youngest and oldest driver, cool cabrios and hard tops in each class. A special treat was provided by Peter Gleeson, bringing an orange M1! The E9 group also brought out a very nice collection! At the end of the show, we cut the now famous flat cake with a Roundel printed in the middle made by Celebrity Cake of Tacoma! Who can resist BMW cake?

Thank you all very much to everyone who took the time to come out and show off your cars. Here is a teaser for next year; it is time to bring back the Concours and have it in Seattle! I will be working on this over the winter.

*Steve Libby, Associate Zündfolge Editor
Driving Events Coordinator*



Newman and Ivie Dalton show off 'The Red Zone' at Cabrios and Cake.

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WHERE DID THE YEAR GO? As of this writing there are just two more ICSCC sprint races—the September 2-4 triple race at Mission in B.C., and the race at Ridge Motorsports Park in Shelton on September 16-17. Then the mini Enduro at PIR October 14 and for those who like to drive without seeing—the 25 Hours at Thunderhill December 1-3. PRO3's Chuck Hurley and Kevin Doyle, among others, have been consistent winners there.

As usual, the battle for 2017 PRO3 supremacy is fierce. Unofficial standings are as follows:

1. Brian Bercovitz 193 points
2. Shaun Northrop 192
3. Gama Aguilar 163
4. Corey Peters 156
5. Jeff McAffer 149
6. Rob Johnston 141
7. Kyle Byers 134
8. Matt Lowell 126
9. Danielle Hovington 111
10. Beef Wellington 84

Since our last PRO3 Line, the top five finishers in each race were:

PIR 6/3: Brian Bercovitz, Shaun Northrop, Gama Aguilar, Chris Hart, and Jeff McAffer

PIR 6/4: Chris, Shaun, Brian, Brad McAllister, and Corey Peters

SCR 6/23: Chris, Gama, Kyle Byers, Chuck Hurley, and Shaun

SCR 6/24: Kyle, Chris, Gama, Shaun, and Bryce Scott

SCR 6/25: Shaun, Brian, Kyle, Gama, and Rob Johnston

Pacific 7/23: Brian, Gama, Shaun, Beef Wellington, and Jeff McAffer

ORP 8/5-6: Shaun, Kyle, Brian, Corey, and Rob in both races.

Thanks to our sponsors BMW Northwest, Toyo Tires, Griot's Garage, 425 Motorsports, Bimmerworld, and Hagerty Insurance—and to Doug Berger. zenfolio.com for the great photographs.



Jim Cissell leads during the Historics at Seattle.

Photo by Doug Berger.

Last year, co-author Jim Cissell completed all 16 Conference races and finished eighth overall. This year he installed a new engine and transmission. The trans wasn't ready for the first race at PIR so he rented Wes Hill's car. Video highlights at <https://youtu.be/4kIbbZo8NrK>.

Rushing to make the second race at Pacific May 20, Jim and crew failed to tighten the brake caliper bolts and in the first session the entire right front blew up going into turn 5A—caliper, rotor, pads, brake line, wheel and tire. Andy Collins and Brad Greco helped Jim make qualifying, but the third and fourth trans synchro's weren't working, resulting in massive over-revs. The damage would show up three races later. The trans builder also forgot to secure the rear plug, and fluid spewed onto the hot exhaust creating heavy smoke which forced #119 to withdraw. No video—WE WEREN'T READY.

Jim missed the June 3-4 race at PIR as he was in Portugal. Not nearly as fun

as racing but much better wine.

Bercovitz, Northrop and Aguilar took top three over a grid of 17.

At the triple race in Spokane June 23-25, 19 PRO3 cars did battle under heavy winds and hot sun. Fastest race lap was Brian Bercovitz's 1:37.9. Jim's best—1:40.5. It may have gone better if Jim hadn't lost power steering in qualifying and forgotten to tighten the lug nuts in the first race. Thanks to Keith Novak for the power steering fix. Video at <https://youtu.be/N2B1N5OsTyg>. Lug nut noise at 9:45+.

