



Zündfolge

Quarter 2, 2021





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Boilerplate

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

KALENDER

The Pandemic has made it difficult to schedule large gatherings. Watch the chapter website to learn what is coming up or what has been cancelled.

March 24, Wednesday

Board Meeting. All members welcome. Current board meetings are held via Zoom. RSVP to president@bmwpugetsound.com.

April 16, Friday

Track Day at Pacific Raceways. Both Car Control Clinic and High Performance Driver Education events will be held.

April 24, Saturday

Cascade Foothills Tour. A nice 'warm-up' tour that lasts only half a day. Come on out and see what it is all about.

April 28, Wednesday

Board Meeting. All members welcome. Current board meetings are held via Zoom. RSVP to president@bmwpugetsound.com

May 7, Friday

Track Day at Pacific Raceways. Both Car Control Clinic and High Performance Driver Education events will be held.

May 14, 15, Saturday and Sunday

Tour to Seaside, OR. See Phil Sanders' article on the Beach Bum Tour in this issue.

May 23, Sunday

Burgers & BMWs at Triple XXX in Issaquah, Covid permitting.

May 30, Sunday

E30 Picnic at LeMay Family Foundation, Covid permitting.

May 26, Wednesday

Board Meeting. All members welcome. Current board meetings are held via Zoom. RSVP to president@bmwpugetsound.com.

June 4, 5, Saturday and Sunday

Oregon Wine Tour. See more in this issue.

June 18, Friday

Track Day at Pacific Raceways. Both Car Control Clinic and High Performance Driver Education events will be held.

June 23, Wednesday

Board Meeting. All members welcome. Current board meetings are held via Zoom. RSVP to president@bmwpugetsound.com.

July 8, Thursday

Track Day at Pacific Raceways.

No Car Control Clinic. Lapping for experienced drivers only.

July 17

Whidbey Island Tour. A classically beautiful drive.

August 20, Friday

Track Day at Pacific Raceways.

Both Car Control Clinic and High Performance Driver Education events will be held.

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

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President's Column: Where Do We Go from Here?



IN MY LAST COLUMN I ENCOURAGED US (and myself!) to look forward to a brighter new year, and I am pleased to announce that we are moving in that direction. Track Days with High Performance Driving Events (HPDEs) and Car Control Clinics (CCCs) are scheduled. A full schedule of our regular tours is also set up. But, of course, if you are regularly receiving our *Around the Sound (ATS)* emails, you would know this. If you are not receiving our *ATSs*, please email our new Membership Coordinator, Archie Ferguson, at membership@bmwpugetsound.com, and he will ensure you are on the list. Of note, we know our website updates

are lagging, so *ATSs* will be a primary means of communication for a bit as we transition to an entirely new, modernized website. I will tell you more when I have more details, but I've seen a mockup of the webpage design at our first board meeting in January and it is cool. I shared my thoughts on a vision and strategy for 2021 with your board, and they graciously agreed to adopt it as our plan going forward. The key elements are below for your review. I look forward to doing everything I can to feed your BMW passion in 2021.

BMW CCA Puget Sound Region 2021 Vision Statement

The Club will support and promote the diverse interests of the membership in the various facets of ownership of the Ultimate Driving Machine. We exist to maximize the joy members experience with their BMWs and to promote the friendships and camaraderie that experience brings.

BMW CCA Puget Sound Region 2021 Strategy

Our Membership is diverse and the Club engages in activities to support the Vision across six primary member interest areas. These areas are most of the value Club membership provides.:

1. Track Program (CCC and HPDE)
2. Tour Program
3. Social Events Program
4. Technical Events Program
5. Special Interest Groups—E30 Picnic, M Car events, etc.
6. Information and Entertainment

The 2021 *Zündfolge*, website, and social media strategy for the Club will be to broaden our appeal to more of our membership and encourage new membership by revitalizing and formalizing our Special Interest Group (SIG) Program, and improving our Information and Entertainment segment, while ensuring we continue to sustain the programs that are already healthy.

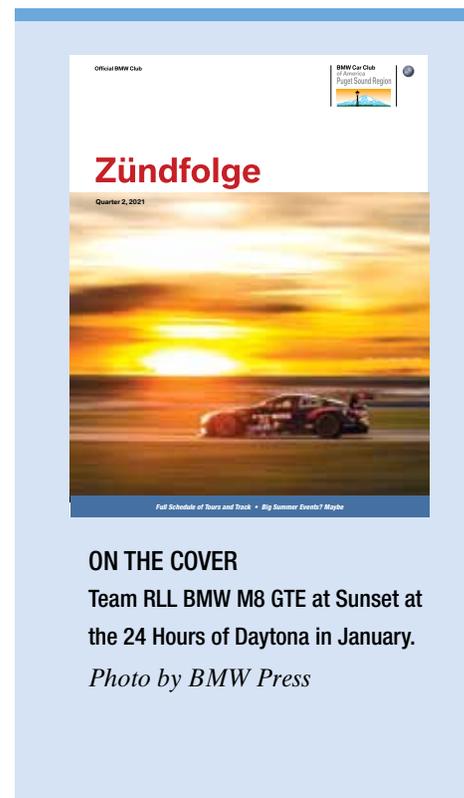
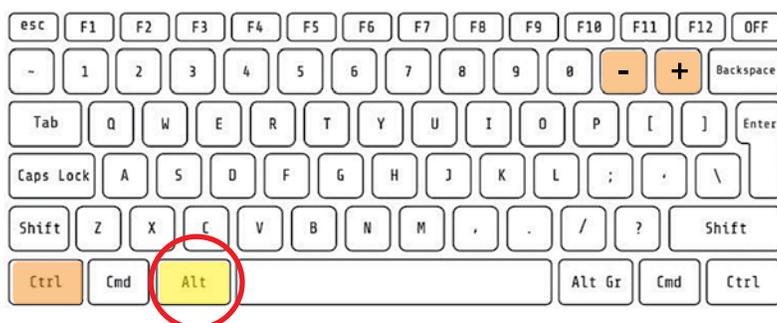
If you have thoughts or comments on this vision and strategy (or want to volunteer your time to head up a SIG!), feel free to contact me at president@bmwpugetsound.com. I would love to hear from you.

mit besten grüßen!
Andy Wiest

P.S. It looks like the E30 Picnic may be on for this year. More to follow.

Navigating *Zündfolge*

THIS IS THE SECOND 2021 *Zündfolge* issue, which is our transition year between print and fully web-based communication. The four issues this year will be pdf only and never go to ink-on-paper. A few members expressed frustration with navigating the online *Zündfolge* last issue. Specifically, the process of zooming in and out isn't very intuitive. To zoom in/out, press Ctrl (Mac: Command) and the + (plus)/ - (minus) key or hold Alt (Mac: Option) and scroll with the mouse-wheel.



ON THE COVER

Team RLL BMW M8 GTE at Sunset at the 24 Hours of Daytona in January.

Photo by BMW Press



2021 Tour Season

THE 2021 BMW TOUR SCHEDULE is in progress and we hope to have eight tours this year. Here's what we have so far:

- **April 24 Cascade Foothills Tour**
led by Ed Walker
- **May 15-16 Astoria Tour**
led by Phil Sanders
- **June 4-6 Oregon Wine Tour**
led by Scott Hieronymus and Jeff Butler
- **July 17 Whidbey Island Tour**
led by Ed Walker
- **August 14 Sun Mountain Lodge Tour**
led by Archie Ferguson
- **September 18 The Ridge Tour**
led by Dan Hemenway
- **September British Columbia Tour**
(Hopefully, we have to wait and see)
- **October Washington Wine Tour**
led by Greg Smith and Jeff Butler

The tours committee will keep you informed as plans firm up. Watch for ATS email announcements for the latest information. Remember that participation on Club tours requires that at least one person per car is a BMW CCA member in good standing. All tours will have a reasonable fee this year and preregistration is required.

Greg Smith, Phil Sanders and Ed Walker

Beach Bum Tour

WOULD YOU LIKE TO EXPERIENCE YOUR TOES IN THE SAND, run on the beach, maybe enjoy a beach fire with smores? Then this is the tour for you!

In the past we have driven to Portland and Astoria but this time we are going to enjoy Seaside, OR. This tour is scheduled for May 15-16. The plan is to leave from BMW Northwest and explore some fun roads as we head south to cross the border into Oregon, one of my favorite places because it is close and beautiful. In the past we have had a good time stopping at Jayden's German Store in South Bend and purchasing some amazing goodies which I hope we can do again.

I have made lodging arrangements for us at a nice hotel with fantastic

weekend rates. There will be room for 15 cars and you will be able to register for the tour starting April 15 using MSR (Motor Sport Reg) and there will a \$30 per person charge. Additionally, one person in the car must be a BMW CCA member. There will be information for the hotel on MSR so you may make those reservations by calling the hotel.

As much as I'd like to think that we will be close to being finished with COVID restrictions I know that is a pipe dream. Thus, we will observe all the rules in place for both WA and OR, which will be posted on MSR.

I look forward to seeing you when we head to the beach.

Phil Sanders, Tour Leader



Oregon Wine Tour

JOIN US for this year's Oregon Willamette Valley Wine Tour, June 4-6.

World renowned BMW tour coordinator Scott Hieronymus makes his epic return to lead the tour starting from BMW Northwest in Fife. We will drive on scenic back country roads as we make our way through Astoria, Oregon, and into the beautiful Willamette valley, home to 500 wineries in this picturesque valley known for its world class Pinot Noir and farm-to-fork ethos.

Self-proclaimed exquisite (*and modest-Ed.*) master wine connoisseurs Jeff Butler and Kelley West have chosen some of Oregon's top shelf wine destinations to sip and savor the best the Willamette Valley has to offer. We will dine in the local establishments (COVID restrictions permitting) and take in the local ambiance.

Mark your calendar to register for this upcoming event beginning June 4. Stay tuned for notifications to register in early May by ATS email notifications.

Jeff Butler



Phil Sanders and his 1 Series will lead the tour to Seaside.

Cascade Foothills Tour 4/24/2021

AFTER A TWO-YEAR HIATUS, the BMW Cascade Foothills Tour is back for 2021!

Join us on Saturday, April 24, for a scenic half-day drive up against the Cascade foothills. After meeting at Eastside Bavarian in Issaquah, we'll drive a meandering route through Fall City, Monroe, and Granite Falls before ending in historic downtown Snohomish. (Full route details will be provided at the event.)

No special skills or equipment are necessary to participate in our driving tours, but at least one person in your party must be a BMW CCA member. And of course, aggressive driving or unsafe passing are not what we are about.

Please be at Eastside Bavarian no later than 8:30 am. After a short drivers' meeting, we'll leave at 9:00. COVID restrictions will call for masks and social distancing at the drivers' meeting, and limits on dining may make a picnic lunch a good bet. You're on your own in the afternoon.

Registration begins April 1 at Motor-sport.reg. Cost will be \$10 per vehicle. At least one person in the vehicle must be a BMW CCA member.

Please note: the driver's meeting at Eastside Bavarian will observe all social distancing and mask-wearing requirements in effect at the time.

Ed Walker, Driving Tour Leader



Photo by Christian Johnson.

Come see the latest
BMW lifestyles clothing and accessories at
BMW of Bellevue
(BMW CCA members qualify for special discounts)

Cashier Parts

A black and white photograph of the interior of a BMW store. The store is well-lit with modern lighting. In the foreground, there are displays of BMW-branded clothing and accessories, including jackets, bags, and a BMW-branded cooler. In the background, there are service counters labeled 'Cashier' and 'Parts'. A person is visible behind the cashier counter. To the right, there are several BMW alloy wheels displayed vertically. The overall atmosphere is clean and professional.

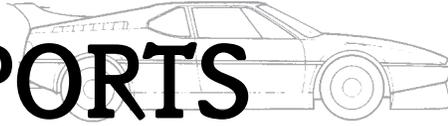
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HAVE YOU ALL NOTICED the days getting longer and the temperatures warming? This can only mean that the driving season is now here. Our track and tours programs are both starting, so watch for *ATS (Around-the-Sound)* notifications. It is time for you to think about getting the car ready for the driving season and time to get you as a driver ready. We have some suggestions.

We had our first track day of the year on February 28, a chilly but pleasant Sunday. It was open to only those drivers who had been signed off to drive solo on the track. I received a lot of emails asking how the program works, how to get signed off to go solo, and how to learn to drive on the track. Because of these questions, I thought I would detail the steps you need to drive your Ultimate Driving Machine on the racetrack.

Car Control Clinic – April 16

What is it and what does it teach you as a driver?