At the Pacific NW Historics June 30-July 2, we had 23 PRO3 entries—down a bit from 28 last year but still the largest group out there—and our mock race rides brought in \$6,500 for Childrens' Hospital. Top three drivers were Parker McKean with a 1:35.9, Kyle Byers, and Brian Bercovitz. Despite the new engine and transmission, Jim's best was 13th of 20 in race #2 with a 1:39.159—7/10ths faster than his best ever. Great battles

with Beef Wellington, Matt Lowell, Gordon Winters, Lance Richert and co-author Bill Ecker on video at <https://youtu.be/UldOXHn0WoI>. Contact with Beef at 2:28. Check out Bill's cool 360 video at https://www.youtube.com/watch?v=Ioob-J_JGrk&t=514s.

At the Rose Cup races July 7-8 at PIR, just four PRO3 drivers turned out—Kyle Byers, Rich Reinhard, Gary Martin and Jim. In our Small Bore class—won by Indy 500 champ Parker Johnstone in his custom '62 MG Midget with a blistering 1:25.7, Kyle ran a 1:31.1. Jim's best--1:32.0. But in the last lap of race 1, the engine finally gave out from the over-rev at Pacific in May—broken valve--nothing salvageable—done for the season. But what a race. Rich Reinhard and Jim battled the Porsche 944s of Alberto Fonseca and Adam Achepohl. After the race Adam and Alberto wondered how our Toyo tires had survived. They were running on Hoosiers! No wonder they caught us in the twistys! Video at <https://youtu.be/bNOIh10trO4>.

At Pacific July 23rd Conference and IRDC tried something new—inviting HPDE drivers to run in a Conference race weekend. What a hoot watching all 12 slide their rigs around the track, especially Chris Benny in his massive silver Mercedes. Hopefully they'll be back for more and become fellow racers—along with recent PRO3 adds Mike Bailey, Laurent Testud, Brian King, and Gordon Winter. There's always room for more—especially with Rich Reinhard planning to sell his car at the end of the season. Here's David Weller's with some off-track action at 8:15. <https://www.youtube.com/watch?v=Ayq4rKZhYII>.

The Doernbecher Dash at PIR August 18-20 only drew 125 cars, but raised big money for the kids' hospital. Top five PRO3 racers were Northrop, McAffer, Aguilar, Ecker and Wellington. In the Spec Miata race Ms Tracey Hazard beat Gary Bockman and everyone else. Check Bill Ecker's 360-degree action. <https://youtu.be/tUd66DfCk5k>. But it was too much excitement for Conference Chief Steward Dan Heinrich who was taken to the hospital for high blood pressure and stress tests. Your prayers

are appreciated. Does any family do more for Conference racing than the Heinrichs—Dan, Linda and Chris?

After the race, Andy Collins of Armadillo Racing noted, "There is no other sport where anyone can get up close and personal with the participants." For once, the old Longhorn was right.

At Conference races spectators can meet the drivers, walk unobstructed around the cars, sit in the cars if they ask, even ride in the cars at some races. Try doing that at any other sporting event! So, grab your family, friends and BMW's and come on out to the races.



Photos by Doug Berger.

A crowd tries to fit through a corner at Portland.



Photo by Jim Cissell.

Kyle Byers's crew gave its all at the Rose Cup Races.



Washington State's New Distracted Driving Laws: What You Need to Know and Why You Shouldn't Ignore It

by Mi Ae Lipe

UNLESS YOU'VE BEEN LIVING UNDER A ROCK deep in the Quinault Rain Forest without Wi-Fi, you've heard about Washington State's new distracted driving law that took effect on July 23. And you've probably also heard a mix of facts, misinformation and potent criticism swirling around it.

What Does the New Law Cover? And What Doesn't it?

This law actually contains two parts—one involving electronic device use and another targeting non-electronic distracting activities behind the wheel. Under RCW 46.61.672, it is now illegal for Washington drivers to use handheld personal electronic devices while they are driving. This includes handheld cell phones, tablets, laptops, two-way messaging devices and video games. It does not include two-way radio, citizens band radio or amateur radio equipment.

You cannot use your handheld device while driving to type messages, access or transmit information (i.e., email, Internet, stock prices, social media or pictures), watch videos or use cameras (think selfies). This applies even when you're stopped in traffic or waiting at a traffic light.

However, you can use your device if it's in hands-free mode, such as Bluetooth. Without holding it, you can activate, deactivate or initiate a function with "a minimal use of a finger" while driving. You can also use it if you are parked or out of the flow of traffic, if you start your GPS or music before you drive or if you are contacting emergency services. Also, drivers of commercial, transit system, and authorized emergency vehicles who use devices for time-sensitive relay communication are exempt from this law and must follow applicable federal laws instead.