As the title states, it is a clinic that allows you as the driver to experience the engineering designs of the braking, steering, and handling of your BMW (or whatever car you bring out). There is a large, paved paddock at Pacific Raceways that will have scenarios marked by cones for you to navigate. These scenarios, also called exercises, are designed to demonstrate the handling and braking ability of your car but also will simulate real-life situations that may be encountered on the road. You will spend the day with instructors, in a COVID19-compliant manner, helping you position your car, understand vehicle dynamics, and experience the safety features of your car. Our Jeff Butler is a very energetic and thoughtful lead instructor who will explain the concepts and methods for each exercise. We want you to understand all of the abilities of your Ultimate Driving Machine so that you are better prepared for whatever might confront you on the road. Those BMW engineers know what they are doing, and the Car Control Clinic will

help you realize it. Attendance of our Car Control Clinic (or one similar organized by other clubs) is also the required step for you to drive on the racetrack. The next step is to register for a HPDE Day/High Performance Driving Education day.

HPDE – April 16

What is it and what do you need to do?

The Puget Sound Chapter BMW CCA has driving on the racetrack as part of its DNA. Historically, the Club got its start by a group of driving enthusiasts driving their 2002s on the track and doing autocross events. That enthusiasm is still very much alive and well today.

WHAT DO YOU NEED TO EXPERIENCE THIS?

1. Complete the Car Control Clinic.
2. Get a SNELL rated helmet SA2015 or later. The SA2010s will expire at the end of the year.
3. A valid drivers' license.
4. A car that has passed tech inspection.
5. A positive attitude and a desire to learn something new.

HERE IS WHAT YOU DO NOT NEED

1. A set of race wheels with sticky R-compound tires.
2. A roll bar or cage welded in your car.
3. Five-point harness and a racing seat.
4. A special paint job with a racing stripe.

I think you get the picture. Your streetcar as it came from the factory is perfectly fine to begin the journey of learning how to drive on the racetrack.

Novice drivers (D-group) will begin by being paired with an instructor for the entire day. Some programs charge extra; not us. Your instructors are people who have come up through the ranks and been recognized not only for their driving skills but also for their positive attitude and desire to share their knowledge and passion for driving. We use the lead-follow method for instruction now until the pandemic has been officially terminated. Each instructor-driver pair will be in communication using a radio

(we provide the radio and ear pieces) or other wireless devices. In this manner, your instructor will be in constant contact with you as a guide around the racetrack.

Throughout the day, you and your instructor will switch off leading and following. At the end of each session, novice groups will gather together, and a lead instructor will ask how you all felt and then discuss driving fundamentals. This is all different from what we had done in the past as you might know. But all car clubs around the country have adopted this lead-follow methodology and it is working. We often get questions along the following lines:

1. *Will this hurt my car?* No, it will not.
2. *Will I use up all of my brakes?* No, but you will use some brake pads. After all, you are driving on a racetrack and get to go fast.
3. *Will I hurt my tires?* No, but they might get a little scuffed on the outsides. Think of it as a badge of courage.
4. *Will I have fun?* Yes, and more fun than you can imagine, until you do it.

What should I do to prepare for an HPDE?

The best money spent to prepare for an HPDE day is education. Read books about performance driving and explore training online. We are very fortunate to have a world-class coach in our own backyard, Ross Bentley. Go to his website and subscribe to Speed Secrets 101: <https://speedsecrets.com/car-club-program/>.

Here you will find the basics of performance driving. It is worth the time to watch. Also, get his recent book “The Lost Art of Performance Driving” and take some notes. Finally, there is a fun book “You Suck At Racing—A crash course for the novice driver” by Ian Korf. I recommend both books. Finally, there is YouTube and all of the millions of movies out there of people driving, some good and some not so good. I would focus on the ones demonstrating drivers at Pacific Raceways and The Ridge Motorsports complex. Besides these, get a good night's sleep, make sure your car is ready and be on time.

For those of you who like to work on your car, I am going to lecture about safety. There is a growing number of injuries and fatalities of people working on their cars without properly and securely using jacks. Rather than citing chapter and verse of countless examples, I would implore you all to spend some money on quality lift equipment. I own a QuickJack that is now on sale at Costco for \$1,199.99. It is a hydraulic lift that

will get the car about 28 inches in the air and does it safely. When you are done, the two pieces fold up and store against a wall. The small hydraulic pump stores separately. Check out the QuickJack website for more information. You have to ask yourself how much are you worth, and can your family afford to be without you? Enough said.

Okay, time to get ready for the driving season. If you have questions about the

Car Control Clinic or HPDE programs, please contact me. Do not forget that we also have a great tour schedule for those of you who would like to enjoy your Ultimate Driving Machine at a more relaxed pace.

See you on the track!

*Steve Libby, Senior Instructor
Driving Events Coordinator
dec@bmwpugetsound.com*

First Track Day of 2021

IT WAS CHILLY AND DAMP WHEN Steve Libby gathered us for the first drivers' meeting of the year on Sunday, February 28, at Pacific Raceways in Kent, WA. Normally we would have been congregating like this in April, but we had been given an offer to use the track that was too good to pass up. Regardless, it had been too long since my last track day of 2020.

I realized after that September visit to Pacific Raceways that there are really just two seasons: driving and car improvement. During the early days of the pandemic last March, my daughter and I installed Sparco seats into the 2012 135i. During this offseason the back seats were taken out, and a roll bar and six-point harness installed. Thank you to Dan and the team at 425 Motorsports for the awesome installation. None of this is required to bring your car out for some high-performance driving, but when you have the itch, things seem to spiral out of control quickly.

As the highly experienced and skilled drivers in the A Group were roaring around the track in their Porsche 911 GT3s, BMW M3s and M2s, the C Group met to prepare for our first session. How exciting it was that we were only a group of six. This has to be a record. We took the time to introduce ourselves and describe our goals for the day. Mine was to try to be less worried about how fast I was finishing a lap and be more in tune with the car dynamics during braking and cornering.

During our first morning session the track was still wet and slick. We ran the first three laps under yellow caution to reacquaint ourselves with the course and high-speed driving. It was undoubtedly a wise move, as I found the car slipping a half dozen times during that first twenty-five minutes. By the second session

and throughout the afternoon the track was dry and fast. And how glorious it was. Absolutely exhilarating to push the pedal all the way to the floor on the front straight and to tear through the turns on the backside.

As much as I believe I've improved in three years of track days, some things never change. There again was my first instructor, Phil Warren, in his black Audi R8, appearing suddenly in my rear-view mirror as if dropped from the heavens, waiting patiently for the next passing zone (patiently is a judgment call as I haven't actually asked him, but I'm running with it). After pointing him by, I watched him pull effortlessly away from me. And turn 3A always there to frustrate and humble me—down the hill, brake, downshift, turn in, brake again? As always, instruction was just a question away. Dave Cohen helped me with his expert guidance on how to handle that turn and the 5-6 combination.

By the end of the day and with some drivers leaving, the last session was a free for all. Suddenly one of the GT3s that had interrupted our morning meeting with its engine growl was passing me approaching the kink in the straightaway. Shortly thereafter I was letting by a Cayman. I viewed driving with this group as a promotion of sorts. It was exciting just to try to keep pace for the next couple of turns. Physically and mentally worn out, I pulled off the track, packed up and headed home. As I was rolling through Seattle on I-5, a Ford RS rolled by. The driver checked out the car and gave me a thumbs up. Undoubtedly another track junkie. If you have been wanting to push yourself and your car, then make plans to come out to a future track day. You won't regret it.

Andy Dutton

Driving in the Real World

Why We Must Drive Better—To Compensate for Others

Photo by Samiylenko, Adobe Stock.



AS A COLUMNIST WHO WRITES ABOUT STREET DRIVING for a national car magazine (you probably know which one if you receive this publication), I get a steady stream of responses from readers. Many people are positive and appreciate being empowered with quality information on better street driving technique, situational awareness, and even good-natured explorations into their attitudes toward traffic safety.

Others, however, declare that that's all very well and good, but what about all those other drivers who continue to tailgate, cut in front of them, and otherwise act horribly. What can we possibly do about those nasty folks and how do we educate them—the ones who need it most?

We don't need to be reminded that there's an awful lot that we can't control. But sometimes it's easy to get locked into a mindset that we're trapped and defined by circumstance. We simply forget (or never realized) that we can usually overcome more negativity than we assume.

The fact is, we probably can't get the message out about safety to the most dangerous of repeat offenders—the chronic DUIers, the hooligans who just have to be blindingly faster than others, and the drivers addicted to their smartphones while behind the wheel, to name a few. And, maybe we don't. After all, it's usually only a single-digit percentage of people who commit at least half of the most serious or repeat offenses (like

drunk drivers). And no matter what is said or done, the vast majority of them won't listen.

But, the rest of us—an overwhelmingly majority—have three powerful tools at our disposal—motivation, compassion, and modeling.



Photo by Olivier Le Moal, Adobe Stock.

Motivation

In this case, motivation means that you give a damn. You want yourself, your family, your friends, and even strangers to get home safely and live to see another day. You're willing to educate yourself about how to be a safer, more aware driver (like reading this article) and to share that information with others. And, as anyone knows, it's often more effective not to lecture but to share, suggest, praise, and nudge rather than forcing unwanted advice down someone's throat or getting preachy about things.

Compassion

Compassion (and its sister, empathy) plays a huge role in getting through much of life, not just driving. A lot of it is about letting go and moving on when something unpleasant happens, or at



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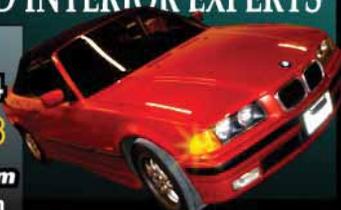
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least not instantly assuming that someone's else carelessness was a deliberate slight. It doesn't mean that you need to be happy about what happened; it's perfectly all right—perhaps necessary—to get annoyed and angry. That's what gives us our motivation. But it does mean that you have a choice in how you will act and feel, which means not taking revenge, becoming a road-rager, or making an already difficult situation even worse.

It's also worth remembering that stupidity on the road doesn't always signal malicious intent; the other driver may have been simply oblivious for any number of reasons. Getting angry at them and trying to educate them on the spot isn't realistically going to help the situation.

And, to be absolutely honest, you yourself have almost certainly triggered that exact situation multiple times for others, and you weren't even aware of it.

Modeling

Modeling is actually the single biggest thing we can do, and—even better—it's the easiest action! We can effect huge change if more of us are simply the drivers we want others to be, because humans naturally copy what their fellow beings are doing, even if they're not always consciously aware of it. Keeping our speeds down, maintaining better

spacing around us, staying out of the left lane except to pass, moving over to let others merge, and giving law enforcement and motorists room during roadside emergencies are all forms of positive modeling. These all lower the road "temperature," so to speak, which helps keep us and others calmer.

And, absolutely refusing to talk to others on a cell phone (even hands free) while they're driving and letting them know you won't converse with them until they're safely stopped sends a powerful message. Even putting on your email signature something like "Sent from my iPhone, but not while driving" does the same thing. After all, few things are more effective than social disapproval, consistently drip fed. (Which is not to be confused with social shaming, mind you—it's merely a quiet statement of your boundaries with no lectures or snarky undertones.)

Equipped with these three tools, we wield considerable power. We must use them daily and teach our children these values from a very young age, because they're our best hope for not repeating the behavior we don't want to see on our roads.

Out on the road, it doesn't take long to observe that more people than ever are not properly operating a motor vehicle because of electronic distraction, illicit drugs, legal prescription drugs

(particularly mood-altering ones), and just regular distraction (a default human condition).

We should also remember that Americans as a whole are not trained properly in driver education, especially compared with many European and Asian countries. On top of that, new drivers in more than 45 U.S. states are not required to undergo any training at all to get their license once they turn 18, as long as they can pass the written and road tests. This alone means that their shoddy driving is not so much a character flaw but the cumulative result of an incredibly dysfunctional system that sets them up for failure. And, of course, there are the usual culprits—overconfidence, a lack of perception of danger, complacency, and unreliable judgment.

That is all the more reason for the rest of us to pay the kind of attention that driving deserves and needs, so that we can protect ourselves and others. We should stop getting discouraged and start improving our road community, one of us at a time.

Mi Ae Lipe is a freelance editor and graphic designer in Seattle, Washington, who lives another life as a traffic safety advocate. She blogs on Driving in the Real World, Tweets daily driving news links and tips on Twitter at @DrivingReal, and writes a regular column on street driving for BMW CCA's Roundel magazine. She is the past recipient of the NHTSA Award for Public Service for her work in driver training in Washington state, and she is also a member of the Washington State Transportation Commission's Autonomous Vehicle Work Group's Safety Subcommittee.

miae@drivingintherealworld.com



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The PRO3 Line

Bill 'Blue Baron' Ecker and Jim 'Croc Man' Cissell

I CAN HEAR FROGS AWAKENING, buds are on the apple tree, and the grass has exploded back to its demanding high-maintenance mode. Which really can only mean one thing, conference racing season is just around the next apex...er corner. Soon, 2.5-liter 5-speed BMW E30s will snort to life and resume the cycle of circuits here in the sunny (!) Pacific Northwest—as PRO3 racing once again takes to the track. Conference, led by clear-eyed optimists and determined realists, has already published its full slate of the 2021 championship racing season (<https://www.icccc.com/season.php>) featuring eight racing weekends including seven doubles and the return of the Spokane TRIPLE June 4-6.