This state law also supersedes any previous municipal local ordinances or laws to regulate drivers' personal electronic device use.

This is a primary offence, meaning that you can be pulled over if a law enforcement officer sees you using your handheld device beyond a single-button push or driving dangerously because



you're distracted by handling such a device. The officer may write you a Driving Under the Influence of Electronics ticket, or an E-DUI. The first E-DUI costs \$136, and each subsequent E-DUI goes up (to \$234 within five years).

Additionally, all E-DUIs go on your driving record and will be reported to your insurance provider, who may then decide to raise your insurance rates or even drop you entirely.

There is a secondary part to this law that addresses other forms of distraction while driving. RCW 46.61.673 states, "dangerously distracted" means a person who engages in any activity not related to the actual operation of a motor vehicle in a manner that interferes with the safe operation of such motor vehicle on any highway." These activities include (but are not limited to) eating, drinking, putting on mascara or shaving and attending to pets in the driver's lap.

This is a secondary infraction, meaning that you can be cited only if you've been stopped for violating something else. If drivers have committed a traffic offense because they were dangerously distracted, they're subject to an additional \$99 fine, which is also reported to your insurance company.

Misconceptions About the Law

Because trolling, fake news and split-second judgment and criticism often end up wagging the dog these days, it's essential to clarify what's not true about the distracted driving law.

Since human nature is as predictable as solar eclipses, the distracted driving law elicited huge public response, and most of it wasn't pretty. Many people cried foul at the perceived violation of their God-given right to wield a handheld electronic device and indulge in other behaviors at will while operating multiple-ton vehicles at speed.

Drivers were outraged, thinking that they could be ticketed for drinking coffee on their morning commute. Reader comments on the *Seattle Times'* website even accused the law as a subversive way to put drive-throughs out of business by prohibiting people from eating fast food in the car. People swiftly rehashed the usual arguments—What's next? I can't change my radio station now while driving? I can't possibly be expected to be 100 percent focused all the time. Isn't watching and operating my car's GPS touch-screen just as distracting as my phone? And on and on.

Not far behind were the angry masses who quickly accused the non-electronic part of law as a revenue-generating scheme disguised as a safety program, a tool for Governor Jay Inslee and his Big Government to squeeze the poor entitled masses. In fact, within hours of the law taking effect, one citizen launched a petition to overturn this part of the law. As of August 31, 2017, the petition was short just 11,374 supporters to reach the necessary 50,000 to present to the Washington State Senate.

All of this misses the point entirely. It's still perfectly legal to enjoy your morning mug of joe behind the wheel. You can still eat a heart-attack hamburger. You can even choose a song from your playlist and enjoy your favorite music.

You just can't weave or drift out of your lane, change speeds erratically or dart across all lanes of traffic on the highway at the last moment to make the exit you nearly missed because your attention was elsewhere.

And no—a cell phone nestled between your thighs is technically not handheld, but it would still count as illegal if an officer determined that it impaired your ability to drive safely. Just because a law says you can do something doesn't mean you should.

To address that revenue issue: RCW 46.61.673 states that all monies collected from these citations must be used toward maintaining and developing state distracted driving prevention programs. Before rolling your eyes, consider this: The Washington Traffic Safety Commission reports that distracted driving-related deaths jumped a whopping 32 percent

in our state to 160 in 2015 alone. That's just deaths—not counting the 587 serious injuries, 14,601 minor injuries, and 30,195 property-damage-only collisions. That's more than five incidents every hour, and it doesn't include thousands more unreported incidents and near-misses.

What's Your Excuse?

So, you might be thinking, why should I care? I can't possibly follow these laws—they're totally unreasonable.

I'm a safe driver. I've never been in an accident while using my phone or eating or anything else. Technically you may not have had a crash, but have you experienced a near miss? Were you ever surprised by a sudden hazard, a pedestrian or a car ahead of you that just appeared out of nowhere, or slowed down more quickly than you were anticipating? If so, you were being dangerous and just got lucky.

It's the other stupid people using their damn devices who should worry, not me. We humans are terrific at routinely overestimating our abilities and underestimating risk. If you don't believe this,

just read *Sway: The Irresistible Pull of Irrational Behavior*, by Ori and Rom Brafman, or *Careful: A User's Guide to Our Injury-prone Minds*, by Steve Casner.