If the creek don't rise, we'll once again revel in the company of our northern neighbors both as guests and hosts when the border opens. We sorely missed their spirit and bodies in the abbreviated 2020 non-championship season. Well, all except for that one guy. So here's to a healthy, competitive FULL season.

One place that looks to be full is the PRO3 paddock. If the shuffling of cars and rumors swirling about during the last 12 months are any indication, another surge is coming. Since the 2020 season—that wasn't delayed the title defense by Mr. Bercovitz, everyone in the pointy end has had that much more time to prepare. Perhaps 2021 will finally see the match up of Tipton, Northrup, McAffer, Byers, Bercovitz, Peters, Lowell, Hovington—and who knows who else that we've all waited to see.

Of course, the stalwart veterans will flush out the grid—the Wellers, Kelloggs, Storgaards and so on. Crafty seasoned competitors willing to use guile and cunning to elbow their place in the finishing order. If the past is prelude, once again the paddocks of PRO3 will provide the most robust, populous, and animated grid around.

Some long-term PRO3 cars will have new drivers this year—a hearty welcome and good luck to Fil Alleva, Scott Studerus, and Scott Ekert, driving the old 137, 42, 121 cars respectively. Long time alumnus Beef Wellington has moved off to unknown pastures, although one suspects he'll be back before long in something fast with four wheels and a number. Long-timer Tim O'Donnell listed the 105 car—one of the oldest (but still among the fastest) PRO3 cars around, having passed through Bob Mearns and Parker McKean along the way.

But with 89 PRO3 cars still running, everybody's got someone to race; hot youngsters with barely a season or two in PRO3 are clawing at the pace, now getting joined by fresh recruits in resurrected cars or cars moving around. There's even rumors of new, fresh builds underway both in the U.S. and Canada. Based on the traffic on social media and forums, none of the cars for sale lasted more than a week or so before changing owners.

So too, as it has always been, the rumors of the death of PRO3 were greatly exaggerated. Expect another

year of outsized grids, pranks and hijinks at every race. Not to mention the green-to-checkers battles that are second to none.

Although IRDC has not released the official driver training schedule for 2021, furious plans are afoot to figure out how to continue to deliver quality instruction with masked social distancing restrictions in place. Stay tuned for more news on that.

If you're thinking of going out on track this season, check out HPDEs and licensing at:

- www.BMWpugetsound.com,
- ProformanceRacingSchool.com,
- cascadesportscarclub.org, or
- motorsportsreg.com

With all the canceled classes, there'll be a backlog trying to get in. And would-be racers who've had to wait this long are bound to get a little twitchy.

The ongoing PRO3 movie project is still afoot. The latest dispatch from the lines reads, "The documentary film "PRO3 E30: A Northwest Racing Legend" continues to grow. We finished the trailer back in December. You can see it at <https://vimeo.com/486663675>.

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Director Dave Krygier and the post-production team are hard at work assembling the director's cut, which is in final edit, and is planned for release in April 2021. The GoFundMe site should be back in operation by March 5—<https://bit.ly/2UU4ufQ>. To truly convey the excitement and fun that is PRO3, we need to raise another \$5,000 to shoot another 2-3 days of racing action—hopefully without masks. We plan to finish the 22-minute broadcast version later this year. Dave says we'll then have enough for a 90-minute version if we choose to go there. Thanks for all your support.

Now, a few parting words from your faithful reporter. After an amazing six years in the paddock, driving these cars and being a part of this amazing collection of folk, I, Bill Ecker, will be assuming new and different roles at the track, which won't include PRO3. So I will hand in my pen and turn the torch over to Jim. It has been an amazing journey, from the first race in Portland all those years ago, to Laguna Seca among a throng of 15 PRO3 cars celebrating BMW's 100th Anniversary, to a Kevin Doyle champagne shower following an improbable victory in the Oregon rain.

It has been a journey of a thousand steps, made with good spirits and great people.

You won't be rid of me, however. Among other things, I was nominated (recruited) (begged) (coerced) to become ICSCC license director, to facilitate getting new drivers onto the grid and prevent unqualified ones from getting there. So, I will be at every race. Missing rubbing paint with my pals in PRO3, but enjoying the show. Thanks for the welcome and the camaraderie. Nunc est Bibendum!

Photo by Doug Berger.



Photo by Doug Berger.

Don't let the orange square fool you—the young'ns are coming fast and furious—Scott Thompson in the 86 car lifts a tire at Portland turn 2 ahead of Crocman Cissell.

A view of things to come? 24 McAffer nipping at Lowell's heels as Voight 211 lurks ready to pounce.

Photo by Jon Byers.



The High Point of Bill's PRO3 experience—Laguna Seca with PRO3.

A Celebration of Life: Nancy Martin 11/19/1925 – 12/4/2020

By David Lightfoot

WE HAVE LOST ONE OF OUR MOST BELOVED MEMBERS. Nancy Chayne Martin passed away in early December at the age of 95. She lived a long, full, and eventful life and passed at home on her own terms. She will be missed by all of us who were fortunate enough to know her.

Family Ties

Nancy came from a prominent automotive family and was a car person through and through. Her father was Charles Chayne, a name many will recognize. He was educated at Harvard and MIT, worked in aeronautics but quickly moved to the automobile industry, first at Marmon but he is best known for his career at General Motors. He started at Buick in

1930 but rose through the ranks to become Vice President of Engineering for all of GM. He retired from GM in 1963. He held several patents earned during his tenure at GM.

While working at GM, he was also involved in the vintage automobile hobby. He was one of the earliest members of the Veteran Motor Car Club in New England. He owned a few very interesting cars, including historically significant Buicks, two Hispano-Suizas, a 1912 Simplex and a couple of Bugattis. The best known of his classic cars was the Bugatti Royale that he saved from a junk yard on Long Island after the block cracked. Chayne repaired the block, restored the car, and painted it his fleet

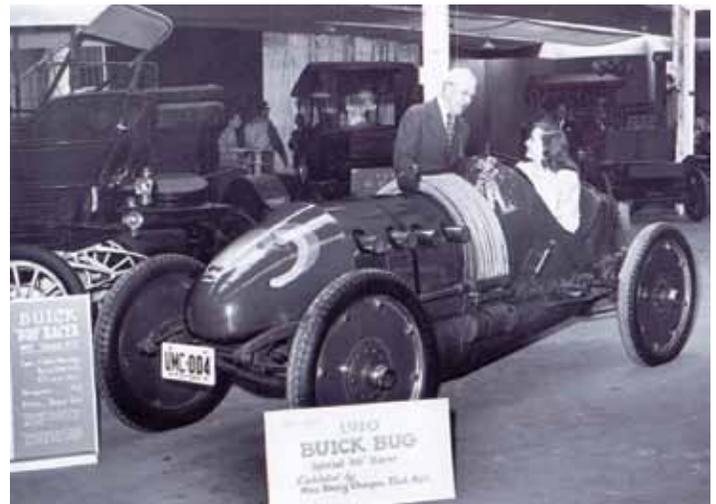
color, Buick white. It was used on tours with the Club in New England and family outings. A Royale! The car was donated to the Ford Museum in 1958, where it remains, and it is still Buick white.

Chayne's tenure at GM coincided with that of Harley Earl, the king of tailfins. Ever the engineer, Mr. Chayne and Mr. Earl had a number of memorable dustups.

After retiring from General Motors in 1963, Mr. Chayne moved to Pebble Beach, California. There he provided financial backing for the Pebble Beach Concours d'Elegance when the organization went through a rough patch in the 1968-1972 timeframe. There remains a Charles Chayne Trophy given at the Concours each year.



BMW 328 #85117 sits next to Bugatti #4813 at the top of Mount Washington after posting the fastest time of the day in the 1939 hillclimb.



Nancy Chayne sits in her 1910 Buick Bug Special "60" Racer in this 1946 photo—taken at the exhibit celebrating Detroit's Golden Jubilee of automobile manufacture in the city. Standing behind the car is Charles B. King, an automotive pioneer who built the first horseless carriage in Detroit in 1896.



John and Nancy Martin, with John Jr. on his mother's lap, used the 328 as a weekend car after Nancy acquired it from her father in 1949.



Nancy Martin's parents donated their Bugatti Royale to the Ford Museum in 1958. It is painted Buick white.

Nancy Chayne married John Martin, a mechanical engineer, in 1947. They had met in Boston. John Martin's family also had automotive roots; his father worked at Marmon from 1910 to 1914. He helped design the Marmon Wasp, the first car with a rear-view mirror and the winner of the first Indy 500 in 1911.

John Martin's career took him to 3M, General Motors and Boeing Electronics. It was a job with a Seattle-area start-up that brought the Martin family to Seattle. That family included John Martin, Jr., who was born in 1958.

BMW 328

Nancy was well-known for her beautiful 1937 BMW 328 roadster. This car was one of many owned by her father in the early 1940s. During his ownership, the



A photo from a few years back of Nancy and John Jr. with the 328.

car was dismantled at GM and evaluated. When GM was done with it, he returned it to his ever-changing fleet. About this time, Nancy was attending school in Boston and owned a rare Buick race car, but it was poorly suited to transportation. Nancy was given the BMW in exchange for the Buick in 1949.

Research into the car's early history shows that the car was delivered originally to The Falcon Works, the home of Frazer Nash, in England, and that the original color was black. The Frazer Nash archives show no record of the car, but it seems they were not too keen on recordkeeping.

It then went through a succession of owners in New England, being used in sports car racing and hillclimbs. The car has always been left-hand drive and has been badged as a Frazer Nash-BMW. Speculation is that it was ordered in left-hand drive for American use but passed through, or was at least badged, as a Frazer Nash, to avoid the stigma of a German car with the War being imminent.

Over the years, the car wore several colors of paint and had several modifications. In anticipation of its 50th birthday, the car was given a full restoration with the help of many Club members. It was painted factory-correct red and completed just in time for the 1988 Pebble Beach Concours, where it placed Second in Class. First in Class was a spectacular Alfa Romeo that ended up as Best of Show, so second isn't too bad.

A Modern BMW Too

While Nancy had the 1937 BMW 328 for decades, she also drove a modern BMW as a daily driver. This started after her father retired to Pebble Beach. This was back in the 1960s and she had a chance

to driver her father's car. What did the retired VP of GM Engineering drive? A BMW, of course. Nancy was driving his BMW down a winding hill near Pebble Beach. Her father told her not to brake, just let the car go, gathering speed.

The car cornered like nothing she had ever experienced. "I haven't been satisfied with anything but a BMW ever since," she said. For years she drove a succession of 7 Series but switched to a 5 Series as the 7s got too big.

The Lady

When visiting the Martin home on Mercer Island, there is much to enjoy. The little BMW enjoys its own den; no mere garage for this little ruby-red jewel. Nancy kept quite a collection of scrapbooks from a life well lived. Growing up in Detroit in the 1930s and 1940s, the pioneers of the auto industry were still alive and active. She met most of them.

In 1946, Detroit celebrated the 50th anniversary of automobile production in the city. A portion of Woodward Avenue was painted gold for the parade that was the highlight of the celebration. This was shortly after the end of World War II and the city was feeling confident. Participants included Henry Ford, R.E. Olds, Charles Nash, Barney Oldfield and... Nancy Chayne! She drove a gold-painted convertible in the parade.

A conversation with Nancy revealed her knowledge of automobiles, her strength, her considerable wisdom and a graciousness that is rare. She was a delight to know and anyone who was lucky enough to know her surely is better for it. What a lady.

Nancy is survived by her son John Martin, Jr. who intends to keep the little red BMW 328.



Nancy Martin drives her 328 with brio—as John Jr. hangs on—through the Corkscrew at Laguna Seca. This was in 1996 and Nancy commented, "A 70-year-old woman shouldn't be able to have this much fun."



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Oil Analysis as Preventive Maintenance, Part II

By Andy Wiest

I DIDN'T PLAN ON BEING A MYSTERY WRITER, but apparently finding plot twists are easy for me. If you missed Part I of this article, please refer to the Quarter 1, 2021 *Zündfolge* to catch up with the antics of your intrepid explorer (yours truly!) as he tries to solve "The Slippery Case of the Lead in the Oil Sample!" OK, enough of the Encyclopedia Brown channeling, here's the update...