I absolutely need to take that call/send my text/get that message/post that Facebook update. We've been brainwashed into believing that we must kowtow to a false sense of urgency posed by our electronic devices, and neurocognitive studies show that we're socially and evolutionarily hardwired to respond. Read Matt Richtel's *A Deadly Wandering* or Google "Dr. David Strayer" for more info.

I multitask just fine. I do it all day and I'm actually pretty good at it. We humans aren't that good at multitasking—we just deceive ourselves into thinking that we do. Most of the time we get away with it, but every so often we don't. Read *Thinking, Fast and Slow* by Daniel Kahneman or Dr. David Strayer's research on cell phone distraction.

I'll change my ways. But first, let me get out this one text or take this important

Continued on Page 16

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Washington State's New Distracted Driving Laws

Continued from Page 15

call. Besides diamonds and macadamia nut shells, the toughest things on earth include changing human behavior. Just consult *The Power of Habit* by Charles Duhigg to learn why.

Hands-free is safer, right? I have Bluetooth. Contrary to popular opinion (and even what Washington's new law might have you believe), handsfree is not safer, because most of the problem actually lies in the cognitive load on the brain. The National Safety Council reports that over 30 studies have proved this, and the AAA Traffic Safety Foundation has conducted extensive studies on the significant drawbacks of voice-actuated systems.

I understand why it's dangerous to use my phone at 60 mph, but c'mon, what's the big deal when I'm stopped at a light or in this interminable Seattle stop-and-go traffic? University of Utah researchers found in a 2015 study that drivers can take up to 27 seconds to regain full attention after sending a text. The road also poses far more hazards

than we suspect, and we're at a distinct disadvantage because we were never properly trained to perceive them in American driver ed. Just ask anyone who's ever been hit by a car or been rear-ended in a chain-reaction collision involving multiple vehicles.

I know all this, but why should I care anyway? Because you're already paying cold hard cash for it, regardless of whether or not you use electronic devices or engage in distracting activities (see my article in the *Zündfolge* Q2 2017 issue). Insurance companies' loss costs have jumped 16 percent over the past two years, and auto rates among Washington State's top 20 insurers increased 5.9 percent in 2016 alone, according to the NW Insurance Council. Much of this is directly attributable to distracted driving (especially smartphone) crashes, and insurers have no choice but to spread the cost across all insurance customers. Besides, we're talking about lives here—your own and others. And it's not just about you. You're actually modeling

life-changing (and ending) behavior for others—your children, your friends and other drivers on the road.

Really, shouldn't that alone be enough, if you think about it?

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.

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Deutsche Marque 2017

THE SECOND DEUTSCHE MARQUE EVENT was held at the Cedar River Park on July 23, 2017, in conjunction with Renton River Days. We had a total of 83 cars show up representing BMW, Porsche, Audi, Mercedes and VW. There were some truly stunning examples of these German automobile manufacturers. We charged \$10 to park a car on the

display field with all proceeds going to the Renton Lion's Club. The BMW club kicked in some additional money to make the total donation of \$1,000! Sonja Mejlaender, the Renton River Days coordinator, donated four IKEA gift cards. We decided that the oldest car from each marque would be awarded a card. The winners were: Brian Miller

1971 2002 (original owner), Norm Connacher 1958 356A Porsche, Paul and Debbie Ward 1969 280SL Mercedes and Mauricio Bendana 1961 VW ragtop. Thank you all how came out and represented your favorite German marque!

*Steve Libby, Driving Events Coordinator
Associate Zündfolge Editor*



Photo by Christian Bouchez.

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Reflections on Munich

By Bill Loomis

THIS TRIP WAS A QUEST. I've been a car enthusiast since childhood. But that interest has extended to more than just cars. I thought, as I crossed the bridge from the Welt to the Museum—my involvement, my career, has been a study of man's adventure with not only the machine, but the science of manufacturing. I have been, and still am keenly interested in not only the product, but how we figured out how to build it and improve upon it.