As I discussed in Part I, I completed the 1000 mile run of street driving with EINS, my 2012 135i track car, took the sample, and anxiously awaited the results. The sample was taken and mailed in the middle of December and, annoyingly, was slowed by holiday mail

volume. It didn't arrive at the lab until the second week in January (I know because my impatience got the best of me and I emailed the company to ask). So, the holidays for me were a time to just wait for the email with the results while the car was parked forlornly in the garage. Everyday its sad eyes seemed to ask, "Am I sick, or am I OK? Why are you ignoring me? Will you ever drive me again?" OK...that may have been the eggnog talking...but you get the drift. So, what were the results? In true pulp novel mystery form, a slight mid-saga detour is in order.

As I waited for my results, I decided to do some additional internet read-

ing on rod bearings that added another interesting variable to this saga. It turns out that the European Union banned lead in engine components in 2011 and BMW changed its bearing design from the typical tri-bearings with lead-copper-steel, to bearings made of aluminum-tin. So, if you had a car manufactured in 2011, you really couldn't know which bearings you had! Guess when EINS was made? Go ahead, just guess. OK, I'll tell you—April of 2011. You can imagine how this new wrinkle of uncertainty added to my joy over Christmas. But at least I learned something. And, stepping back, it is actually useful information. More on that below.

Figure 1

	MI/HR on Oil	2,000	UNIT / LOCATION AVERAGES	1,000	1,000	4,000	6,000	6,000	UNIVERSAL AVERAGES
	MI/HR on Unit	109,000		108,000	107,000	106,000	102,000	96,000	
	Sample Date	2/17/2021		12/8/2020	9/27/2020	8/13/2020	1/21/2020	5/31/2019	
	Make Up Oil Added	1 qt		0 qts	0 qts	1 qt	2.5 qts	1 qt	
ELEMENTS IN PARTS PER MILLION	ALUMINUM	3	5	2	3	5	7	8	8
	CHROMIUM	1	1	1	1	2	3	2	1
	IRON	14	29	10	16	38	62	61	29
	COPPER	2	2	0	1	3	3	3	4
	LEAD	8	20	10	32	110	27	0	1
	TIN	0	0	0	0	0	0	2	1
	MOLYBDENUM	128	70	146	1	1	4	9	70
	NICKEL	0	0	0	1	1	1	1	0
	MANGANESE	0	1	0	1	1	1	1	3
	SILVER	0	0	0	0	0	0	0	0
	TITANIUM	0	1	0	1	1	1	1	5
	POTASSIUM	1	4	2	0	7	6	7	3
	BORON	208	106	251	3	4	5	14	60
	SILICON	4	4	7	4	4	3	3	5
	SODIUM	3	5	4	4	5	4	5	7
	CALCIUM	2603	2220	2511	2985	1970	1829	1786	2348
	MAGNESIUM	20	12	16	11	8	9	11	124
PHOSPHORUS	918	808	911	977	718	693	641	787	
ZINC	1004	899	978	1079	870	812	735	913	
BARIUM	0	0	0	0	0	0	0	0	

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	63.3	65-78	63.1	66.4	64.3	65.8	64.8
	cSt Viscosity @ 100°C	11.15	11.6-15.3	11.08	11.99	11.42	11.82	11.56
Flashpoint in °F	350	>385	395	320	380	375	425	
Fuel %	1.8	<2.0	<0.5	3.3	TR	0.5	<0.5	
Antifreeze %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Water %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Insolubles %	0.2	<0.6	0.3	0.1	0.4	0.2	0.3	
TBN								
TAN								
ISO Code								

Blackstone Labs analysis of EINS engine oil over a two-year period, with the most recent results in the far-left column.



To end the suspense, the results are in the report. And the big reveal is....only 10 ppm lead in the 1,000-mile sample. And no copper. So there was a consistent drop over time in lead since August across two oil changes and since I last used unleaded race fuel (it was *labeled* unleaded at the track). The lab's written assessment was that it was an external source, likely lead in the race fuel, not the rod bearings. Furthermore, since I had discussed the uncertainty about the rod bearing materials with them when I discovered it (they were aware of the switch in 2011) they assessed that, unless I had oil pressure issues (I do not) or knocking (I do not), added to the fact that I had zero lead in the samples before I tried race gas, it was more likely that I had aluminum-tin rod bearings. And my levels of aluminum and tin were very low. Another good data point was zero copper as, if I had lead-copper-steel rod bearings and the lead layer was wearing away, copper would have to start showing up at some point.

So, the question really was: where do I go from here? I didn't know with certainty which rod bearings I had, but I think I moved the needle a good bit toward having aluminum-tin. And given

The lab's written assessment was that it was an external source, likely lead in the race fuel, not the rod bearings.

that there was still a bit of uncertainty, I had the conundrum of whether I should just prophylactically spend the \$2K+ and replace the rod bearings on an engine which may be just fine (there is not an extensive record of rod bearing issues with N55s like there is with S65s), or just roll the dice and spend that money on other new toys for EINS. (How hard could an engine swap be if this choice didn't break my way?) First world problems for car nuts I know. But that's why you're reading this article right? Anyway, I chose a third, short term option to collect some data before making the commitment to either of the above two choices. Another option enabled by oil analysis.

The critical variable that gave me the third option was that I hadn't done an oil change with the latest sample. I just took a sample. This gave me the option of going another 1,000 miles

with the same oil and then taking another sample. If lead levels went up, it would indicate that the bearings did indeed contain lead, and were wearing, and it would make sense to just replace the rod bearings. If they stayed the same, it would indicate no new lead introduction, and confirm the lab's analysis and I could upgrade other stuff (I have a list...don't you?). So off I drove.

After another 1,000 miles, I dutifully shipped off the sample and waited. And the results were promising...slight reduction in lead levels to 8 ppm, and no copper. Given this result, I felt pretty confident that I had aluminum-tin rod bearings and that my rod bearings were fine and this all was me being "much ado about nothing." Admit it, you have all played the "what's that new engine sound?" worry game with your car. But overall, it was still a useful experience. I learned more about the mechanical function and material choices in my car. I learned the effect race gas (even "unleaded") can have on your oil sample results and learned a lot more about what the different parameters of oil sample analysis can mean for your car. So, a journey worth taking. The entire final sample sequence is shown in the report.

In the end, I decided to forgo the rod bearing repair as I deemed it unnecessary. And having the actual data that only oil analysis can provide was the primary tool that gave me confidence in the decision. But I also know that this is a percentages game, and eventually something will come up snake eyes on any car (especially a track car). Maybe my next column will still be about the engine rebuild I had to do on EINS after my first 2021 track day. (Cue "The Gambler," by Kenny Rogers.)

Astute readers will again note the high levels of Molybdenum and Boron in the 107K, 108K, and 109K samples. Yep, I did another oil supplement add (Liqui-Moly Ceratec).

Plus, I can shop for other car upgrades with the money I had set aside for the rod bearing job.



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Podium Finish for BMW Team RLL at the Rolex 24 at Daytona

BMW TEAM RLL REACHED THE PODIUM in the GTLM class at the 59th edition of the Rolex 24 at Daytona (USA). After 24 hours of racing at Daytona International Speedway, the #24 MOTUL BMW M8 GTE secured third place. The #25 car completed the classic race in Florida in fifth position. The Rolex 24 at Daytona represented the first major highlight of the GT endurance racing season for BMW Motorsport.

Augusto Farfus (BRA), John Edwards (USA), Jesse Krohn (FIN) and Marco Wittmann (GER) shared driving duties in the #24 car. Their teammates Connor De Phillippi (USA), Bruno Spengler

(CAN), Philipp Eng (AUT) and Timo Glock (GER) were also involved in the battle for a podium finish for long spells before losing ground due to a technical problem.

In the GTD class, the Turner Motorsport team competed in its 400th race with BMW. The #96 BMW M6 GT3 was driven by Robby Foley, Bill Auberlen, Aidan Read and Colton Herta (all USA). After 24 hours of racing, the quartet secured sixth place in their class.

The BMW Endurance Challenge, the season-opener in the IMSA Michelin Pilot Challenge 2021, had already taken place at Daytona on Friday. After four

thrilling hours of racing, four BMW M4 GT4s crossed the line in positions two to five.

Turner Motorsport celebrated a double podium as second place went to #95 with Bill Auberlen and Dillon Machavern (both USA), while their teammates Robby Foley and Vincent Barletta (both USA) finished third in the #96 BMW M4 GT4. They were followed in fourth and fifth positions by the #82 car of BimmerWorld Racing and car #43 from Stephen Cameron Racing.

The next race event for BMW Team RLL, the 12 Hours of Sebring (USA), is scheduled from 17th to 20th March.

BMW Motorsports Press



The Turner Team did well with a double podium finish in the IMSA Michelin Pilot Challenge 2021.



The current weapon-of-choice is the M8 GTE, which proved competitive at Daytona.



The factory RLL Team drivers totaled eight, four for each of the two cars.

2020 Financial Report

EACH YEAR THE CHAPTER IS REQUIRED TO REPORT its financials to the membership in the newsletter.

2020 was a challenging year due to the pandemic and reductions in how BMW National allocates membership dues to the chapters to fund more national activities. Social Events had to be cancelled throughout the year leading to lower revenues.

As a not-for-profit club, our goal is to break even, but in 2020 we lost almost \$13,000. We have taken steps in 2021 to return to breakeven, including moving *Zündfolge* to online delivery.

Our Balance Sheet at December 31, 2020 is shown here. The Prepays are mostly deposits on track dates in 2021 and Accounts Receivables are

for *Zündfolge* advertising that has not yet been paid. Inventory is for merchandise for 2020 events that had to be cancelled but will be used when we resume social activities.

For the Income Statement, we are presenting it by functional area, which makes the information more understandable. Each line is revenue less related expenses.

Balance Sheet

Assets:	\$
Cash	68,385
Accts Receivable	1,510
Prepaid Expenses	25,165
Inventory	4,428
Total Assets	99,488
Liabilities & Equity:	
Total Liabilities	313
Equity	99,175
Total Liabilities & Equity	99,488

Functional Income Statement

2020 Income	\$
Member Dues	14,624
Driving Schools	1,249
Online Media	-7,670
Zündfolge	-5,351
Tours	-1,267
Social Events	-5,636
Administration	-8,931
Net Loss	-12,982



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Designworks Collaborates with Sea Ray to Develop New Design Language

DESIGNWORKS, A BMW GROUP COMPANY, ANNOUNCED FEBRUARY 18, 2021, A COLLABORATION with leading pleasure boat manufacturer, Sea Ray, to develop a new sleek, sophisticated design language for the brand. The first new, redesigned model—the all-new Sundancer 370 Outboard—will be unveiled during a live Facebook event. The official release of this new product is in conjunction with the 45th anniversary of the Sundancer series.

“Sea Ray has a rich history as a leading boat manufacturer for more than 60 years,” said Johannes Lampela, Director of Industrial Design at Designworks. “The Sea Ray look is very recognizable, and our goal working together was to further strengthen that design DNA by bringing forward the most iconic features through a modern design execution. What emerged is a modern yet classic aesthetic that is being used to inspire the next generation of Sea Ray boats.”

“Our goal was to define the foundation for bold and pure design expression,” said Charlie Foss, Sea Ray Design Director. “Working together with Designworks, we were able to produce a fresh set of design principles that pay homage to our brand’s past while indicating the future, resulting in a look that is undeniably Sea Ray. An output of the collaboration was the definition of four key design characteristics to inform Sea Ray models moving forward: sleek, confident, athletic, and distinctive.”

Sleekness is recognized through a long, lean, and naturally flowing s-sheer line integrated into the side of the boat. Confidence is evident through a strong character jaw line, and athleticism is conveyed with purposeful yet beautiful angles and surfaces illustrating power and movement. Finally, distinctiveness is imparted through the characteristic Sea Ray hull-side emblem and center line that draws the eye in and creates a feeling of speed.

BMW Press



The new Sea Ray Sundancer 370 Outboard.

Definition CE04

BMW MOTORRAD has introduced a concept vehicle called the Definition CE04. This is a fully electric scooter

integrated with communication capabilities. BMW calls this “Plugged to Life.” Not plugged in, just plugged.



New Driving Simulation Center

WHEN THE BMW GROUP WAS PLANNING its all-new Driving Simulation Center, the technology the company decided to use included supercapacitors, direct drive with linear motors and 360-degree projectors. At the same time, the entire planning process was made customer centric. The outcome is a Driving Simulation Center that sets new standards.

“With 14 simulators on a site measuring 11,400 square meters in total, our new Driving Simulation Center in Munich is the most advanced and diversified facility in the automotive industry,” says Frank Weber, Member of the Board of Management of BMW AG, Development. “Here, simulators with a wide range of motion systems are being built—all the way up to highly dynamic units that use direct drive with linear motors to recreate a realistic BMW

driving experience. This takes us to a new level of virtual development.”

Building work in Munich began in 2018 and the new Driving Simulation Center will be put into operation gradually. Here, the BMW Group is turning the most progressive concept in the

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A test subject prepares for a ride inside the simulator.



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