It had been over three decades since I owned my 1973 BMW 2002, when I decided to seek out and enjoy the magic of that model again. After a fairly lengthy search, I found a nice old “driver” quality car in Southern California, and drove it home to Whidbey Island. It too, was a '73. I should also confess, this is the model of the BMW line that I've owned (two '73's and a '72). And I should also make it clear that I am not a lifelong

member of BMW CCA. I was a member when I owned my first BMW, and I'm a member now and expect to continue. I'm excited about what BMW is doing as a manufacturer, but my main interest lies with the cars built in the late sixties and early seventies.

I've been curious about my old car's past. It's got great documentation for the past twenty some years, but what about the beginning? How could I learn more? Julia Oberndorfer, at BMW's Classic Brand Management in Munich has been more than helpful, so after ordering the car's Classic Certificate, I decided to drop by Munich on my way to Scandinavia last month. I would pick up the Certificate personally, at the Classic Brand workshops in the historic factory buildings on Moosacher Strasse. While this was my focus, it became part of a bigger adventure and a much broader understanding of BMW's history.

I stayed at the Hotel Royal Leonardo Munich, across Moosacher from the old Olympic Village park about two or three blocks away from the Classic Brand facility. This location is also a very walkable distance from the Welt, factory and Museum. I was unprepared for what I would see there. While my focus as an owner is on my old Roundie, the Welt and Museum really brought clarity to both the company's current and future directions, as well as deepened my grasp of its broad history. I had hoped to also include a production facility tour; a holiday interruption (Ascension Day) kept that from happening.

I had hoped to tour the shops at the Classic facility, looking at both restoration and maintenance work on customer cars, but insurance and work rules didn't permit this. I was able to gaze in through the windows at what was going on, and was also impressed by the examples of customer cars waiting in the covered drop off/pick-up area between the shops. So, less time at Classic, more time at the Welt and Museum. If anyone were to ask for my advice, I'd say plan for one day at the Welt and Factory tour, and a second day at the Museum and visit to the Classic works.

The scope of the Museum and its displays are incredible. Creative, efficient and stunning in a typically Teutonic manner. I found myself going back to exhibits more than once, just to take in more of the detail. This is a museum to visit more than once. I was there on a Wednesday morning when it opened and it soon became a very busy place. Whatever era or area of interest you might have about what BMW had accomplished, you'll have no trouble finding the story told in more than just words.

I arrived at the Welt when it opened at nine in the morning. I was greeted at reception and given a quick idea of what and where. The building itself is incredibly innovative in its capability to accomplish its multi-purposes design, as well as totally engage the people visiting. All the product lines, including Rolls Royce and Mini, are well represented, as well as a nice shop for various personal accessories and items. But it is



This beautifully restored building was BMW's home 100 years ago.



The enormous BMW Welt is where you get your new car if you choose European delivery.

the factory delivery operation that captures your attention. Once you arrive on one of the balconies, you grasp both the unique manner and the creative effectiveness of how the deliveries are accomplished. It is a show, by itself.

Inside this grand arena, the delivery area is a second story pedestal island isolated in the center of all the other displays. You can see customers going through the delivery process, being briefed on their new machine's features,

and then, finally driving down the spiral drive and out of the Welt to begin writing their own history together. Pretty impressive and quite unexpected.

While my initial focus of visiting Munich was realized to the degree I had hoped, it was replaced by a much better understanding of BMW—its operations, and its history—which turned out to be far more rewarding than I had hoped. I'd encourage any auto enthusiast to spend some time exploring there.



The Elvis Presley 507 now resides at the BMW Museum.



The 2002 Turbo and the child's 328 are both for sale at BMW Classic.

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The BMW M4 GT4, BMW Motorsport's latest customer racing offering, made its North American debut at Watkins Glen International during the Sahlen's Six Hours of The Glen in early July. Completing the BMW Motorsport product portfolio in between the BMW M235i Racing and the BMW M6 GT3, European sales phase of the BMW M4 GT4 opened on May 26. BMW of North America wanted to begin the next phase of sales. In the US, the BMW M4 GT4 will be available through select BMW Motorsport Dealers at a retail price of \$196,000.

"BMW of North America has received great amount of interest in the M4 GT4 from our customer racing teams," said Victor Leleu, BMW of North America Motorsport Manager. "The M4 GT4 was designed and constructed to allow BMW customer racing teams to successfully compete in an increasing number of series that have embraced the GT4 specification, among them the IMSA Continental Tire SportsCar Challenge."

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 come pre-programmed by BMW Motorsport with 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. The power is stated as "at least 425 horsepower."



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